

# Agenda Item 58.

ITEM NO: 58

Development Management Ref No	No weeks on day of committee	Parish	Ward	Listed by:
161747	Planning Performance Agreement	Barkham, Finchampstead, Swallowfield, Arborfield	Barkham, Finchampstead, South, Swallowfield, Arborfield	N/A SDL Major Development

**Applicant** Crest Nicholson Operations Limited C/O Boyer Planning Ltd  
**Location** Arborfield Garrison and adjoining land **Postcode** RG2 9LN  
**Proposal** Application for Reserved Matters for the erection of 223 dwellings together with access from Sheerlands Road and the Nine Mile Ride Extension, with associated internal access roads, parking, landscaping, open space, footpaths, bridleways and sustainable urban drainage (SUDS), relating to Parcel A-G land.  
**Type** Reserved Matters  
**PS Category** 7  
**Officer** Alex Thwaites

**FOR CONSIDERATION BY** Planning Committee on 12<sup>th</sup> October 2016  
**REPORT PREPARED BY** Head of Development Management and Regulatory Services

## SUMMARY

This application relates to land within the 'Southern Gateway' character area of the Outline planning consent granted under planning application O/2014/2280 which established the principle of access to the site together with development parameters. The Parcels (A-G) are located to the east of the A327, north of the Nine Mile Ride Extension (approved under 153336) and west of Sheerlands Road. The development area is also immediately adjacent the existing residential roads of Barker Close and Tyler Drive.

The principle of development in this location has been established through its allocation by policy CP18 of the Core Strategy and through the Spatial Framework Plan within the Arborfield Garrison Supplementary Planning Document together with the outline planning permission.

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 Arborfield Garrison 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 Arborfield Garrison and triggers for its delivery.

This current application is for reserved matters application for 223 dwellings, which represents phase three of the Arborfield Garrison development. The application seeks permission for the details of appearance, landscaping, layout and scale only. Conditions

applications have also been submitted in parallel to the reserved matters which seek approval for other detailed matters such as flooding and drainage.

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 development that represents the second stage of the Arborfield Garrison development and would not have a significant detrimental impact on the character of the area or on existing residents.

As previously advised, the site is surrounded by key existing and proposed infrastructure links, such as the Nine Mile Ride, Sheerlands Road and the A327. The proposal is also sited to the south of the existing residential area of Barker Close and Tyler Drive. Due to the scale of the site the levels vary within the parcels, however as a broad overview the site gently slopes upwards towards the A327. The key environmental features on site are the existing mature vegetation that is located along the northern boundary of the development. The masterplan has been designed in order to retain the mature vegetation as well as leaving a buffer along the northern boundary, away from the existing properties in Barker Close. The two open space areas to the centre of the development not only gives the development a more open feel but also acts as a natural barrier between the character areas in the parcel. The Sustainable Drainage Systems (SUDS) have been designed as part of the site layout and there is sufficient capacity within the site to accommodate the development.

As defined at outline stage, the proposal also includes an area of the Linear Park and LEAP (Locally Equipped Areas of Play) which lies to the south of the parcel, directly north of the Nine Mile Ride Extension. This Linear Park includes the bridleway that links through the site and will connect the parcel with the rest of the development at Arborfield Garrison as well as areas such as Finchampstead and California Country Park.

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.

In design terms, the proposal meets all the council's standards, in particular internal space, garden depths and parking standards. Equally, the proposals follow the parameters set out in the outline application and the development comprises of generally lower density residential housing, primarily two storeys in height with some three storey buildings, two stories located adjacent to the open countryside. The actual design of the units features a more contemporary design that is successfully reflective of the first phase of development as well as being compliant with Wokingham Borough Council policies.

The proposals are considered to be acceptable and therefore it is recommended that Reserved Matters are approved subject to conditions outlined below.

#### **PLANNING STATUS**

- Strategic Development Location (SDL)
- Modest Development Location
- Countryside
- Thames Basin Heaths Special Protection Area 5km – 7km Zone

- Site of Special Scientific Interest 500m Buffer - Longmoor Bog
- Affordable Housing Thresholds
- Farnborough Aerodrome Safeguarding Consultation Zone
- Potentially Contaminated Land - Sewage Works (Disused)
- TPOs Served
- Bat Roost

## RECOMMENDATION

**APPROVE RESERVED MATTERS** subject to the following conditions:

1. Outline Application Compliance

Nothing herein contained shall be deemed to affect or vary the conditions imposed by planning permission O/2014/2280 dated 02/04/2015 which conditions shall remain in full force and effect save in so far as they are expressly affected or varied by this permission.

