

<b>Development Management Ref No</b>	<b>No weeks on day of committee</b>	<b>Parish</b>	<b>Ward</b>	<b>Listed by:</b>
170035	Ext	Shinfield	Shinfield South	N/A Major Development

**Applicant**      Bovis Homes Ltd, Bloor Homes Ltd, Linden (Shinfield) LLP.

**Location**      Land to the west Of Shinfield, south of Church Lane, west of Holder Close/ Deardon Way      **Postcode** RG2 9HQ

**Proposal**      Reserved Matters application for a two form entry (2FE) primary school, including all hard & soft play areas, school car parking, attenuation pond (habitat area), landscaping and associated drop off car parking

**Type**              Major

**PS Category**    6

**Officer**          Christopher Howard

**FOR CONSIDERATION BY**      Planning Committee on 10/05/17

**REPORT PREPARED BY**        Delivery Programme Director

<b>SUMMARY</b>
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The application is a reserved matters application for two form entry primary school at the land to the west of Shinfield. The school site was identified and principle of development established (including access) by the outline planning application for the Shinfield West planning unit. The school will support the housing growth in the area and 2 form entry (2FE) size requirement was identified through the need generated by the new residential development at Shinfield West.

As part of the Shinfield West planning approval, further land was secured (by the unilateral undertaking) to expand the school to three forms of entry if there is a residual need outside of the housing growth area. The school has been designed in order to accommodate future expansion and the plans submitted have demonstrated how this could be achieved not only in terms of increasing the size of the building but parking and open space requirements. The developers are however not required to deliver this additional form of entry at this stage as it would accommodate future growth that was not yet been identified. The comprehensive masterplan does provide assurance to the council that this can be delivered at a future date with minimal disruption to the operation of the school.

Since the approval of the outline planning application, reserved matters approval has been granted for the primary infrastructure of the Shinfield West planning unit (160183). This identifies links within the site and these have been delivered early in the development phase. The access roads and footpaths to the school were approved by the primary infrastructure application. Approval has also been granted for the phase 1 development parcels for 517 dwellings (161189). Some of the dwellings will front onto the eastern boundary of the school site and a playground would be located to the south of the site and impacts between the school and these future houses have been considered.

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. There is further planning history for the SDL provided below.

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 provide the facilities required by the housing growth and deliver the requirements for the school as identified in the unilateral undertaking. Good access links to the school have been identified by the approval of the primary infrastructure and the early delivery of the infrastructure means that there would be safe routes to school. The development would not have a significant detrimental impact on the character of the area or on existing or future residents.

The proposal would provide an acceptable impact on ecology, traffic, highway safety and flood risk.

In design terms, the proposal meets all the standards and in particular parking. The building has been designed to be flexible and is in accordance with DoE standards and reflects other school designs across the borough. 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 7km of the Special Protection Area (SPA)
- Mineral consultation zone
- Nuclear Consultation Zone (HSE to be consulted on schemes of 200 dwellings or more)
- Archaeological zone

#### **RECOMMENDATION**

APPROVE RESERVED MATTERS subject to the following conditions:

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

#### **Plans**

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

Plan numbers being finalised to be included on members update

### **Materials**

- 3) Prior to the commencement of the construction of the school above finished ground floor slab level, details of the materials for the external building materials including details of the colour of render shall be submitted to and agreed in writing by the Local Planning Authority and the development shall thereafter be carried out in accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority.

*Reason: to protect the amenity of the area in accordance with Wokingham Borough Core Strategy Policies CP1 and CP3*

### **Hours of operation – community use**

- 4) Before the community use of the school outside of school hours commences, details of the hours of operation of those premises shall be submitted to and be approved in writing by the Local Planning Authority. The hours of operation shall be in accordance with the approved details.

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

### **Environmental Health**

- 5) Noise from externally mounted plant and machinery shall be assessed in accordance with BS4142:2014 to ensure that there will be no adverse effect on nearby residential dwellings. The combined noise rating level of plant and machinery when measured at the nearest residential dwelling shall be below the prevailing background sound level.

