

Agenda Item 124.

Development Management Ref No	No weeks on day of committee	Parish	Ward	Listed by:
161255	Ext	Shinfield	Shinfield South	N/A Major Development

Applicant Bewley Homes

Location Land North of Hyde End Road, Spencers Wood **Postcode** RG7 1DG

Proposal Full application for the proposed erection of 32no dwellings with associated vehicular access, parking and landscaping

Type Major

PS Category 7

Officer Christopher Howard

FOR CONSIDERATION BY Planning Committee on 26/04/17

REPORT PREPARED BY Delivery Programme Director

SUMMARY

This application is a full application for the erection of 32 dwellings and associated landscaping, vehicle access and parking. The parcel of land is directly adjacent to the Croft Gardens development (approved under F/2013/0347) and whilst the land has been brought forward separately, the development would link in well to this and has been designed taking the constraints of the new development into account. The land has been allocated as part of the SDL and there is further planning history of this 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 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. In addition, the site is located within the development limits as identified in Policy 1 of Shinfield Parish Neighbourhood Plan

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

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 through the CIL levy. 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 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
- Nuclear Consultation Zone (HSE to be consulted on schemes of 200 dwellings or more)
- Public Right of Way intersects the centre of the site (FP21)
- Grade II listed building to west of site (Fullbrooks)

RECOMMENDATION

A. That the committee authorise the Head of Development Management to GRANT PLANNING PERMISSION subject to conditions and completion of the legal agreement including:

1. On site Affordable Housing and a commuted sum
2. Highways contributions to My Journey and the South of the M4 Public Transport Strategy
3. Bus Services Contribution
4. Maintenance of open space via a management company
5. SANG provision and maintenance
6. SAMM Contribution and
7. Employment and skills contribution
8. Where CIL to be abolished without replacement, provision to retain a CIL contribution commuted sum

B. And subject to the following conditions it is recommended that planning permission be GRANTED.

Conditions List

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
Reason: In pursuance of s91 of the Town and Country Planning Act 1991 (as amended by s51 of the Planning and Compensation Act 2004).

Plans

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

Plans numbers being finalised to be included on Members Update

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

Materials/boundary treatments

3. Before the development hereby permitted is commenced, samples and details of the materials to be used in the construction of the external surfaces of the buildings and footways / highways/ hard surfacing shall have first been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the buildings are satisfactory.

Relevant Policies: Core Strategy policies CP1 and CP3.

4. Before the residential development hereby permitted is commenced details of all boundary treatment(s) shall first be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the first occupation of the development or phased as agreed in writing by the Local Planning Authority. The scheme shall be maintained in the approved form for so long as the development remains on the site.

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

5. Prior to the commencement of development, details of fencing for the land adjoining the rear / side of Fullbrooks shall first be submitted for approval to the Local Planning Authority. The fencing shall be installed in accordance with the approved details prior to the formation of any foundations for the dwellings or an earlier date to be agreed with the Local Planning Authority and permanently so retained.

Reason: In the interests of visual and residential amenity and to ensure the proper planning of the site. Relevant policy: Core Strategy policies CP1 and CP3

Permitted development

6. The first floor window in the west facing elevation of plot one of the development hereby permitted shall be fitted with obscured glass and shall be permanently so-retained. The window shall be non-opening unless the parts of the window which can be opened are more than 1.7 metres above the finished floor level of the room in which the window is installed and shall be permanently so-retained.

Reason: To safeguard the residential amenities of neighbouring properties.

Relevant policy: Core Strategy policy CP3

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

Reason: To safeguard the residential amenities of neighbouring properties.

Relevant Policies: Core Strategy policies CP2, CP3 and Design Guide Supplementary Planning Document.

Landscaping and trees

8. Prior to the commencement of the development, full details of both hard and soft landscape proposals shall be submitted to and approved in writing by the local planning authority. These details shall include, as appropriate, proposed finished floor levels or contours, means of enclosure, car parking layouts, other vehicle and pedestrian access and circulation areas, hard surfacing materials and minor

artefacts and structure (e.g. furniture, play equipment, refuse or other storage units, signs, lighting, external services, etc). Soft landscaping details shall include planting plan, specification (including cultivation and other operations associated with plant and grass establishment), schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate, and implementation timetable.

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

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

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

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

10. Prior to the commencement of the development a landscape management plan, including long term design objectives, management responsibilities, timescales and maintenance schedules for all landscape areas, other than privately owned, domestic gardens, shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved.

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

11. a) No development or other operation shall commence on site until a scheme which provides for the retention and protection of trees, shrubs and hedges growing on or adjacent the site in accordance with BS5837: 2012 has been submitted to and approved in writing by the local planning authority (the Approved Scheme); the tree protection measures approved shall be implemented in complete accordance with the Approved Scheme for the duration of the development (including, unless otherwise provided by the Approved Scheme) demolition, all site preparation work, tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening or any other operation involving use of motorised vehicles or construction machinery.

b) No development (including any tree felling, tree pruning, demolition works, soil

moving, temporary access construction and or widening or any other operation involving use of motorised vehicles or construction machinery) shall commence until the local planning authority has been provided (by way of a written notice) with a period of no less than 7 working days to inspect the implementation of the measures identified in the Approved Scheme on-site.

c) No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within an area designated as being fenced off or otherwise protected in the Approved Scheme.

d) The fencing or other works which are part of the Approved Scheme shall not be moved or removed, temporarily or otherwise, until all works including external works have been completed and all equipment, machinery and surplus materials removed from the site, unless the prior approval of the local planning authority has first been sought and obtained.

