

# Agenda Item 17.

<b>Development Management Ref No</b>	<b>No weeks on day of committee</b>	<b>Parish</b>	<b>Ward</b>	<b>Listed by:</b>
170010	Ext	Shinfield	Shinfield South	N/A Major Development

**Applicant** Taylor Wimpey and David Wilson Homes

**Location** Land North of Croft Road, West of Hyde End Lane, North & South of Ryeish Lane, East of Clares Green Road Spencers Wood **Postcode** RG7 1DR

**Proposal** Reserved Matters application pursuant to Outline Planning Consent O/2013/0346 for 363 dwellings including internal access roads, garages, parking spaces, SUDS attenuation, open space, play areas and associated landscaping.

**Type** Major

**PS Category** 7

**Officer** Christopher Howard

**FOR CONSIDERATION BY** Planning Committee on 12<sup>th</sup> July  
**REPORT PREPARED BY** Delivery Programme Director

## SUMMARY

This reserved matters application follows several other planning consents for the South of the M4 SDL and the significant majority of the housing allocation and associated infrastructure required by the Core Strategy within the SDL has now been approved.

Specifically relevant to this site is the outline planning permission was approved for 900 residential units, a primary school, public open space and suitable alternative natural greenspace at Spencers Wood and Three Mile Cross under planning permission O/2013/0346. In addition, outline consent has been granted on appeal for 1,200 residential units and 150 extra care units at Shinfield West together with a primary school, local centre, public open space sports pavilion, suitable alternative natural greenspace (SANG) and access and landscaping. Both applications make significant contributions and interventions towards the delivery of the required infrastructure within the SDL which includes sports pitches, open space, education facilities and a new public transport service.

The outline application for this site also secured three areas of SANG – 5 Acre Field, The Ridge and Mays Farm and the latter is fully open and available for public use. In addition work for the Eastern Relief Road is well advanced ahead of the housing triggers imposed at the Shinfield West appeal. This has been achieved through forward funding (in the form of a loan) by the Homes and Communities Agency (HCA). There is further planning history for the SDL provided within the report.

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

The proposal would provide for an adequate level of amenity for the future occupants of the dwellings together with an acceptable impact on ecology, traffic, highway safety and flood risk in addition to contributing to the delivery of infrastructure provided jointly by the wider SDL such as the Eastern Relief Road. In addition it would also assist in the delivery of housing numbers and assist the council in maintaining a 5 year housing supply.

In design terms, the proposal reflects other development parcels and 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)
- Grade II listed Building - Nullis Barn

#### **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 O/2013/0346 dated 22/07/14 which conditions shall remain in full force and effect save in so far as they are expressly affected or varied by this permission.
- 2) The development hereby permitted shall be carried out in accordance with the following approved plans:

Plan numbers being finalised to be included on members update

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

## Highways

- 3) Prior to the commencement of development, details of the measures to restrict the vehicular access at the centre of the site (between road 3 and road 20 on plans A080-RM-41 and A080-RM-44 respectively shall be submitted and agreed in writing by the Local Planning Authority. This shall provide details to show that no vehicles other than emergency vehicles/bicycles/vehicles associated with the maintenance of the site for management of open space shall be permitted to access the site to the east and west of the site. The measures shall be implemented in accordance with the approved details prior to first occupation of the development and permanently so retained unless otherwise agreed in writing by the local planning authority.  
*Reason: In the interest of highway safety and condition 40 of the outline planning permission restricts access to 100 dwellings from Clairs Green Road. Relevant policy Wokingham Borough Core Strategy Policy CP6 and principles identified in Appendix 10 of the Spencers Wood and Three Mile Cross Environmental Statement pursuant to planning approval O/2013/0346*
- 4) No building shall be occupied until the vehicular access that serves the dwelling has been surfaced with bonded material across the entire width of the access.  
*Reason: To avoid spillage of loose material onto the highway, in the interests of road safety. Relevant policy: Core Strategy policy CP6.*
- 5) Notwithstanding the approved layout plan number CB\_81\_036\_01 Rev E, prior to commencement of development of plot 730 further details of the detailed setting out of this plot shall first be submitted for approval in writing by the local planning authority. This plot shall be built in accordance with the approved details unless otherwise agreed in writing by the local planning authority.  
*Reason: To ensure that roads and footpaths are constructed to a standard that would be suitable for adoption as publicly maintainable highway, in the interests of providing a functional, accessible and safe development. Relevant policy: Core Strategy policies CP3 & CP6.*
- 6) Notwithstanding the approved plans, prior to commencement of development of the apartment plots 571 to 585 revised details omitting the visitor parking bays and depicting the footway / cycleway running contiguous with the carriageway edge of Road 1 shall first be submitted for approval in writing by the local planning authority. Development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the local planning authority.  
*Reason: To ensure that roads and footpaths are constructed to a standard that would be suitable for adoption as publicly maintainable highway, in the interests of providing a functional, accessible and safe development. Relevant policy: Core Strategy policies CP3 & CP6.*
- 7) Notwithstanding the approved plans, prior to commencement of development of apartment plots 530-542, further details of the cycle store located to the north-east of the apartment block shall first be submitted for approval in writing by the local planning authority. Development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the local planning authority.  
*Reason: In order to ensure that secure weather-proof bicycle parking facilities are provided so as to encourage the use of sustainable modes of travel. Relevant policy: NPPF Section 4 (Sustainable Transport) and Core Strategy policies CP1,*

*CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.*

- 8) Notwithstanding the approved plans, prior to first occupation of any plots of the development full details of the measures to prevent through traffic along the street between plots 754 and 772 and to dissuade through traffic along the street adjacent to plot 731 shall first be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the local planning authority.  
*Reason: To ensure that roads and footpaths are constructed to a standard that would be suitable for adoption as publicly maintainable highway, in the interests of providing a functional, accessible and safe development. Relevant policy: Core Strategy policies CP3 & CP6.*

### **Landscaping**

- 9) Prior to the commencement of development, details of fencing for the rear / side boundaries of the existing dwellings that back/side onto the application site along Clairs Green Road, Croft Road and Ryeish Lane 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 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**

- 10) Those windows shown on the approved drawings as having obscured glazing in part or full shall be so-fitted and shall be permanently so-retained, and shall remain fixed closed at all times  
*Reason: To safeguard the residential amenities of neighbouring properties.  
Relevant policy: Core Strategy policy CP3*
- 11) Notwithstanding the provisions of the Town and Country Planning, (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no additional windows or similar openings shall be constructed in the first floor level or above in any elevation of the buildings hereby permitted except for any which may be shown on the approved drawing(s).  
*Reason: To safeguard the residential amenities of neighbouring properties.  
Relevant policy: Core Strategy policy CP3.*

### **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/2013/0346.

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.

**Planning history - site / relating to overarching outline planning permission (O/2013/0346)**

O/2013/0346	Hybrid application with part in outline in respect of up to 900 dwellings up to a three form entry primary school public open space access and landscape (means of access into the site to be considered) and part in full in respect to Suitable Alternative Natural Greenspace (SANG) following demolition of existing dwelling and ancillary buildings including greenhouses sheds stables and garage (214a Hyde End Road). - Approved 22/07/2014
F/2013/0347 (outside application area but serves as access for part of development)	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
162829	Application for Reserved matters application for 175 dwellings including internal access roads, garages, parking places, open spaces, allotments, Multi-Use Games Area (MUGA) and Locally Equipped Area of Play. Approved 10/03/17
163457	Reserved Matters application pursuant to Outline Planning Consent O/2013/0346 for the primary infrastructure phase including Spine Road, Suds Ponds, Foul and Surface Water Drainage and Associated Landscaping Approved 23/5/17

**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
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
170035	Reserved Matters application for a two form entry (2FE) primary school, including all hard & soft play areas, school car parking, attenuation pond (habitat area), landscaping and associated drop off car Parking. Approved 11/05/17
170239	Application for approval of reserved matters following outline approval (O/2013/0346) for a sustainable transport link to serve public transport (buses), emergency vehicles and pedestrian and cycle links. Decision pending