2. Plans

Approved plans – details to be submitted as part of members update (awaiting revised / updated plans)

*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. Landscape Maintenance and Management

Prior to the first occupation of the development a landscape maintenance and 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. The landscape maintenance and management plan shall be carried out as approved unless otherwise agreed in writing by the Local Planning Authority.

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

4. Highway Construction Details

Prior to the commencement of development, full details of the construction of roads and footways, including levels, widths, construction materials, colour palette, service margin 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 before the development is occupied and the final wearing course will be provided within 3 months of occupation, unless otherwise agreed in writing by the local planning authority.

*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.*

#### 5. Footway Connectivity

Prior to the commencement of development, full details of the proposed pedestrian facilities and pathways including materials to be submitted to and approved in writing by the local planning authority at the following locations:

- a. linking plots 179 to -186, just south of allotments;
- b. linking plot 210 to the bridleway at the northwest corner of the development;
- c. link adjacent to plots 120 & 121.

*To ensure adequate to ensure satisfactory development in the interests of sustainable travel in accordance with NPPF, Wokingham Borough Core Strategy Policies CP1, CP6 and CP18.*

#### 6. Layout of Private Driveways

Prior to the commencement of development, full details of the proposed private driveway layouts and lengths in front of footways, including materials, to be submitted to and approved in writing by the local planning authority.

*Reason: To discourage car parking across footways in the interests of highway safety and convenience in accordance with NPPF Wokingham Borough Core Strategy Policies CP1 and CP6 and Managing Development Delivery Local Plan Policy CC07 and parking standards outlined in Appendix 2 of the Managing Development Delivery Local Plan and the Arborfield Strategic Development Location Supplementary Planning Document (2011).*

#### 7. Surfacing of Access

No building shall be occupied until the vehicular access has been surfaced with a permeable and bonded material across the entire width of the access for a distance of 10 metres measured from the carriageway edge.

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

#### 8. Access Prior to Occupation

No building shall be occupied until the access has been constructed in accordance with the approved plans.

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

#### 9. Public Transport Strategy

Prior to the commencement of development, submit an updated public transport strategy that includes a bus service within 400m of the proposed development to be agreed in writing with the local planning authority. This is expected to identify

phased bus services to the bus stops proposed on Nine Mile Ride and Sheerlands Road.

*To ensure adequate to ensure satisfactory development in the interests of sustainable travel  
in accordance with NPPF, Wokingham Borough Core Strategy Policies CP1, CP6 and CP18.*

### **Informatives**

1. Nothing herein contained shall be deemed to affect or vary the conditions imposed by planning permission O/2014/2280 dated 02/04/2015 which conditions shall remain in full force and effect save in so far as they are expressly affected or varied by this permission. Equally, this permission should be read in conjunction with the legal agreement under section 106 of the Town and Country Planning Act that accompanies planning permission O/2014/2280 dated 02/04/2015.
2. The applicant is advised that the Council seeks that employers or developers within the borough commit to using local labour / contractors where possible. This should include:
  - Advertisement of jobs within local recruitment agencies / job centres;
  - Recruitment and training of residents from the local area;
  - Seek tender of local suppliers or contractors for work.
3. Work on Highway  
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. Mud on Road  
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. Highway Management  
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.
6. Utilities  
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.

7. Noise

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.

<b>PLANNING HISTORY</b>		
SO/2010/0611	EIA scoping opinion	23/4/2010
O/2013/0600	Outline application for 2000 dwellings and supporting infrastructure.	Withdrawn 19/11/2013
O/2014/2280	<p>OUTLINE PERMISSION FOR: Demolition of buildings and phased redevelopment of Arborfield Garrison and adjoining land for: Up to 2,000 new dwellings (including up to 80 units of extra care housing). District centre comprising a foodstore up to 4,000 sqm gross with up to a further 3,500 sqm (gross) floor space within Classes A1, A2, A3, A4, A5, B1, D1 and D2 (with residential above - Class C3)), and transport interchange, village square, car parking, servicing and drop off area. Up to a further 1,500 sqm (gross) floor space within Classes D1 and D2. Neighbourhood centre to provide up to 300 sqm (gross) floor space within Classes A1, A2, A3, A4, A5, B1, D1 and D2, with parking/servicing area. Secondary school for up to 1,500 pupils (Class D1) including sports pitches, flood-lit all-weather pitch, and indoor swimming pool and parking areas. Up to three-form primary school (Class D1) with sports pitch and parking areas. Associated phased provision of: car parking; public open space including sports pitches, informal/incidental open space, children's play areas including multi-use games area (MUGA), skate park, community gardens/allotments; landscaping/buffer areas; boundary treatments; new roads, footpaths, cycleways and bridleways; sustainable urban drainage systems, including flood alleviation works.</p> <p>PART 2 - FULL PERMISSION FOR phased development of: Creation of two new areas of Suitable Alternative Natural Greenspace (SANGS) (In the north-eastern part of the application site ("Northern SANGS") and at</p>	Approved 02/04/2015