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

Ecology

12. The mitigation, contingency and enhancement measures contained within the submitted Biodiversity Mitigation and Enhancement Scheme dated February 2017 ref: 7042.BMES.vf1 shall be implemented in accordance with the approved plan unless otherwise approved in writing by the local planning authority.

Reason: To ensure appropriate mitigation for the biodiversity impact of the development in accordance with Wokingham Borough Core Strategy Policy CP7

Construction management

13. Before the development hereby permitted is commenced a Construction Environmental Management Plan (CEMP) shall have been submitted to and approved in writing by the Local Planning Authority. Construction shall not be carried out otherwise than in accordance with each approved CEMP. The CEMP shall include the following matters:

- i) a construction travel protocol or Green Travel plan for the construction phase including details of parking and turning for vehicles of site personnel, operatives and visitors;
- ii) loading and unloading of plant and materials;
- iii) storage of plant and materials;
- iv) programme of works (including measures for traffic management and operating hours);
- v) piling techniques;
- vi) provision of boundary hoarding;
- vii) protection of the aquatic environment in terms of water quantity and quality;
- viii) details of proposed means of dust suppression and noise mitigation;
- ix) details of measures to prevent mud from vehicles leaving the site during construction;
- x) details of any site construction office, compound and ancillary facility buildings.

- These facilities shall be sited away from woodland areas;
- xi) lighting on site during construction;
 - xii) measures to ensure no on site fires during construction
 - xiii) monitoring and review mechanisms;
 - xiv) implementation of the CEMP through an environmental management system;
 - xv) details of the haul routes to be used to access the development; and
 - xvi) details of the temporary surface water management measures to be provided during the construction phase
 - xvii) details of the excavation of materials and the subsurface construction methodology
 - xviii) appointment of a Construction Liaison Officer.

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

14. No works in respect of the construction of the development hereby permitted shall be undertaken:
- Outside the hours of 08:00 - 1800 on Mondays to Fridays (inclusive);
 - Outside the hours of 0800 - 1300 on Saturdays; and
 - On Sundays and on public holidays.

Reason: To protect occupants of nearby dwellings from noise and disturbance outside the permitted hours during the construction period in accordance with Wokingham Borough Core Strategy Policy CP3.

Access and Movement

15. Details of any construction access(es) to be provided shall be submitted to, and approved by the Local Planning Authority, prior to commencement of development and implemented in accordance with the approved details.

Reason: In the interests of highway safety and convenience in accordance with Wokingham Borough Core Strategy Policies CP1 and CP6.

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

Reason: To ensure a satisfactory form of development and to avoid adverse impact on the public highway in the interests of highway safety. Relevant Policies: Core Strategy policy CP6 and the Parking Standards Study within the Borough Design Guide 2010

17. No development hereby approved shall commence until the Local Planning Authority have approved in writing details of the width, alignment, gradient and surface materials for any proposed roads/footways/footpaths/cycleways within and serving the development including all relevant horizontal and longitudinal cross sections showing existing and proposed levels, designed to a standard capable of adoption under Section 278 or 38 of the Highways Act 1980;

The development shall be carried out in accordance with these approved details.

Reason: To ensure that the road, footway, footpath, cycleway, and surface water drainage are constructed to an appropriate standard to serve the development and provide access for public transport in accordance with Wokingham Borough Core Strategy Policies CP1 and CP6 and the South of the M4 Strategic Development Location Supplementary Planning Document (October 2011).

18. Prior to the occupation of the dwellings hereby permitted the secure and covered bicycle storage/ parking facilities serving that dwelling shall be provided in accordance with the approved plans and shall be permanently retained for the parking of bicycles.

Reason: In order to ensure that secure weather-proof bicycle parking facilities are provided so as to encourage the use of sustainable modes of travel. Relevant policy: Core Strategy policies CP1, CP3 & CP6.

19. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) or any Order revoking and re-enacting that Order within or without modification), any garage, carport or area of undercroft parking accommodation on the site shall be kept available for the parking of vehicles ancillary to the residential use of the site at all times. Carports and undercroft parking shall be erected in accordance with the approved plans and shall not be enclosed beyond any enclosure shown on the approved drawings without the prior written approval of the Local Planning Authority. Garages, carports and undercroft parking shall not be used for any business use nor as habitable space.

Reason: to ensure provision of adequate parking and reduce the likelihood of unplanned roadside parking in accordance with Wokingham Borough Core Strategy Policies CP1 and CP6, the Parking Standards Study within the Borough Design Guide 2010 and the South of the M4 Strategic Development Location Supplementary Planning Document (October 2011).

20. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) (or any Order revoking and re-enacting that Order with or without modification), no gates or barrier shall be erected at the vehicular access from each dwelling onto the highway, unless details have first been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that vehicles do not obstruct the highway whilst waiting for gates or barriers to be opened or closed, in the interests of road safety. Relevant Policy: Core Strategy policy CP6.