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

### **Highways**

- 6) Prior to the commencement of the construction of the school above finished ground floor slab level, a Framework Travel Plan shall be submitted to and approved in writing by the local planning authority. The Framework Travel Plan shall include a programme of implementation and proposals to promote alternative forms of transport to and from the site, other than by the private car and provide for periodic review.

*Reason: To encourage the use of all travel modes. Relevant policy: NPPF Section 4 (Sustainable Transport) and Core Strategy policy CP6.*

- 7) No part of any building(s) hereby permitted shall be occupied or used until the vehicle parking and turning space has been provided in accordance with the approved plans. The vehicle parking and turning space shall be retained and maintained in accordance with the approved details and the parking space shall remain available for the parking of vehicles at all times and the turning space shall not be used for any other purpose other than vehicle turning.

*Reason: To provide adequate off-street vehicle parking and turning space and to allow vehicles to enter and leave the site in a forward gear in the interests of road safety and convenience and providing a functional, accessible and safe development and in the interests of amenity. Relevant*

**Informatives**

1. 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.
2. The applicant is advised that the reserved matters planning approval should be read in conjunction with the S106 for the outline planning application for planning permission O/2010/1432.
3. The applicant is informed that parking may need to be restricted along the main routes and on turning heads.
4. All the new dwellings should be built to 'Secured by Design' part 2 accreditation in the interests of the safety, crime prevention and amenity of future occupiers of the development. National sustained research proves that Secured by Design housing developments suffer at least 50% less burglary, 25% less vehicle crime and 25% less criminal damage.
5. 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.
6. 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.
7. Highway Adoption - 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.
8. 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.
9. 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.

10. 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.
11. Employment and Skills plan should be provided in accordance with the Council's guidance. The applicant is advised to contact Angela Torr, Economic Sustainability Team, WBC.
12. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
13. The applicant is advised that planning permission does not in any way allow the public right of way to be obstructed at any time during the course of the development.
14. Nothing connected with either the development or the construction must adversely affect or encroach upon the footpath, which must remain available for public use at all times.
15. The applicant is advised that the Rights of Way Manager must be informed prior to the laying of any services beneath the path.
16. Where the ground levels adjacent to the path are to be raised above the existing ground levels, a suitable drainage system must be installed adjacent to the path, to a specification agreed with the Local Authority, prior to development commencing.
17. No alteration of the surface of the right of way must take place without the prior written consent of the Public Rights of Way Manager.

### **Planning History - site**

O/2010/1432	Outline application for a residential development of up to 1 200 dwellings a further 150 units of specialist housing (including sheltered housing) for elderly persons a local centre to include a foodstore (2 500 sqm) and other retail and office uses a community 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
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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

### 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 foodstore (2 500 sqm) and other retail and office uses a community

	building proposed extension of existing primary schools erection of a new primary school public open space sports pavilion suitable alternative natural greenspace (SANG) and access and landscaping. – 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.

## SUMMARY INFORMATION

Site Area	2.5ha
School Building Size	2460m <sup>2</sup>
Max height	Up to 10m
Previous land use	Agricultural
Proposed staff parking spaces	35
Proposed drop off spaces	34 and additional 6 spaces for immediate drop off at the front of the building

## CONSULTATION RESPONSES

Berkshire Archaeology	No comments
Natural England	No objection
Environmental Health	No objection
Network Rail	No comments
Thames Water	Request condition but covered by condition 33 of O/2010/1432 so no need to duplicate
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 6-7
WBC Landscape and trees	No objection, all covered by outline planning conditions
WBC Ecology	No objection
Shinfield Parish Council	<p>Concerns over:</p> <p>Incongruous nature of the building when viewed from the ridge/green space- concern over colouring. – <i>Officer note: The design of the school is a standard design that reflects other schools that have recently been designed/built in the borough. The colouring of the render is controlled by condition 3. Further landscaping has been requested for the boundary of the site. The area has been identified as being suitable for the siting of the school through the Spatial Framework Plan for the South of the M4 SPD and the outline planning permission established the principle of development together with the AOD heights. The building has been designed to set it apart from the housing and if a roof was added to the building to help it blend in, this would lead to further bulking of the building which would make it more apparent on the landscape. Full assessment in paragraphs 23-31 below</i></p> <p>Insufficient parking – <i>Officer note: The parking layout and provision has been assessed by the highways officer who raises no objections to the provision. See report below paragraphs 49-55</i></p> <p>Narrow access to site – <i>Officer note: The access road is into the site is 6m wide to allow for tracking of vehicles entering/exiting the site. The road leading up to the site is 5.5m wide. The highways officer has assessed this and this is acceptable. The corners</i></p>