	West Court ("West Court SANGS") including car parking areas, path/walkways, fencing and associated landscaping; re-use of existing MoD gymnasium for sports/community uses/centre (Classes D1/D2; new roundabout junction to A327 Reading Road; junction improvements to Langley Common Road, Baird Road and Biggs Lane; junction improvements and new access at Biggs Lane/Princess Marina Drive; re-use and improvements to existing site accesses from Biggs Lane.	
150162	Reserved Matters application for the erection of 113 dwellings with access from Biggs Lane and Princess Marina Drive, with associated internal access road, parking, landscaping and open space, footpaths and sustainable Urban Drainage (Suds).	Approved 26/11/2015
153336	Reserved Matters application pursuant to planning consent O/2014/2280. The application relates to the Nine Mile Ride Extension, School Access Road and A327 Roundabout. Details of access, appearance, landscaping, layout and scale to be considered.	Approved 24/03/2016
161536	Application for Reserved Matters for the erection of 127 dwellings together with access from Princess Marina Drive with associated internal access roads, landscaping, open space, footpaths and sustainable urban drainage (SUDS), relating to (parcel T) land.	Approved 14/09/2016

### SUMMARY INFORMATION

#### For Residential

Site Area	6.79 ha
Existing units	MOD Use
Proposed units	223
Proposed density - dwellings/hectare	33 d/ha
Number of affordable units proposed	45 (20%) and 15% commuted sum
Previous land use	Brownfield site (MOD)
Proposed parking spaces	461 including visitors spaces and garages (counted as 0.5 spaces)

### CONSULTATION RESPONSES

Berks, Bucks and Oxon Wildlife Trust	No objection subject to the proposal being carried out in accordance with the submitted documents and mitigation [ <i>Officer Note: Condition 2 secures all documents and plans and the proposal must be carried out in accordance with said documents/plans</i> ]
Berkshire Archaeology	No objection.
WBC Biodiversity	No objection

WBC Building Control	No comments received.
WBC Children Services	No comments received.
WBC Community Infrastructure	No objection.
WBC Conservation Officer	No objection.
Crime Prevention Design Officer	No comments received.
WBC Drainage	Comments received requesting minor points of clarification, however amended plans and documents submitted and under review.
WBC Economic Sustainability Team	No objection.
WBC Education Services	No comments received.
Environment Agency	No comment.
WBC Environmental Health	No objection.
WBC Health and Wellbeing	No comments received.
WBC Highways	No objection – subject to conditions
Highways England	No objection.
Historic England	No comment.
WBC Trees & Landscape	No objection – subject to conditions
WBC Libraries	No comments received.
Natural England	No comment.
Network Rail	No comments received.
WBC LUTT (Policy)	No objection
WBC Public Rights of Way	No comments received.
Royal Berkshire Fire and Rescue	No comments received.
South East Water	No comments received.
South West Train	No comments received.
Southern Gas Networks	No comments received.
Sport England	No comment.
SSE Power Distribution	No comments received.
Thames Water	No objection.
WBC Waste Services	No objection.

## REPRESENTATIONS

<b>Arborfield Parish</b>	'The Parish Council have no comments regarding this application.'
<b>Finchampstead Parish</b>	<p>While broadly in agreement with the proposed scheme the following comments were raised:</p> <p>Consider the imposition of a covenant on householders adjacent to the "Dark corridors", in order to reduce light pollution from the future installation of external lights on properties. [<i>Officer Note: a lighting plan is secured through condition 2 to reduce impact on the dark corridors and ecology</i>]</p> <p>The western site boundary with the A327 is a potential area for</p>



noise pollution. Although recognised in the Plan, there are no immediate plans to implement any form of mitigation measures. This should be reconsidered and implemented at the outset of development. *[Officer Note: the WBC Environmental Health officer is satisfied with the noise mitigation proposed with the application]*

Provision of high speed broadband to all homes is essential. There does not appear to be any mention of its inclusion and implementation within the Plan. It must be. *[Officer Note: while not a planning consideration the applicant has previously confirmed on other parcels that high speed internet is to be provided]*