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

Reason: In the interests of highway safety and convenience. Relevant Policy: Core Strategy policy CP6

Archaeology

22. No development shall take place within the site until the applicant, or their agents or their successors in title, has secured and implemented a programme of

archaeological work (which may comprise more than one phase of work) which has been submitted to and approved in writing by the Local Planning Authority. The development shall only take place in accordance with the detailed scheme approved pursuant to this condition

Reason: A programme of archaeological work will ensure that the significance of any buried heritage assets on the site can be assessed and preservation, by record or in situ, can be achieved in a manner appropriate to their significance, in accordance with national and local planning policy. Relevant Policies: NPPF, Managing Development Delivery DPD policy TB25 and the South of the M4 Strategic Development Location Supplementary Planning Document (October 2011).

Lighting

23. Before development commences, a detailed lighting scheme including details of the type of lighting, contour illumination plans and measures to prevent light pollution shall be submitted to and approved in writing by the Local Planning Authority and lighting shall be provided in accordance with the approved details before the relevant part of the site comes into use.

Reason: To prevent an adverse impact upon wildlife, especially bats in accordance with Wokingham Borough Core Strategy Policy CP7 and to ensure the proper planning of the development as required by Core Strategy policies CP1, CP3 and CP19.

Contamination

24. Works shall be carried out in accordance with the approved 'remediation method statement' GEOTECHNICAL AND GEO-ENVIRONMENTAL SITE INVESTIGATION HYDE END ROAD, SPENCERS WOOD dated April 2016 by Eastwood & Partners Consulting Engineers. Following completion of the measures set out in the approved remediation method statement a validation report shall be submitted to the Local Planning Authority before the site (or relevant phase of the development site) is occupied.

Reason: to ensure that any contamination of the site is remedied and to protect existing and future occupants of the application site and adjacent land in accordance with Wokingham Borough Core Strategy Policy CP1.

25. In the event that contamination is found at any time when carrying out the approved development it must be reported in writing immediately to the Local Planning Authority. Any subsequent investigation/remedial/protective works deemed necessary by the LPA shall be carried out to agreed timescales and approved by the LPA in writing. If no contamination is encountered during the development, a letter confirming this fact shall be submitted to the LPA upon completion of the development.

Reason: To ensure any contamination on the site is remedied to protect the existing/proposed occupants of the application site and adjacent land in accordance with Wokingham Borough Core Strategy Policy CP1.

Sustainable design and construction

26. Before the commencement of the development a Waste Management Strategy including principles of minimisation of waste at source (reuse and recycling) in accordance with the principles identified in the Overarching Sustainability Statement shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved Strategy.

Reason: To ensure sustainable development in operation as required by Core Strategy Policy CP1, the Sustainable Design and Construction Supplementary Planning Document (2010) and the South of the M4 Strategic Development Location Supplementary Planning Document (October 2011).

27. Before the commencement of development hereby permitted commences a Site Waste Management Plan (SWMP) will be submitted to and approved in writing by the Local Planning Authority and development shall be carried out in accordance with the approved details.

Reason: to minimise waste in accordance with Wokingham Borough Core Strategy Policy CP1, the Sustainable Design and Construction Supplementary Planning Document (2010) and chapter 18 of the Environmental Impact Assessment (February 2013).

28. All dwellings shall be provided with ducting that shall enable the connection of broadband or similar technologies.

Reason: To ensure that an adequate level of infrastructure is provided in accordance with Wokingham Core Strategy Policy CP1.

Flooding and drainage

29. The development permitted by this planning permission shall be carried out in accordance with the approved FRA and drainage strategy reference CP/16/0261/5361, Flood Risk Assessment & Development Drainage Strategy, December 2016, Rev B.

Reason: To prevent the increased risk of flooding, and to protect water quality in accordance with Wokingham Borough Core Strategy Policy CP1.

30. Development should not commence until the LPA have received details of the drainage system with pipe sizes, and approved these in writing. Development shall be carried out in accordance with the approved details.

Reason: To prevent the increased risk of flooding, and to protect water quality in accordance with Wokingham Borough Core Strategy Policy CP1

31. Prior to the commencement of development, confirmation that an agreement with Thames Water showing that their system has the capacity to cope with the extra 5l/s that the development is proposing shall be submitted for approval by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To prevent the increased risk of flooding, and to protect water quality in accordance with Wokingham Borough Core Strategy Policy CP1

32. No soakaways shall be constructed more than 2 metres below existing ground level and shall not penetrate the water table or be constructed through contaminated material unless otherwise agreed in writing by the Local Planning Authority in consultation with the Environment Agency.

Reason: To prevent pollution of groundwater in accordance with Wokingham Borough Core Strategy Policy CP1.

33. None of the dwellings shall be occupied until works for the sewage disposal/drainage have been completed on the site to serve the development hereby permitted, in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

Reason: In order to ensure satisfactory provision is made in accordance with Wokingham Borough Core Strategy Policy CP1.

SANG Condition

34. None of the approved dwellings shall be occupied until the Local Planning Authority have confirmation that the area of Suitable Alternative Natural Greenspace (SANG) to be provided by the University of Reading has been provided and made available and is opened for public use.