	<i>leading into the site will control vehicle speeds. Comments from Thames water in respect to drainage – Officer note: This matter is controlled by condition 33 of the outline planning consent and it is not necessary to duplicate here</i>
WBC Conservation Officer	No comments
WBC Public Rights of Way	No objection
WBC Flood Risk Officer	No objection
Sport England	Standing advice

## REPRESENTATIONS

One letter of Objection /Comment in respect to

- Impact on highways / highway safety – *Officer Note: The principle of development has been established for this site under the outline planning application. This included a full Transport Assessment which assessed the impact on the highway. See report below paragraphs 49-55*
- Drop off facilities – *Officer Note: The application includes 34 drop off spaces and a drop off area for a further 6 cars. This is considered sufficient for the needs of the school by the Highways Officer. The school also includes 35 dedicated staff spaces.*
- Modern design of school – *Officer Note: The building reflects standard school design and designed to be flexible. The design will set it apart from the housing and if a roof was added to the building to help it blend in, this would lead to further bulking of the building which would make it more apparent on the landscape. Full assessment in paragraphs 23-27 below*
- Design of school in respect to render (in particular orange) – *Officer note: Condition 3 controls*
- Noise / Disruption (dust/rubbish) / Construction Access – *These matters can be controlled by condition 11 of the outline planning permission*
- Security of the school in respect to access by strangers – *Officer Note: The layout has been designed to accommodate segregated and gated access. A secure line has been incorporated into the design to prevent unwanted access by third parties.*

## 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

##### 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 outline consent included a unilateral undertaking. 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, sports facilities, community facilities and green infrastructure. In addition, it secured the delivery of a new two form entry primary school. The requirement of this was to be delivered by the developers and a trigger for the availability of this was secured by condition at 200 dwellings. The requirements are in accordance with the Core Strategy and Infrastructure Delivery and Contributions Supplementary Planning Document.

### **Site background/established principles**

5. 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 the school site, open space, density and general heights of buildings. Access to the site was also established.
6. A reserved matters application for the infrastructure for the Shinfield West planning unit has also been approved under 160183. This has secured the early delivery of

roads to the school site and the access road to the main school entrance has been approved as part of infrastructure reserved matters approval. Drainage networks have also been approved which the school site would link into.

7. The current planning application broadly reflects the principles identified by the outline planning approval. A primary school design brief was also approved as part of the conditions secured through the outline planning consent O/2010/1432. This establishes the overarching principles for the site for areas such as parking and design principles for the school itself. The early delivery of the infrastructure will accelerate delivery of the school site and provide appropriate routes to the school for the future users.
8. Planning approval has also been granted for the phase 1 development parcels for the Shinfield West planning unit and this was for 517 dwellings together with open space (161189). The delivery of the school is set by condition to be delivered upon occupation of 200 dwellings. Some of the approved dwellings will front onto the eastern boundary of the school site and in addition a playground would be located to the south of the site.

### **Proposal**

9. The proposal is for a 2 form entry primary school which would accommodate up to 420 pupils. In addition, 52 nursery places are to be provided within the school complex. This facility and the reception classroom would be delivered in a self-contained area at the front of the site with access to outdoor play located behind secure fencing. The school building (as mentioned in the Summary Information above) has been designed to provide a further form of entry should future residual need in the area require this. This could provide accommodation for a further 210 pupils. The masterplan demonstrates how this could be delivered and outlines where additional parking could be located on the school site.
10. The developers have carefully ensured that the design of the school is in accordance with Children's Services requirements which broadly echo the governments Building Bulletin 99. Several amendments have been made as the design of the school has evolved and this has been informed by the end user of the school.