The plan includes the provision of Allotments. It is unclear which authority will have responsibility for the administration and management. This matter needs urgent resolution so that the new authority may be engaged with the initial plans and set up from the outset. *[Officer Note: this comment is not a planning consideration, however the Council is aware of his issue]*

Allotment fencing and gates needs to be deer and rabbit proof. *[Officer Note: the details and design of the allotments has been secured within the outline legal agreement]*

Where the Greenway meets Sheerlands Road, provision of a pedestrian and/or Pegasus crossing should be considered. *[Officer Note: this crossing falls outside of the application site however forms part of the wider transport and movement strategy for the site]*

What plans are there for the provision of solar panels to properties? *[Officer Note: an sustainable energy statement has been submitted with the proposal and will be secured under Condition 2]*

The loop access between the two Nine Mile Ride Extension access roads should be capable of providing vehicular access*[Officer Note: this is the case]*

#### **Barkham Parish**

'This parcel of land is north of the Nine Mile Ride Extension up to the A327. A greenway is proposed to run along the southern edge which will be a portion of the greenway which crosses the whole of the SDL. The crossing of Sheerland Road needs to be safe for vulnerable users including cyclists, horses and pedestrians. A Pegasus type crossing should be provided at this point, even if lights are not included at the outset. *[Officer Note: this crossing falls outside of the application site]*

Though outside the application area, provision to extend the greenway from the north west extremity to Baird Road should be addressed by WBC. This will ultimately provide a greenway all the way from Finchampstead to Farley Hill.

The junction of Sheerlands Road and Nine Mile Ride Extension is currently a T junction: sufficient land should be retained in order that in future years a roundabout could be constructed to cope with additional traffic which will ultimately make this a very busy junction.'

**Local Members**

No comments received.

**Neighbours**

No neighbour representation received

**PLANNING POLICY**

National Policy

National Planning Policy Framework 2012  
 Technical Guidance to the National Planning Policy Framework 2012

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)
- CP13 – Town Centres and Shopping
- CP17 - Housing delivery
- CP18 – Arborfield Garrison Strategic Development Location

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

Managing Development Delivery Document (Local Plan) (adopted February 2014)

- 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  
 TB05 - Housing Mix  
 TB07 – Internal Space Standards  
 TB08 - Open Space, sport and recreational facilities standards for residential development  
 TB09 – Residential accommodation for vulnerable groups  
 TB12 – Employment Skills Plan  
 TB15 – Major Town, and Small Town/District Centre development  
 TB16 – Development for Town Centre Uses  
 TB20 – Service Arrangements and Deliveries for Employment and Retail Use  
 TB21 - Landscape Character  
 TB23 - Biodiversity and Development  
 TB24 – Designated Heritage Assets (Listed Buildings, Historic Parks and Gardens, Scheduled Ancient Monuments and Conservation Areas)  
 TB25 - Archaeology  
 TB26 – Buildings of Traditional Local Character and Areas of Special Character  
 SAL05 - Delivery of Avoidance Measures for the Thames Basin Heath Special Protection Areas

### **Supplementary Planning Documents**

Arborfield Garrison Strategic Development Location Supplementary Planning Document (October 2011)  
 Infrastructure Delivery and Contributions Supplementary Planning Document (October 2011)  
 Wokingham Borough Design Supplementary Planning Document (2012)  
 Wokingham Borough Affordable Housing Supplementary Planning Document (July 2013)  
 Sustainable Design and Construction Supplementary Planning Document (28 May 2010)  
 Planning Advice Note, Infrastructure Impact Mitigation, Contributions for New Development (Revised 2014)  
 Barkham Village Design Statement (re-adopted as an appendix to the Borough Design Guide SPD in May 2012)  
 Emerging Arborfield and Newland Village Design Statement (post-consultation, now being considered for adoption)

The Council's parking standards as set out within appendix 2 of the Managing Development Delivery Local Plan and referred to in para 4.38 of the Core Strategy

## **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 Arborfield Garrison 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 Arborfield Garrison is one of these. Policy CP18 identifies that the Arborfield Garrison SDL will deliver a sustainable, well designed mixed use development of around 3,500 dwellings and associated infrastructure.

3. Core Strategy Policy CP18 is amplified by Appendix 7 of the Core Strategy, the Arborfield Garrison Strategic Development Location Supplementary Planning Document (SPD) and Infrastructure Delivery and Contributions SPD, which address 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 Wokingham Borough Council on 02/04/2015. This established the principle for development for the site together with access for up to 2,000 new dwellings, district centre, neighbourhood centre, secondary school, primary school and two Suitable Alternative Natural Greenspace (SANGS). These were considered against the relevant Core Strategy policies and Local Plan policies. The current application seeks reserved matters approval for appearance, layout, landscaping and scale. Other issues such as updating the Flood Risk Assessment and Phasing are being considered under separate conditions applications.
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.
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.