Reason: To ensure that there is adequate SANG provision in order to mitigate against the impact of the development on the SPA in accordance with Core Strategy Policies CP8 and CP19 and the South of the M4 Strategic Development Location Supplementary Planning Document (October 2011).

Informatives:

1. The development accords with the policies contained within the adopted development plan and there are no material considerations which warrant a different decision being taken.
2. This permission should be read in conjunction with the legal agreement under Section 106 of the Town and Country Planning Act (yet to be finalised) the contents of which relate to this development.
3. The Corporate Head of Environment at the Council Offices, Shute End, Wokingham should be contacted for the approval of the access construction details before any work is carried out within the highway. This planning permission does NOT authorise the construction of such an access.
4. Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on adjacent highways. For further information contact Corporate Head of Environment on tel: 0118 974 6302.
5. If it is the developer's intention to request the Council, as local highway authority, to adopt the proposed access roads etc. as highway maintainable at public expense, then full engineering details must be agreed with the Corporate Head of Environment at the Council Offices, Shute End, Wokingham. The developer is strongly advised not to commence development until such details have been approved in writing and a legal agreement is made with the Council under S38 of the Highways Act 1980.
6. Any works/events carried out either by, or at the behest of, the developer, whether they are located on, or affecting a prospectively maintainable highway, as defined under Section 87 of the New Roads and Street Works Act 1991, or on or affecting the public highway, shall be coordinated under the requirements of the New Roads and Street Works Act 1991 and the Traffic management Act 2004 and licensed accordingly in order to secure the expeditious movement of traffic by minimising disruption to users of the highway network in Wokingham.
7. Any such works or events commissioned by the developer and particularly those involving the connection of any utility to the site, shall be co-ordinated by them in liaison with Wokingham Borough Council's Street Works Team, (telephone 01189 746302). This must take place at least three month in advance of the works and particularly to ensure that statutory undertaker connections/supplies to the site are

coordinated to take place wherever possible at the same time.

8. The attention of the applicant is drawn to the requirements of Section 60 of the Control of Pollution Act 1974 in respect of the minimisation of noise on construction and demolition sites. Application, under Section 61 of the Act, for prior consent to the works, can be made to the Environmental Health and Licensing Manager.
9. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.
10. Licences, consents or permits may be required for work on this site. For further information on environmental permits and other licences please visit <http://www.businesslink.gov.uk/bdotg/action/layer?r.s=tl&r.lc=en&topicId=1079068363>
11. Construction Noise. The applicant or the operator is advised to submit to the Council's Environmental Health Team a 'prior consent' application under s.60 of the Control of Pollution Act 1974.
12. 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.

C: That the committee authorise the Head of Development Management to refuse planning permission in the event of an S106 agreement not being completed as outlined above within six months of the date of the committee resolution (unless a longer period is agreed by the Head of Development Management in consultation with the Chairman of Planning Committee).

Reason:

The proposal fails to demonstrate how the development will make satisfactory provision of the necessary infrastructure, including affordable housing and SANG, required through the cumulative impact of development within the SDL and within the site, therefore represents a piecemeal approach that does not accord with the overarching infrastructure approach envisaged in the Core Strategy. As such the proposal is likely to compromise the delivery of the necessary infrastructure within the South of the M4 SDL and is contrary to policies CP1, CP2, CP3, CP4, CP5, CP6, CP7, CP8, CP10, CP19 and Appendix 7 of the Core Strategy, saved policy NRM6 of the South East Plan and the Council's adopted South of the M4 SDL SPD and Infrastructure Delivery and Contributions SPD.

Planning History :

97/64936/O	Outline application for the erection of 2500 houses – Not determined
30403	Outline application for 2750 dwellings and district centre – Appeal withdrawn
30407	Outline application for 2750 dwellings and district centre – Appeal withdrawn
28463	Outline application for 20 houses – Appeal dismissed
28462	Outline application for 150 houses – Appeal dismissed

Planning History South of 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
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 food store (2 500 sqm) and other retail and office uses a community building proposed extension of existing primary

	schools erection of a new primary school public open space sports pavilion suitable alternative natural greenspace (SANG) and access and landscaping. – 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/2013/0101	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 22/07/2014
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
F/2014/2323	Full permission erection of 9 dwellings north of Croft Road – Approved 23/03/15
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).
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.

160183	Application for Reserved Matters submission in respect of the primary infrastructure phase including access roads, suds ponds, foul and surface water drainage and associated landscaping. Approved 15/04/16
161189	Reserved Matters application pursuant to Outline planning permission VAR/2014/0624 (Pursuant to O/2010/1432) for the erection of 517 dwellings including access roads, garages, parking spaces, open space and landscape treatment of Phase 1, Shinfield West. (Access within the site, appearance, landscaping, layout and scale to be considered). Approved 21/07/2016
162829	Application for Reserved matters application for 175 dwellings including internal access roads, garages, parking places, open spaces, allotments, Multi-Use Games Area (MUGA) and Locally Equipped Area of Play. – Approved 10/03/2017