### **Site Description**

11. The application site lies to the west of the Shinfield West planning unit. The previous land use was agricultural. The site lies directly adjacent to the green space between Shinfield, Spencers Wood and Three Mile Cross. The site slopes gently down towards the south. The nearest residential development located at Holder Close / Deardon Way some 50m from the application site (edge of the school playing fields). Future housing will however front towards the school perimeter on the south and eastern boundary of the site (housing on the eastern boundary has already been approved under 161189).

### **Masterplan – Layout**

12. 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.

13. Core Strategy policy CP19 sets out the concept rational for the design parameters for the South of the M4 SDL and these are outlined in further detail in Appendix 7 of the Core Strategy. This states that:
  - a. *Development in a series of locations around the periphery of the three villages is required. This approach should consider the relationship between the current built areas and the open countryside. Opportunities to form new edges to the existing villages exist, allowing a managed transition between urban and rural.*
14. 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.
15. 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.
16. 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.
17. It is important to set out the site in the context of the overarching outline planning permission for Shinfield West as the application site forms part of the planning unit. In order to ensure consistency of design for the entire planning unit, the overarching 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 (DAS).
18. To build upon these principles, a design brief was approved identifying the general principals of the site (C/2013/2495). This has helped to inform the layout of the school and facilities such as parking.
19. The submitted site layout masterplan retains the principles within the outline planning application and design brief. The school complex has been located in the area identified by the outline planning permission / SPD and the building height is in accordance with the established height parameters. The site plan is shown in figure 1 below. The school would be located on the edge of the development as envisaged by the South of the M4 SPD and the open space surrounding it would provide a degree of transition between the built form and the edge of settlement. This will be strengthened by landscaping secured by conditions 9-16 of the outline planning consent.



**Figure 1: Proposed Layout**

20. The applicant has also carefully considered the delivery of facilities for the school. At the entrance of the site there is a drop off area which has 34 spaces including 2 disabled bays. This is segregated to the main staff parking area which is fenced off to avoid any conflicts in use. The staff parking area would deliver 35 dedicated parking spaces. Sports pitches and outdoor play are located to the rear of the site which would ensure that the pupils are contained in this area. Two small areas of play are located to the front of the site which would serve the reception and nursery pupils and these areas would be fenced off from the car park.
21. The layout also shows how the school could be extended to 3 forms of entry should need in the wider area require a further form of entry. This shows how facilities such as the car park and school could be extended (should WBC wish to elect to secure the additional land) and shows a future proofing element of the design. Whilst these are not subject to the current application and would require a separate planning consent, the applicant has demonstrated a comprehensive approach to futureproofing the school for further expansion.
22. The school would be served both by car and foot by the established links identified by the primary infrastructure which would provide safe routes to school.

**Masterplan – Design and appearance**

23. In terms of the detailed design of the school, 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. The design code sets out the parameters for the site and builds upon the principles established by the design and access statement for the outline planning consent.

24. To set the site in context, the school is currently located away from existing residential houses although this will not always be the case when housing is delivered on the Shinfield West planning unit. Housing has been approved on the eastern boundary which was for a mixture of traditional and modern house types. This approach is also expected for the phase 2 reserved matters housing (when application is submitted) which will bind the site to the south. This has been considered in the school design and layout.
25. The school building would be a part single but predominantly two storey building. The design approach is a modern form with detail such as render applied to the façade. To break this up, the applicant has used different colours to the render which provides a degree of interest to the school and helps to break up the massing. The colour of this will be controlled by condition 3. The proposed design represents standard modern school design, found elsewhere in new schools within the borough and is intended to be flexible and make efficient use of the site. Given that there is no particular existing precedent set in the immediate area and the intended use of the school, it is considered that the modern design is acceptable and this approach is encouraged by the SPD. This will set it aside from the housing and apartments that will be delivered in the Shinfield West planning unit and make it easy to identify. Had a more traditional design approach been applied such as incorporating a pitched roof, further bulk would be added to the building increasing the building height and its visual impact on the wider area. This would make the building more visually prominent on the landscape. In addition the current design allows the school to be easily expanded or altered in the future if required.
26. The applicant has included a sprinkler tank on the plans and has demonstrated that a sprinkler system can be accommodated within the school building if required.
27. Given the intended use of the building, and above considerations the design of the school is considered acceptable. As such it 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 – Landscaping**