#### Site Description

7. The application site relates to an area of land within the Outline application that lies in the character area of the 'Southern Gateway'. The application site, referred to as 'Parcels A-G' at outline, is immediately adjacent to the A327, the Nine Mile Ride Extension, Sheerlands Road and Barker Close.
8. As described in the Outline application the existing land use of the site comprises of the soon-to-be vacated Arborfield Garrison (MOD use), which is currently not accessible to the public.

#### Dwelling Mix:

9. 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.
10. The accommodation on the site would be provided within both apartments and houses. The mix of dwelling types allows for a mix of smaller units, like for example 2 bed dwellings, with larger houses and apartment buildings which

allows for an appropriate housing mix which reflects a balance between the character of the area and the current and projected needs of households on the market.

11. The table below shows a breakdown of the mix of dwelling types and units on the first phase.

		Private	Affordable	Total
Apts	1 bed	0	6	6
	2 bed	48	6	54
Houses	Maisonette	14	6	20
	2 bed	17	11	28
	3 bed	51	14	65
	4 bed	43	2	45
	5 bed	5	0	5
	Total	178	45	<b>223</b>

12. The proposal is considered acceptable and provides a good balance of accommodation on the site.

#### Masterplan – Layout

13. 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 Arborfield Garrison 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.

14. Core Strategy policy CP18, *Arborfield Garrison Strategic Development Location* sets out the concept rationale for the design parameters for the Arborfield Garrison SDL and these are outlined in further detail in Appendix 7 of the Core Strategy. This states that:

*The attractive rural setting, which requires a design response to ensure the development, is absorbed into the landscape, taking account of natural features including watercourses, and to ensure a sense of the landscape permeates the development through an open space strategy*

15. Further design guidance is provided by the Arborfield Garrison 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.

16. It is important to set out the site in the context of the wider planning permission for Arborfield Garrison. The application parcel itself forms a discrete part of the Arborfield Garrison planning unit. In order to ensure consistency of design for the

entire development, the Arborfield Garrison 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.

17. To build upon these principles, a requirement of the outline planning permission was for the applicant to submit a design code with the submission of reserved matters applications. The purpose of the design code is to ensure continuity of development across the site and the application of Garden Village principles in the design. In accordance with this requirement, the applicant has provided these details which have demonstrated the overarching principles for the entire site and are acceptable. The design principles outlined in the code will be expected to be incorporated to the wider Arborfield Garrison planning unit.
18. To build upon these principles, a requirement of the outline planning permission was for the applicant to submit an acceptable design code (ref: 160303) 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 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 within the 'Southern Gateway' parcel when they submitted in the future.
19. 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 ensured 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.
20. The principle layout of the wider 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 are considered acceptable. The layout of this parcel has been designed in accordance with site constraints, WBC standards and good practice and as such is considered acceptable.

#### Masterplan – Density

21. Design principles 3 (a-g) are outlined in the Arborfield Garrison SPD and are concerned with the character of the development, including the density of development. The Core Strategy approach for the Arborfield Garrison SDL in respect to density is outlined in Appendix 7 which indicates an average density of 30-35 dwellings per hectare (d/ha) across the SDL. Equally the Arborfield Garrison planning consent established 'Parcels B-E' to be of '*medium* density' (27-40 d/ha) and 'Parcels F-G' as '*lower* density' (15-27 d/ha). Parcels F-G being the parcels directly south of the existing residential area of Barker Close and Tyler Drive.
22. The overall density proposed by the application equates to 33 d/ha which will

include a provision of 20% on-site affordable housing. The remaining 15% is to be commuted off-site. The masterplan shows that density would be greater towards the Nine Mile Ride Extension and parts of the A327, while being lower near to residential areas or the extremities of the Arborfield Garrison development site. The application of lower density development in these areas responds well to both the constraints of the site and the edge of development. This would provide a good transition between the built forms and surrounding countryside or existing residential areas.

23. This approach is considered consistent with the advice provided by the SPD, the previously approved outline application and the overall density of development is in line with Appendix 7 of the Core Strategy and is therefore acceptable.