SUMMARY INFORMATION	
For Residential	
Site Area	1.68
Existing units	0
Proposed units	32
Proposed density - dwellings/hectare	19
Number of affordable units proposed	0 –commuted sum
Previous land use	Agricultural
Proposed parking spaces	92 (including garages)

CONSULTATION RESPONSES	
WBC Archaeological officer	Condition 22 recommended
Natural England	No objection
WBC Environmental Health	No objection
Network Rail	No comments
Thames Water	No objection
Highways England	No objection
English Heritage	No comment
WBC Planning Policy	No comment
WBC Waste services	Standing advice in respect to refuse collection / bin collection points
WBC Highways/drainage	No objection, request conditions 15-21
WBC Landscape and trees	No objection, request condition 8-11
WBC Ecology	No objection, request condition 12
Shinfield Parish Council	Request access is from the Croft Gardens development and no additional access onto Hyde End Road – <i>Officer note: The access onto Hyde End Road has been assessed by the Highways Officer and includes a stage 1 Road Safety Audit. – see report below paragraphs 47 - 56</i> Request boundary treatment to Fullbrooks – <i>Officer note conditions 4 - 5 secure further details</i> Parking and Parking Provision – <i>Officer note see report below paragraphs 47 - 56</i>

WBC Conservation Officer	No objection requests condition 3
Environment Agency	No comments
WBC Affordable Housing	No objection
WBC Public Rights of Way	No objection
WBC Flood Risk Officer	No objection

REPRESENTATIONS

8 letters of objection in respect to the following issues:

- Impact on wildlife/ecology/trees/hedgerows – *Office note: The application has been assessed by the Biodiversity Officer and Landscape Officer and they have supported the application – See report below paragraphs 27-28 and 64-65*
- Loss of agricultural land / countryside /Overdevelopment of the village – *Officer note: The principle of development on this site has been established through the allocation of the site within the Core Strategy and South of the M4 SPD – see report below paragraphs 1-2 and 14-21*
- Impact on highways / highway safety – *Officer note: See report below paragraphs 47-56*
- Access onto Hyde End Road inappropriate - *Officer note: see report below paragraphs 47-56*
- Loss of views – *Officer note: Not a material planning consideration and cannot be used for a reason for refusal*
- Devaluation of property – *Officer note: not a material planning consideration*
- Flood Risk – *Officer note: Drainage plans and a drainage statement have been considered. This has been assessed by the Flood Risk Officer and they have raised no objections to the proposed scheme.*
- Impact on sewers – *Officer note: Condition 33*
- Loss of Light / Privacy / Overbearing– *Officer note: Fully assessed in paragraphs 31-36 below*
- Noise / Disruption / Construction Access – *Officer note: These matters can be controlled by condition 13*
- Design of houses, layout , visual amenity, density – *Officer note: see report below paragraphs 14-30*
- Impact on Fullbrooks (Grade II Listed) in respect to character and setting of the listed building – *Officer note: The application has been assessed by the Conservation Officer who raises no objections to the amended layout- see report below paragraphs 66-68*
- Impact on Public Right of Way – *Officer note: The PROW will be retained in the site layout and upgraded to a footpath / cycleway providing improved connectivity – see report below paragraph 54*
- Noise on occupation of dwellings – *Officer note: see report below paragraph 37*
- Previous appeal decisions for the site – *Officer note: The land has been allocated in the Core Strategy and South of M4 SPD and therefore the principle of development is acceptable – see report below paragraphs 1-3*

A further letter has been received in respect to bus stop positions for future delivery of bus services from adjacent developers. The applicant has provided plans which demonstrate areas in which these can be delivered.

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

Shinfield Parish Neighbourhood Development Plan:

Policy 1 Location of Development

Policy 2 General Design Principles
Policy 3: Sustainable Development
Policy 4: Accessibility and Highway Safety
Policy 5: Parking
Policy 6 Trees, Hedgerows and Woodlands
Policy 7: Biodiversity
Policy 8: Flooding
Policy 9: Community Assets
Policy 10: Community and Sports Facilities
Policy 12 Broadband Provision

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. The development site sits within the development limits as outlined in Policy 1 of Shinfield Parish

Neighbourhood Plan

4) The applicant has agreed to the following infrastructure:

- On site Affordable Housing and a commuted sum
- Highways contributions to My Journey and the South of the M4 Public Transport Strategy
- Bus Services Contribution
- Maintenance of open space via a management company
- SANG provision and maintenance
- SAMM Contribution and
- Employment and skills contribution
- Were CIL to be abolished without replacement, provision to retain CIL contribution sum

5) The application will also secure CIL contributions towards local infrastructure. In addition, on site affordable housing and an offsite affordable housing contribution will be secured in accordance with the Core Strategy and Infrastructure Delivery and Contributions Supplementary Planning Document.

Site Description

6) The site is located to the north of Hyde End Road in Spencers Wood. The current land use is agricultural and is typically flat. There are linear hedgerow features which include trees on the north, west and eastern boundaries of the site. A public footpath runs through the centre of the site (FP21) which the alignment is to be retained in the site layout and the Public Rights of Way officers have raised no objections to this. Beyond the boundaries of the site, there is typically linear development to the west on Hyde End Road. Directly adjacent to the proposed development there is a grade II listed building (Fullbrooks). To the east, there is the new residential development at Croft Gardens which also bounds the site to the north. Linear development is also located to the south of the site and the entrance of Sussex Lane is located roughly opposite to the development site.