28. The existing landscape context of the site is limited predominantly to open fields. As such there are no significant landscape features that require retention.
29. The proposed plan includes landscaping features within the school boundary on the west and south of the site. To the north allotments are to be delivered as part of planning approval 161189 which would provide an additional buffer to the countryside to the north. On this boundary a further hedgerow is to be planted when the allotments are delivered. This would help screen the school from the open space from the north west and south of the site. On the east, the site would have frontage residential development which would in part screen the school.
30. Following requests for further information, the applicant has strengthened the landscaping on the southern boundary and further details in respect this is secured

by conditions 9 – 16 of the outline planning consent

31. Overall, there would be no loss of significant hedgerows and trees. The incorporation of hedgerows and semi mature trees within the site layout which would help soften the built form. The Landscape Officer has assessed the planting strategy and is satisfied with the planting at this stage. Further details in respect to planting can be secured by conditions 9-16 of the outline planning consent.

#### **Masterplan – Sports Pitches**

32. The layout includes sport pitch provision. There would be 1 full sized football pitch in accordance with Sport England guidance and 3 netball sized courts / multi use play space. Dual use of these facilities has not been planned at this stage as the council is seeking to focus sports facilities at Ryeish. Should need in the future be generated, however, the building design means that this could be achieved (see paragraph 33 below).

#### **Masterplan – community use**

33. Part of the approved school brief was to ensure that there could be dual use of the school building for education and community use (outside of school hours). The layout of the school has been well considered by the applicant through using a zoned approach for the classrooms, nursery and school hall / studios. These means that the classrooms can be segregated off from the hall / studio and a secure line achieved within the building. As such, the hall and studio effectively become a separate 'wing' within the building for community events. In addition, access to toilet facilities together with the kitchens can be maintained in this 'wing' for community events.

#### **Masterplan conclusion**

34. The design approach taken to inform the layout and appearance of the building 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 school through the application of the principles established in the design code, layout of the school and design of the school building itself.
35. 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/future occupants of the Shinfield West dwellings.

36. 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.
37. The site is currently reasonably well isolated from any residential development and the main potential impact can be identified to residents of Holder Close / Deardon Way. The school building would itself would however be located some 70 m from the nearest residential dwelling. This exceeds Borough Design Guidance and is



sufficient to overcome any overbearing, loss of light or overlook issues associated with the delivery and use of the school.

38. In respect to noise, 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 school, the principal of development and land use has been established. The noise arising from the use of the school would not be to an extent that is unusual of such a facility in a residential area. Construction activities would be temporary and in order to reduce the impact for the surrounding residents, these can be controlled by conditions 11 of the outline planning consent. It is considered that the proposal would not result in any significant harm to the amenity of the existing residents/future residents and is in accordance with policies CP1 and CP3 and supplementary planning guidance.
39. It is also important to consider the relationship of the school with the approved houses for the Shinfield West planning unit. There would be a row of houses that face towards the eastern boundary of the school site, however due to the level of separation, this would be sufficient to overcome any significant overbearing, loss of light or overlooking issues. Again the noise associated with the use of the school is an established principal and the intended use of the school would not cause significant harm to the future occupants of the approved dwellings when these are occupied. Furthermore, the developer should make the future occupants aware of the delivery of the school in that area and this will be used in the marketing of the houses when these parcels are brought forward.
40. The school building complies 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 condition 4 for community use is also attached which will control the hours of use of the building outside of the normal school operation.
41. 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.