#### Masterplan – Design and Appearance

24. In terms of the detailed design of the buildings, the Arborfield Garrison SPD recommends that the existing built form should be used to inform the design. The Design and Access Statement and Design Code include a character analysis of the surrounding area and picks out themes that are common in the locality. These have been used to help inform the design style of the dwellings which generally take on a more contemporary form of design that take clear character references from the local vernacular architecture. The design should also be influenced and consistent with the Garden Village Principles as well as previously approved adjacent parcels, in this case 'Parcel O1', 'Parcel T' and the approved design code.
25. 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 and heights 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.
26. The parcel has three natural segments due to the provision of green strips of open space within the development, as per the parameters at outline stage. While these sections appear separate they provide an excellent amount of permeability and access through the site as well as onto the existing road networks and wider areas. Public spaces are overlooked by dwellings to ensure surveillance and security. The designs of the dwellings and outline parameter plans, allow for three storey building to create 'landmark buildings' at strategic locations which is reflective of the first and second phase of development (Parcel O1 and Parcel T). Equally the materials used and details, such as render and timber cladding, is reflective of the first phase of development and the current detail of Arborfield Garrison as a whole.
27. Whilst the proposal introduces a modern design into the SDL, the NPPF states *planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.* The proposal, whilst modern in design, consists of features that are found in the local vernacular. It is considered that the applicant has carefully

considered the design in the context of the surrounding area and proposes a design that is respectful to the character of the area while not replicating the homogenous design styles of other modern housing estates.

28. The overall design approach for all of the dwellings is considered appropriate, although differs from that of the consented schemes on 'Parcel O1 and T' in their design, offering a new distinct character in this area and is considered successful in its approach and respects the context of the site location and in accordance with the advice provided by the NPPF, policies CP1 and CP3 together with the Arborfield Garrison SPD and Supplementary Planning Guidance. The proposals are therefore considered acceptable.

#### Masterplan – Landscape

29. 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 the majority of the Parcels in A-G there is a strong mature tree line on the northern boundary that is adjacent to the existing residential properties in Barker Close this 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.
30. Elsewhere in the Parcels there are existing and proposed hedgerows that break up the development. Again the layout has been carefully considered to ensure that this would be retained with appropriate buffers from the built form. 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.
31. Within the development, landscaping is proposed throughout the residential areas. Landscaping strips and SUDs have been established through the primary infrastructure and these will include tree planting. Along the main roads in the development 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 Arborfield Garrison SPD.
32. 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. Particular attention has been given to the northern boundary of development parcels and how the proposal links with the Linear Park and this is considered acceptable by the Landscape Officer.



### Masterplan – Conclusion

33. 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 satisfactorily demonstrated a comprehensive approach to the delivery of the dwellings under consideration by this reserved matters application. This has been achieved through applying the principles of the design code in the proposed layout and the principles of the Garden Village.
34. 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 and represents high quality development.

### Residential Amenity – Impact upon Neighbouring Properties

35. 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.
36. The proposal is subject to parameters set at outline stage that includes both separation distances and open space plans. The most significant of these is the northern boundary that is adjacent to the existing properties at Barker Close and Tyler Drive. The proposal has been designed to allow a 50 metre distance between the properties at Barker Close and the proposed properties in the development parcel.
37. This northern boundary to the site comprises if an effective screen of Scots Pine trees located on a natural ridgeline. It provides a largely evergreen buffer between the development site and the existing residential area/woodland to its immediate north. The existing fragmented hedgerow and tree planting will be enhanced with infill hedgerow and Scots Pines to screen development from the northern boundary.
38. Given the size of the separation distances and the onsite conditions, it is considered that there would be no significant impacts to existing residents in terms of overlooking, loss of light and overbearing.

### Residential Amenity – Noise

39. 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. The outline permission also secured via condition and s106 the construction routes for the proposal in order to keep disruption to a minimal. Construction activities would be temporary and Condition 68 of the Outline Planning consent controls the hours of operations to 0800-1800 on Mondays to Fridays and 0800-1300 on Saturdays.
40. 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

41. 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*

42. The Borough Design Guide sets a minimum garden depth of 11.0 metres. In terms of the submitted masterplan, the proposed layout complies with these requirements with all houses meeting the minimum threshold, apart from one unit. This unit, number 79, does however front the linear park and enjoys a wide plot of 14 meters and therefore is considered acceptable. Equally, for some of the proposed houses, the garden areas are wide which increases the area of amenity space. Overall, it is considered the development will provide acceptable levels of private amenity space for the future occupants of the dwellings and is in accordance with policy.

##### *Internal Space Standards*

43. 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 to National Space standards, meeting requirements for overall area, bedroom sizes and storage allowances.

#### Security

44. 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 restrict access to private amenity space.

#### Noise

45. 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. Noise impacts from traffic from the A327 and NMRE upon the new occupiers amenities have been considered and are considered acceptable. The Environmental Health officer is satisfied with the proposals and therefore there is not considered to be significant impacts to the occupants of the proposed dwellings.