<b>SUMMARY INFORMATION</b>	
<b>For Residential</b>	
Site Area	14.16
Site Area residential	9.4
Site Area Green infrastructure	4.7
Existing units	0



Proposed units	363
Proposed density - dwellings/hectare	31
Number of affordable units proposed	31
Previous land use	Agricultural / pasture
Proposed parking spaces	963

### CONSULTATION RESPONSES

WBC Archaeological officer	No objection
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 3 - 8
WBC Landscape and trees	No objection, request condition 9
WBC Ecology	No objection
Shinfield Parish Council	<p>Concerns over the width of the spine road for the bus route and parking by school – <i>Officer Note: the spine road has been designed to be 6.1m wide for the entire length of the bus route. Visitor parking has been located in close proximity to the school and a traffic management plan will assist with on street parking – see report below paragraph 73</i></p> <p>Concerns over parking on the spine road – <i>Officer note: Parking management is controlled by condition 39 of the outline planning consent. There is visitor parking located on the spine road and roads adjacent to the spine road. Further parking has been provided for the apartments and the location of these is considered an acceptable approach to the overall design of the development with these located centrally to emphasise the key route and decrease the impact of the development on the edge of the settlement</i></p> <p>Concern over tandem parking – <i>Officer note: The development is in accordance with WBC Highway Standards and through negotiation officers have secured additional parking for the development - see report below paragraphs 76-79</i></p> <p>Request crossing points between the school and the play area – <i>Officer note: The plans have been revised to incorporate a further three crossing points in this location.</i></p> <p>Request garages to be 3x7m – <i>All garages comply with the 3 x 7m threshold as required by Highways</i></p> <p>Request suitable unallocated parking – <i>Officer note see report below paragraphs 76-79</i></p> <p>Request design variety – <i>Officer note: see report below paragraphs 27-35</i></p>

Berks Bucks and Oxford Wildlife Trust	No comments
WBC Conservation Officer	No comments
Environment Agency	No comments
WBC Affordable Housing	No objection
WBC Public Rights of Way	No objection
WBC Flood Risk Officer	No objection
Sport England	No comments

## REPRESENTATIONS

6 letters of objection –issues summarised below

- Impact on wildlife/ecology/trees – *Office note: The principle of development has been established for this site under the outline planning application and mitigation is proposed. The application has been assessed by the Biodiversity Officer and Landscape Officer and they have supported the application. See report below paragraphs 38-39 & 93-94*
- Loss of agricultural land / countryside /overdevelopment of the village – *Officer note: The principle of development on this site has been established through the outline application and allocation of the site through the south of the M4 SPD.*
- 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 70-82*
- 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/drainage – *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. The flood risk assessment takes into account the impact of off-site drainage and seeks to ensure that these are lower than existing greenfield rates.*
- Loss of Light / Privacy – *Officer note: Fully assessed in paragraphs 42-59 below*
- Noise / Disruption / Construction Access – *These matters can be controlled by condition 24 of the outline planning consent.*
- Height of houses – *Officer note: the height of these have generally been established at the outline planning application stage. See report below paragraph33*
- Impact on Hyde End Lane and Ryeish Lane – *Officer note: a TRO application has been received to secure the appropriate measures to deliver the access strategy for these routes. Parts of these will be closed off to ensure adequate access. Access to all existing residential dwellings would be maintained and a turning head provided for refuse vehicles.*
- Fencing around existing residential dwellings – *Officer note: condition 9 controls*
- Access from Grovelands Road/Clairs Green Road should be limited to 70 dwellings and not 100 – *Officer note, condition 40 of the outline application secured access for 100 units and the applicant could still apply to deliver all of these and be within the parameters of access established at the outline stage. The current proposal falls below this threshold and is therefore acceptable.*
- Access to the development site at Clairs Green Road – *Officer note: this was*

*established at the outline stage. Details of the junction will be approved under the S278 (Highways Act) process.*