### **Security**

42. The layout takes into account security and the outdoor facilities are segregated to ensure the pupils are contained within these areas when required. The school will benefit from natural surveillance from the new housing when this is delivered which will limit opportunities for antisocial behaviour outside of school hours. The school site would be secured by a perimeter fence and the layout and design are considered acceptable.

### **Noise**

43. 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.
44. The school has been sited well away from any main sources of noise on the edge of the residential development. The activities surrounding the school site would be

akin to those in a normal residential area.

45. Whilst it is acknowledged there would be a degree of noise generated by the delivery of housing adjacent to the school, this can be controlled by the Construction Environmental Management Plan. The school building itself will be well insulated to limit noise within the building itself and construction activities would be temporary. The relationship is therefore considered acceptable.
46. On this basis there should be no significant noise issues that would be to the detriment of the future use of the school.

#### **Sustainable Design and Construction**

47. 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.
48. The Design and Access Statement makes a commitment towards sustainable design and construction and is informed by the Design Brief. The school will be constructed to a BREEAM very good standard. The design and access statement also makes a commitment to 10% renewables which will be achieved by photovoltaic panels. These measures will be secured by condition 54 of the outline planning consent. On this basis the proposal is considered in accordance with the policy requirements.

#### **Access and movement**

49. The outline planning permission for Shinfield West established the access points to the site and was accompanied with a full Transport Assessment. This included modelling the impacts of the development by using the Wokingham Strategic Transport Model which included a review of this development site, the South of the M4 SDL and the wider Core Strategy development proposals. It was demonstrated that there would be no significant harm caused by additional houses /associated infrastructure 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 which include the Eastern Relief Road. The current reserved matters application does not deviate from the established access points approved under the outline planning application. Access to the school site has been further informed by the approval and implementation of the Infrastructure reserved matters planning permission together with the Phase 1 housing.
50. 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.

#### **Site Access**

51. The site would be accessed from a road leading from the approved infrastructure spine road which is currently being delivered on site and is in an advanced state of construction. The internal roads of the Shinfield West Planning unit have been

designed to link in well with this and provided good access to the school site by foot/cycle. Outside the application site for the wider catchment areas, access to the school would be either of Church Lane/Deardon Way or Hyde End Road. Further pedestrian foot / cycle links would be provided to the centre of Shinfield when the access onto Hollow Lane is completed and work in respect to this is ongoing on site at present.

#### **Access and movement - Site layout/parking**

52. The layout of the school includes an area for staff parking and a drop off point, totalling 69 parking spaces. The staff parking area would accommodate 35 spaces and further land is available for 11 additional spaces should the school be expanded to 3FE. The staff parking is designed to be segregated from the drop off point and the car park incorporates a gate to prevent conflicts in use. The total level of car parking provision is more than the Borough car parking standards. Pre-application discussions took place to help ensure adequate car parking was available for users.
53. For the drop off area, there would be 34 spaces provided which includes 2 disabled bays. Providing adequate drop-off / short stay car parking is a difficult balance. If it is all too easy with too many spaces then it encourages more double car trips for children being dropped off and collected. On the other hand, if inadequate, then difficulties can be transferred to neighbouring streets. The proposed provision is considered to represent the right balance and the School Travel Plan as set out in the planning conditions will play an important role in ensuring this balance is maintained. The parking has been designed to provide additional space for the area of children's playground to the south of the site which will be delivered as part of the phase 1 housing and was approved under 161189. This will allow for dual use of the facility although in reality, the need generated for the children's play area is likely to be low given that further areas of play space are to be provided within the Shinfield West planning unit. The close proximity of the playgrounds means that walking is likely to be the main form of access and as such usage of the drop off area is likely to be limited.
54. A further drop off zone is provided by layby type arrangement at the front of the school site. This will allow for parents of older children to drop them off at the front of the school. This would provide a further 6 spaces for collection and drop off.
55. The drop off area has been designed to allow for refuse and coaches to manoeuvre safely within the school grounds which has been tested by tracking the proposed layout. The drop off zone at the front of the school can also be used for coaches to park as these are most likely to be within the school grounds outside of times when parents are dropping off or collecting pupils.