Affordable and specialist housing

7) 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.

8) The application proposes 3 x 3 bed affordable (shared ownership) on site and a financial contribution towards 8.2 units off site. This will meet the need to secure the 35% affordable housing required across the two development parcels and the affordable housing officer is satisfied with this approach.

9) 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 is preferred by the Regional Housing Providers as it helps with the future management of the dwellings. On this basis, the location and distribution of the affordable housing is considered acceptable.

10) 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

11) MDD LP Policy TB05 requires an appropriate housing mix which reflects a balance between the character of the area and the current and projected needs of households.

12) The application proposes the dwelling mix outlined in table 1:

Table 1: Dwelling mix

Dwelling Type (bedrooms)	Number provided on site	2 Storeys
3 bed house	20	20
4 bed house	12	12

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

Masterplan – Layout

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

15) Core Strategy policy CP19 sets out the concept rational for the design parameters for the South of the M4 SDL and these are outlined in further detail in Appendix 7 of the Core Strategy. This states that:

- *Development in a series of locations around the periphery of the three villages is required. This approach should consider the relationship between the current built areas and the open countryside. Opportunities to form new edges to the existing villages exist, allowing a managed transition between urban and rural.*

16) Policy 1 of Shinfield Parish Plan sets out the development limits. These follow those identified in the South of the M4 SPD. The development site is within these limits.

17) Policy 2 sets out general design principles and requires that development is complementary to the built environment surrounding the development site and layouts should acknowledge existing landscape constraints. Policy 6 is concerned with Trees, Hedgerows and Woodland in new development and sets out a landscape led design approach with retention and appropriate buffers to existing important vegetation.

18) Further design guidance is provided by the South of the M4 SPD in section 4.

Design principle 3 is concerned with character and states that there should be diversity and distinction in the SDL which should be enhanced through the application of character typologies.

- 19) The applicant has submitted a Design and Access Statement (DAS) which assesses the constraints of the site and informs the layout. The site would be accessed from Hyde End Road along the existing footpath alignment. This would be retained in the site layout and the application proposes a 3m wide footpath /cycleway. Frontage development would be maintained on Hyde End Road which reflects the existing linear built form. The layout is appended to this report.
- 20) Within the site, the layout has been informed by the site constraints and the significant majority of the important hedgerow features have been retained. The dwellings have in most cases been orientated to face onto these and where this is not possible, appropriate buffers have been included for the retention of these.
- 21) The proposal includes a main spine road into the site and a number of secondary roads are included to provide access to the new dwellings. Again the layout of these has been informed by the existing vegetation features. A pedestrian and cycle link will provide connections to the Croft Gardens development to the north of the site which demonstrates a comprehensive approach to the delivery of pedestrian and cycle links beyond the site.

Masterplan – Design and appearance

- 22) In terms of the detailed design of the buildings, the South of the M4 SPD recommends that the existing built form should be used to inform the design which is echoed by the Shinfield Parish Plan policy 2.
- 23) The DAS includes a character appraisal of the prevailing built form in the area and the detailing, scale and form of the existing housing has informed the detailed design of the proposed dwellings. The design approach is a mixture of 2 storey dwellings that have a modern traditional form of design. A variety of house types has been used to provide diversity and the detailing of these is also varied with the use of tile hanging on some units and detailed brickwork to break up the facades. It is considered that the proposed design of the houses and level of detailing has a strong regard for the existing built form at Spencers Wood.
- 24) The overall design approach for all of the dwellings provide continuity in approach and is considered to respect the context of the site location and advice provided by the NPPF, policies CP1 and CP3, Policy 2 of the Shinfield Parish Neighbourhood Plan together with the South of the M4 SPD and Supplementary Planning Guidance and is therefore acceptable.

Masterplan – Density

- 25) 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.
- 26) The overall density proposed by the application is 19dph. Whilst this is lower than the guidance, the vegetation constraints and buffer zones have restricted

developable area of the site. In addition, consideration has been made with the relationship of the site and the surrounding area and no apartment blocks are proposed which would otherwise increase the density but could have a detrimental impact on the character of the area. As this has been well considered within the site layout, the proposed density is considered acceptable.

Masterplan – Landscaping

27) As outlined in paragraph 20 above, the applicant has carefully considered the existing landscape framework for the proposed layout. The significant majority of these would be retained in the site layout. A veteran tree is also located at the centre of the site which would also be retained with acceptable buffer zones. This would also provide a small area of public open space within the site. The layout of the proposed houses generally fronts onto the significant hedgerows which will help soften the development and provide natural surveillance to these features which will assist with the future maintenance.

28) Overall, the majority of the significant hedgerows and trees have been retained and where there are losses, these are either compensated for or these are species not considered significant by the Landscape Officer. 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 condition 8.

Masterplan conclusion

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

30) 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

31) Core Strategy policy CP3 requires that new development should be of a high quality of design that does not cause detriment to the amenities of adjoining land users. Policy 2 of the Shinfield Parish Plan seeks to ensure that new development does not harm existing residential amenity. Separation standards for new residential development are set out in section 4.7 of the Borough Design Guide.