- *Impact on listed building- Officer note: The conservation officer has assessed the application and raised no objection to the proposed development. The S106 pursuant to the outline planning permission secures measures to preserve Nullis Barn. See report below paragraph 95*
- *Maintenance of Gas Main – Officer note: Southern Gas Networks are responsible for the maintenance of the Gas Main*

## **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 outline consent included an Infrastructure Delivery Plan and S106 legal agreement. The legal agreement secures the coordinated delivery of the infrastructure necessary to support the development and fair share of the SDL wide infrastructure. These included contributions towards off-site infrastructure and services such as roads, education, sports facilities, community facilities and green infrastructure. In addition, it secured on site affordable housing and an affordable housing contribution 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 housing, open space, density and general heights of buildings.
6. The outline also established access to the site. The principal access to the site was through the Croft Gardens development to the south of the site which is well advanced on being delivered. Access points to the site were also established on Ryeish Lane and Hyde End Road to provide outgoing vehicle movements from the site along Hyde End Road to the north and incoming movements via Ryeish Lane from the north.
7. In addition to this a further access point was established to the west of the development site from Clairs Green Road for 100 houses which is controlled by condition 40 of the outline planning permission. The current application falls below this threshold. The submitted masterplan utilises these points of access although this will be subject to approval of Traffic Regulation Orders which have been submitted to the council.
8. The outline application also established the principle of an up to three-form entry school for the site, which would be located to the east of the site adjacent to Hyde End Lane. Wokingham Borough Council have elected to construct the school and a financial contribution towards the delivery of this was secured which is proportionate the need generated by the 900 houses approved by the outline approval. The developers have however worked with the council to help secure some of the drop off spaces within the development site and the layout takes into account the

relationship with the school.

9. The current planning application broadly reflects the principles identified above and a Design Code has been submitted for the site. This establishes the overarching principles for the site for areas such as highway widths and design principles for the houses themselves. This will ensure consistency in design approach of the key streets / spaces once the future development parcels are brought forward. The main principles of the design code and how they have been applied for this reserved matters application are further discussed in paragraphs 18-26.

#### *Site Description*

10. This area is located to the east of Spencers Wood. The site is bound to the north by Croft Road, to the west by Hyde End Lane, to the east by Clairs Green Road and to the south by Ryeish Lane. The land is predominantly open countryside and generally serves as pasture. There is a row of houses located on Clares Green Road which would back onto the site and other sporadic development located on Ryeish Lane and Croft Road. The site is characterised by vegetation features which include hedgerows and trees and these create paddock style enclosures. The land is relatively flat although slopes gently up towards the west.

#### *Affordable and specialist housing*

11. 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.
12. The application proposes 31 affordable dwellings (24 two bedroom units and 7 three bedroom units) on site equating to 8.5%. The S106 pursuant to the outline application secures a 25% off site affordable housing contribution. A higher proportion of the affordable housing was delivered in the Croft Gardens development site and the approach is in accordance with the agreed strategy in the S106 pursuant to the outline application.
13. 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.
14. 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. This is an accepted approach nationally. On this basis, the location and distribution of the affordable housing is considered acceptable.
15. 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*

16. 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. The application proposes the dwelling mix outlined in table 1:

**Table 1: Dwelling mix**

Dwelling Type (bedrooms)	Number provided on site	2 Storeys	2.5 Storeys	3 Storeys
1 bed apartment	0	0	0	0
2 bed apartment	103	4	0	99
2 bed house	41	41	0	0
3 bed house	138	63	63	12
4 bed house	68	59	9	0
5 bed house	13	0	13	0

Note: the apartments will be delivered in 9 blocks

17. Officers raise no objections in terms of the dwelling mix but it should also be noted that although officers do ensure that there is an appropriate mix of house types, this is also driven by market conditions. Taking the constraints of the site into account, this approach is considered acceptable.

*Masterplan – Layout*

18. 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.
19. 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.*

20. 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.
21. 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.