#### **Access and Movement – Pedestrian & Cycle Access**

56. Through the early delivery of the infrastructure, there would be good pedestrian and cycle access to the school from the outset. The layout of the approved houses and infrastructures provide good pedestrian/ cycle permeability to the site for future occupants. Whilst construction will continue on site for several years after the school has been delivered, the early delivery of the infrastructure means that these can be delivered in parcels which can be horded off from the main routes for the school. The CEMP for the housing development area can be reviewed in order to ensure construction vehicles are routed in the most appropriate parts of the site.

57. The delivery of the allotments to the north of the site will also facilitate access to the existing residential development on Deardon Way with a footpath linking to the north. Further access will also be provided to Holder Close for existing residents through the development site. Good links will also be provided for the residents of Shinfield via Hollow Lane which should encourage walking and cycling to the school.

#### **Access and Movement - Cycle storage**

58. 5 cycle stands (to serve 10 cycles) are to be located to the front of the site within the drop off area for visitor use. Within the school grounds, behind the secure fence line there would be a further 10 cycle stands (to serve 20 cycles). These would be located under cycle shelters. A further 60 spaces will be available for scooters and again these would be stored within cycle shelters close to the school entrance. There is further space available within the school complex to provide further cycle parking facilities should these be required and these can be reviewed through the travel plan.

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

59. A South of M4 Public Transport Strategy is expected to provide up to a 15 minute each way frequency bus service that operates in a loop in and out of Reading along the A327 or A33 corridors. This service has been secured and the bus service and alternative methods of travel to work can be identified through the travel plan

#### **Access and Movement – Travel Plan**

60. Condition 49 of the outline planning application secured the requirement for a travel plan within 6 months of occupation of the school. This will allow for travel patterns to become established and outline methods to encourage sustainable travel methods to the school. It will also allow for issues such as cycle parking to be reviewed and if necessary, increase provision. In the meantime, condition 6 is attached to secure a framework travel plan which will establish principles for encouraging sustainable modes of transport to the school.

#### **Flooding and Drainage**

61. 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.

62. 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.

63. The outline application was supported by a Flood Risk Assessment which assessed the impact of flooding on the application site. This identified flood risks across the

whole site and propose measures to manage surface water runoff including the 1 in 30 year and 1 in 100 year storm events (+30% for climate change) for the areas of residential development.

64. In order to ensure that the increase in surface water runoff associated with the additional built form is managed, a strategic approach to drainage is proposed. This included a SUDS pond within the school site. This would link into the drainage features approved for the wider Shinfield West Planning unit. The design of the SUDS pond has been well considered for the future use of the school and is segregated by fencing. The SUDS pond will not only attenuate storm water on site and control the discharge but will also provide landscaping features.

65. 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.

### **Ecology**

66. 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. This demonstrates that the site layout has considered impacts on ecological permeability. In addition no advisee impacts are envisaged to flora and fauna and a detailed mitigation strategy has been provided.

67. 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**

68. 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. The site is located well away from any listed buildings and as such would not have an impact on the character or setting of any listed buildings in the locality.

### **Archaeology**

69. Core Strategy Policy CP3 and MDD LP Policy TB25 require the archaeological impact of development to be taken into consideration. Condition 31 relating to archaeology was attached to the outline permission for a written scheme of investigation prior to the commencement of development and this approach is supported by the Council's Archaeological Officer.

## **CONCLUSION**

The reserved matters are consistent with the principles and parameters established by the outline planning permission, which themselves reflect the Council's adopted policies and those within the Shinfield Parish Neighbourhood Plan and guidance for development within the South of the M4 SDL. It is considered that the application will

deliver high quality school development in accordance with the Council' spatial strategy and vision and therefore can be recommended for approval.

**CONTACT DETAILS**

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