Fullbrooks

32) Fullbrooks effectively backs onto the development site. Plot 1 would be located some 18m away from the rear wall of Fullbrooks. The Borough Design Guide generally requires that there is a 12m flank to rear separation to existing built form. In this case more space is afforded as the proposed house has been sited to provide a buffer to Fullbrooks for heritage terms. Flank windows at first floor level will be obscurely glazed and this can be controlled by condition 6. On this basis there would be no significant overbearing, loss of light or overlooking issues.

Croft Gardens Development

33) Construction on the Croft Gardens estate is still ongoing although some units have

been occupied. Notwithstanding this, the proposed development secures sufficient separation to the new houses (currently occupied or otherwise) and the separation distances in the Borough Design Guide are met in all cases.

Hyde End Road

34) Plots 1, 2, 6, 7, 8 will front onto 197-209 Hyde End Road. The level of setback of the proposed houses from Hyde End Road means that there would be over 30m to any of the existing dwellings from the proposed houses. This is well in excess with the 10m minimum front to front relationship recommended by the Borough Design Guide.

35) 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 6-7 will ensure that this relationship remains in the future.

36) 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

37) 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 condition 13. 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

38) 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

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

Internal Space Standards

40) 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

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

Noise

42) 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.

43) The main source of noise would be Hyde End Road. The proposed layout and access road to the dwellings fronting onto this means that there is a good buffer to this road. Environmental Health have assessed the application and have raised no objections in respect to noise for the future occupants and it is therefore is acceptable.

Sustainable Design and Construction

44) Core Strategy Policy CP1 requires development to contribute towards the goal of achieving zero carbon development by including on-site renewable energy features and minimising energy and water consumption. MDD LP policies CC04, CC05 and the Sustainable Design and Construction Supplementary Planning Document (May 2010) also emphasise this. Policy 3 of the Shinfield Parish Neighbourhood Plan also echoes these principles.

45) The Design and Access Statement makes a commitment towards sustainable design and construction. In order to ensure that this is commitment is achieved and in accordance with the requirements part L of the building regulations. The council seeks both fabric first approach (such as housing insulation and low energy appliances) and on site renewables and as such, it is not necessary to duplicate by way of condition.

46) 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

47) The NPPF seeks to encourage sustainable means of transport and a move away from the reliance of the private motor car. Core Strategy policies CP1, CP4, CP6 and CP10 broadly echo these principles and indicate that new residential development should mitigate any adverse effects on the existing highway network. The application is accompanied by a Transport Assessment which assesses the impact of development, both in terms of the traffic generated by the development itself and in the context of the cumulative impact of additional residential development in respect of the wider SDL.

48) Policy 4 of the Shinfield Parish Neighbourhood Plan requires development to

provide good accessibility by car, cycle and foot and ensure highway safety. Encouragement of use of public transport is also promoted. Policy 5 of the Shinfield Parish Neighbourhood Plan sets out parking standards. These should be in line with WBC standards and well set out with good surveillance to parking courts.

49) The application is accompanied by a Transport Assessment which analyses the impact of the vehicle movements that may be generated by the development. This included modelling the 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. This demonstrates the cumulative effect of all the developments and along with the identified transport interventions, including the delivery of the ERR, that there would be no significant harm caused by additional houses to both local and the wider transport networks. Wider transport interventions have been secured in the area to upgrade existing junctions and deliver bus stop improvements together with improved services. The analysis suggests that for this particular development within the SDL, it is expected to generate 16 two-way trips in both the AM and PM peak periods, which equates to one trip every 3 – 4 minutes. There is sufficient highway capacity to accommodate the additional vehicle movements.

Site Access

50) The main site access would be from the north side of Hyde End Road opposite the entrance to Sussex Lane. The access would serve the full 32 dwellings proposed. A PICADY assessment has been made of the site access and this has demonstrated that the junction onto Hyde End Road would operate below capacity with the development fully occupied. In addition a Stage 1 Road Safety Audit has been provided to demonstrate that the proposed new junction onto the site would operate safely. Whilst representations have been received in respect to the relationship with the proposed access and Sussex Lane, the above have demonstrated that there would be no adverse harm with this arrangement. The Highways Officer has assessed the application and raised no objections to this aspect of the proposal.

Access and movement - Site layout

51) The proposed layout includes a primary road through the centre of the site (5.5m wide) with secondary accesses leading off of this (4.8m wide). The applicant has provided full tracking details which demonstrates refuse lorries can manoeuvre throughout the site. The street hierarchy is considered a good approach and will ensure that vehicle speeds are low within the site. The site has been design in accordance with the standards required for an adoptable development with adequate road widths, service margins and parking.

Access and movement - Car parking

52) The development proposes the following parking provision as set out in table 2 below

Table 2: Summary of Car Parking Provision

	nos	ratio of 32
Total Visitor/Unallocated	9	0.28
Total Allocated	65	2.03
Total Garages	18	0.56
Total Allocated	83	

Visitor/Unallocated & Garages (garage use assumed to be 50%)		2.59
Total Visitor/Unallocated, allocated & garages	92	2.88

53) The total level of parking would be 83 spaces. With garages assumed to provide half a space, this would equate to around 2.6 spaces per dwelling including visitor spaces. A mixture of parking types has been provided with tandem parking on some drives and parking bays on others. The applicant has amended the application to increase the parking provision and the overall level of parking, distribution for the houses and spread of visitor parking is considered acceptable by the Highways Officer.