#### Sustainable Design and Construction

46. Due to the replacement of the Code for Sustainable Homes with national standards in Building Regulations, the proposal is no longer required to meet Code 4 in line with Policy CC04 of the MDD. However, the policy does require that all development should incorporate suitable waste management facilities including on-site recycling (composting). It is considered that sufficient internal and external storage could be provided to accommodate this.

47. Additionally, there is a condition in the outline permission to secure low and zero carbon technologies, so to demonstrate how the development will achieve a 10% reduction in carbon emissions beyond the minimum requirement of 'Part L: Building Regulations'.

### Access and Movement

48. The outline planning permission established the access points to the site and was accompanied with a full Transport Assessment. This involved modelling the potential impacts of the development by using the Wokingham Strategic Transport Model which included a review of this development site, the Arborfield Garrison 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. It should be noted that most of the highways related matters are being assessed in detail under separate conditions applications.
49. The main site accesses onto the Nine Mile Ride Extension were operationally assessed with the planning application for the Nine Mile Extension (reference 153336) and identified to function satisfactorily. A Road Safety Audited was also undertaken. These proposals also include pedestrian, cycle and equestrian facilities along the site frontage within the Linear Park.

### Access and Movement – Site Layout

50. The principle accesses to the site would be from the Nine Mile Ride Extension (NMRE) which has a direct connection to the new roundabout onto the A327. These accesses from the NMRE were consented via the NMRE application (reference 153336).
51. The proposal has been designed in accordance to the street hierarchy detailed in the Southern Gateway Design Code. It is composed of Secondary Streets, Tertiary Streets type 1, Tertiary Streets type 2 and Access Ways / Parking Courts all designed in accordance with Manual for Streets. The Secondary Streets connect to either NMRE or Sheerlands Road and provide the main connection links and are 5.5m wide. The Tertiary Streets have two types, one which roads measure 4.8 - 5.5m and a second which narrow further measuring 4.1m - 4.8m (with 3.7m pinch points where appropriate). As buses are not planned to run through this part of the site the 5.5m - 4.8 metres width is appropriate.
52. There are a number of highway features that contribute to the public realm. In the central area of parcel G there is a public square area which comprises tight bends; this will slow traffic and discourage potential through traffic between Sheerlands Road and the NMRE. There is also a slow and tortuous connection between parcels F and E across the bridleway which provides connectivity. Around parcels E, F & G the streets are set out in a tortuous loop which again provides access for traffic travelling slowly but with connectivity. This is intended to prevent rat-running through the housing parcels.
53. On the Tertiary Street, pavements have not been provided, however the proposed roads have been designed to have a shared surface for good pedestrian access within the site and future phases of development in the wider Arborfield Garrison development.
54. Additionally, the proposal includes shared surfaces and private drives off the tertiary streets that provide access to some residential dwellings. These areas of

road are short in length and often consist of turning heads which will ensure low vehicle speeds within these zones. As such this is acceptable.

#### Access and Movement – Car Parking

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

56. A summary of the car parking provision is provided on the table below:

<b>Total Visitor</b>	<b>57</b>	0.26
<b>Total Allocated</b>	<b>350</b>	1.57
<b>Total Garages</b>	<b>108</b>	0.48
<b>Total Allocate &amp; Garages</b>	<b>458</b>	2.05
<b>Total Visitor, allocated &amp; garages</b>	<b>515</b>	2.31
<b>Total Tandem Parking</b>	<b>84</b>	0.38

57. With garages counted as 0.5 of a space as specified in WBC standards, then the effective total spaces are 461 including visitors' spaces (54+350+57), making the average number of spaces per dwelling 2.07 dwelling. If garages are entirely excluded from the total then there are 407 spaces, an average of 1.7 spaces per dwelling.

58. This parking is in accordance with the WBC parking standards (WBC demand calculator 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 parking for the proposed dwellings is provided on plot with apartment parking also being located on plot. Parking spaces on the driveways have been set out to minimise vehicles that can potentially block driveways. Visitor parking is also well distributed through the development and this is provided in bays which are mainly off-set from the carriageway to reduce the level of on carriageway parking.

59. On this basis, the level of parking provided and its location should limit demand for on street parking along the primary street and throughout the development. As such the proposed parking is considered acceptable on the site.