Access and Movement – Pedestrian & Cycle Access

54) An existing public right of way runs through the centre of the site adjacent to the main spine road. This is to be retained in the site layout and will be upgraded to a 3m wide pedestrian / cycle link as per the PROW team’s requirements. This PROW would be upgraded from the existing field track to form a fully constructed footpath and cycle way would continue north to the Croft Garden development which has also secured a pedestrian / cycle link through it. To the west of the site, another pedestrian link is proposed leading to the Croft Gardens development which would also provide good connections to the new residential development and be of benefit to the future occupants of both of the development sites.

Access and Movement - Cycle storage

55) Cycle parking is provided within sheds for houses where there is no garage provision and parking stores for flats. Where dwellings have garage, they comply with the minimum dimensions for cycle parking of 3m by 7m. 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

56) An SDL South of M4 Public Transport Strategy has already been developed and is expected, when in full operation, 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, running in part along a section of Hyde End Road once fully delivered. The development site is within access to bus stop facilities on Hyde End Road and the level of service should offer an attractive alternative to the car.

Flooding and Drainage

57) Core Strategy Policy CP1 and MDDL Policies CC09 and CC10 establish that new development should avoid increasing and where possible reduce flood risk (from all sources) by first developing in areas with lowest flood risk, carrying out a Flood Risk Assessment (FRA) where required and managing surface water in a sustainable manner. These requirements are reinforced by the South of the M4 SPD Design Principle 1c(ii) which requires provision of a comprehensive system for water management, which takes account of existing features and includes proposals for effective sustainable urban drainage (SUDS), measures to avoid flood risk and new ponds. Policy 8 of the Shinfield Parish Neighbourhood Plan echoes these principles and looks to retain existing watercourses in new development.

58) 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.

- 59) The application includes a Flood Risk Assessment which assesses 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.
- 60) In order to ensure that the increase in surface water runoff associated with the additional built form is managed, a strategic approach to drainage is proposed. The application proposes underground storage in the area of open space. Whilst SUDS ponds are normally more desirable, the size of the site, developable area of the site together with the landscape constraints means that it would not be possible to fully accommodate SUDS ponds in the layout without having a significant impact on housing numbers. The cellular storage would provide sufficient volume of surface water catchment to attenuate storm runoff in accordance with the above rates. The applicant will ensure the future management of the cellular storage through a management plan.
- 61) The Flood Risk Assessment and Drainage strategy propose 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

- 62) 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.
- 63) The development will be mitigated through purchasing an area of SANG from the University of Reading at the Ridge. Full planning permission has been approved for the SANG areas and as such this meets the Natural England's *'Guidelines for the Creation of Suitable Alternative Natural Greenspace'* (SANG) (2008) in terms of having all the essential features required to attract recreational users away from the SPA. Natural England and the Biodiversity Officer are satisfied with this approach. A condition will be imposed ensuring that the dwellings are not occupied until the SANG is made available for public use.

Ecology

- 64) Core Strategy Policy CP7, carried forward by MDD LP Policy TB23, requires appropriate protection of species and habitats of conservation value. Policy 7 of the Shinfield Parish Neighbourhood Plan seeks mitigation and measures to enhance biodiversity. Design Principle 1b of the South of the M4 SPD (i-ii) is concerned with protection of ecological habitat and biodiversity features, together with mitigation of any impacts that do arise. The proposal includes a detailed Ecological Mitigation

Strategy. This demonstrates that the site layout has considered impacts on ecological permeability. In addition no adverse impacts are envisaged to flora and fauna.

65) In terms of existing vegetation, the applicant has demonstrated that there would be an adequate buffer zone from the proposed development to these features. The Biodiversity Officer has assessed the application and is satisfied that there would no significant impact on ecology.

Heritage

66) Policy TB24 of MDD LP seeks to ensure that development conserves and, where possible enhances the important character and special architectural or historic interest of listed buildings. This echoes the principles of the NPPF.

67) The development site is located to the east of Fullbrooks which is a Grade II listed building. Whilst this currently has a good degree of open landscape to the east, as the site has been allocated for housing, the principle of development in this location is acceptable as this constraint would have been taken into account when the site was identified.

68) The applicant has amended the plans following concerns from the Conservation Officer and reduced the number of dwellings from 3 to 2 on the land directly adjacent to Fullbrooks. This will help to retain a degree of spaciousness to the listed building as plot 1 has a reasonably large side garden towards Fullbrooks. The current layout has been assessed by the Conservation Officer who considers that housing would result in less than substantial harm to the character and setting of the listed building. Further details in respect to materials can be secured by condition 3. On this basis the proposal is considered acceptable and in accordance with the objectives of policy TB24 and NPPF.

Archaeology

69) Core Strategy Policy CP3 and MDD LP Policy TB25 require the archaeological impact of development to be taken into consideration. Condition 22 relating to archaeology is attached and this approach is supported by the Council's Archaeological Officer.

CONCLUSION

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

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