#### Access and Movement – Pedestrian, Cycle & Equine Access

60. There are excellent connections to pedestrian and cycle routes, with the bridleway route across the site linking to greenways to the north and the south and east. The bridleway routes through the linear park and will have a crossing of Sheerlands Road for connecting to the District Centre, Secondary School and further eastwards. Linking the parcels with the rest of the SDL development site is a key element of the development access strategy. Conditions within the outline application have secured connections from the site although this will come in later phases as per the phasing strategy. Within the parcels A-G themselves an extensive network of walk and cycle links have been established and where there are cul-de-sacs in most instances have at least a footway connecting to other neighbouring parcels.

61. Given the proposal at Parcels A-G is only the second phase of the wider Arborfield Garrison development it is acknowledged that permeability across the wider area remains limited at this early stage. However, the applicant and the Council are working to ensure links are established early on in the development process to help promote sustainable routes across the wider area and that future residents can move between parcels and the wider area safely and easily.

#### Access and Movement – Cycle Storage

62. Consistent with Core Strategy Policies CP1, Sustainable Development and CP6, Managing Travel Demand, which expect development to make provision to support sustainable travel, Condition 29 of the outline planning consent requires cycle parking and 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.

63. Cycle parking is provided on site in designated individual cycle storage for dwellings and communal cycle storage for apartments. All dwellings and apartments have been provided with sufficient space for cycle storage/parking in accordance with the above requirements and as such the proposals are considered acceptable on this basis

#### Access and Movement – Access to Public Transport

64. In order to ensure good public transport to the site, a public transport strategy has been secured by Condition 33 of the outline planning consent. A new bus stop will be provided on the Nine Mile Ride Extension and Sheerlands Road which together mean that services will be within a 400m walk of all dwellings. Concerns have been identified about the phasing of services and the need for some buses to operate along Nine Mile Ride between the A327 and Sheerlands Road. A condition to update the Public Transport Strategy to ensure services are phased accordingly with the development has been added.

#### Flooding and Drainage

65. Core Strategy Policy CP1 and MDD DPD Policies CC09 and CC10 establish that new development should avoid increasing and where possible reduce flood risk and Arborfield Garrison SPD generally 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.

66. At the outline stage, the applicant undertook a Flood Risk Assessment which determined that the residential part of the outline site is not located within areas shown to be at risk of flooding, as indicated by Flood zone 1 on the Environment Agency's Flood map. No housing development is located within areas that flood and therefore the proposal is considered acceptable in this regard.

67. Drainage was fully assessed at outline stage and the Council and the EA were satisfied that the site has sufficient storage capacity and that the provision of SUDs, which will incorporate flood attenuation ponds, can be accommodated on-site and will mitigate the impacts of the development. The benefit of SUD's over the existing field use is that these should improve the current situation by

preventing water from running off the land too quickly.

68. A raft of measures has been provided to alleviate flood risk for the site and to accord with the parameters set at the outline stage. These have been assessed by the drainage officer and some minor points of clarification have been requested. The applicant has submitted these and at the time of preparation of this report the documents and plans are under review. However these relate to minor tweaks and will not result in any significant flooding or drainage issues locally, merely adjustments to the drainage strategy on the site. The outcome of the review will be reported in the members update.

#### Thames basin Heaths Special Protection Area

69. 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 Arborfield Garrison 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.

70. The development will be mitigated by the provision of the Suitable Alternative Natural Greenspace (SANGS) in the north-eastern part of the outline application site ("Northern SANGS") and at West Court ("West Court SANGS"). This has been designed to provide sufficient space required to compensate for the growth in resident numbers associated with this phase of the Arborfield Garrison development. Planning permission for the SANGs has been granted under the outline consent (Ref: O/2014/2280) 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. The SANG will be open prior to first occupation.

#### Ecology

71. 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 Biodiversity Officer has assessed the application and is satisfied that there would be no significant impact on ecology.

#### Archaeology

72. Core Strategy Policy CP3 and MDD LP Policy TB25 require the archaeological impact of development to be taken into consideration. An Archaeological Evaluation report for the proposal was submitted and Berkshire Archaeology are satisfied that, given the nature of the features encountered, no further archaeological investigation will be required on this parcel.

#### Affordable and Specialist Housing

73. Core Strategy Policy CP5 requires a mix of tenures, including up to 50% affordable housing. The Infrastructure and Contributions SPD states that development within the SDLs should seek 35% affordable housing which echoes

Appendix 7 of the Core Strategy.

74. The application proposes 45 units of affordable housing on site. Under the Outline permission the s106 sought a commuted sum for the provision of off-site affordable housing in order to secure the 35% affordable housing required for the application. The onsite provision is in accordance with this agreement and therefore considered acceptable.

### **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 Arborfield Garrison 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.

### **CONTACT DETAILS**

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