22. Further design guidance is provided by the South of the M4 SPD in section 4. Design principle 3 is concerned with character and states that there should be diversity and distinction in the SDL which should be enhanced through the application of character typologies.
23. It is important to set out the site in the context of the overarching outline planning permission for Spencers Wood and Three Mile Cross. The application parcels forms a significant part of the Spencers Wood 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).
24. To build upon these principles, a design code has been submitted with this reserved matters application. This will ensure a consistent approach for development between the current development parcels.
25. The submitted masterplan retains the principles within the outline planning application and design code. To reflect this, respond to the site constraints and inform diversity of development, the applicant has applied four different character areas to the layout. These are the Village Form for the main spine road, Village Form for the Southern development parcels, Rural Edge for the northern development parcels and Rural Edge for the western development parcels. Within these areas, differing street typologies, building heights and landscaping have been applied to promote variety and also manage vehicle speeds throughout the site. In addition, consideration has been applied to the relationship of the site and the constraints of the surrounding area through the application of these differing character areas. This is shown in figure 1 below.





**Figure 1: Proposed Character Areas**

26. The principle layout of the site has been established by the parameters established within the outline planning application. This identified the key routes through the site and principles identified in the approved DAS have informed street hierarchy, landscaping and drainage features. As these have been established, the layout is considered acceptable.

*Masterplan – Design and appearance*

27. In terms of the detailed design of the buildings, the South of the M4 SPD recommends that the existing built form should be used to inform the design 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. It should be noted that the parameters are somewhat flexible subject to detailed design. The current application incorporates the Village Form – Spine Road, Village Form – Southern Quarter, Rural Edge – Northern Area and Rural Edge – Western Quarter in the design and these are taken in turn below.

#### *Village Form Spine Road*

28. The spine road is the principal road that runs through the site. In order to define this, regular frontage form of development is proposed with consistent setback of building types. The area would be characterised by taller buildings which are mostly apartments to define the main spine road. The detailed design of these follows on from the Croft Gardens development site to the south (formally referred to as south of Croft Road). This is considered to be a sound and coherent design approach and will allow future users to recognise that this is the main spine road within the development. Building heights in this area are predominantly 3 storeys, which reflects the design theme established at Croft Gardens. Parking for the apartments is set out in parking courts to the rear of the buildings, which decrease the dominance of parking at the front and allows for landscaping in front of the apartments. This will also help to manage on street parking for the bus link, which will ultimately run through the development site.

#### *Village Form – Southern Quarter*

29. Part of the southern Quarter is located adjacent to Croft Road. In order to manage the interface between the main spine road, the applicant is proposing predominantly 2 storey dwellings in this location. These have more diversity in terms of architectural style and a less defined layout than the main spine road with building setbacks varying within the development parcels. Existing landscaping has been well considered in this part of the site which will soften the impact of the built form from the start. The design approach is considered to respect the prevailing character of development on Croft Road and the interface between the site and countryside to the east.

#### *Rural Edge – Western Quarter*

30. The Western Quarter is located adjacent to Clairs Green Road where there is established existing built form. The design approach for this area is to retain the significant existing landscape features where possible and lay the houses out in within the development parcels as defined by the existing hedgerows. The detailing of the buildings is reflective of the existing built form. Building setbacks in this location are reasonably regular which reflects the existing form of development in the area adjacent to the development parcel. Building heights in this area is mostly 2 with some 2.5 storey unit types used to provide variety in the ridge line.

#### *Rural Edge – Northern Area*

31. This area is set within established hedgerows which have been considered in the site layout and the majority of which will be retained. The building line in this location is less consistent than for other parts of the site to respond to the landscape setting and rural edge of the site. Building types here are traditional to respond to the edge of development location and existing built form although some modern elements have been incorporated. Houses types in this location are mainly detached / semi-detached units and occasional terracing. This again is a good response to the setting of this part of the site.

32. Throughout the site, the applicant has provided a good range of housing types and styles ensuring that there is diversity in the built form and a range of housing for future occupants. The application of four character areas outlined above also helps provide variety throughout the site in terms of building types, height and layout. The application of differing design principles for the development parcels should provide a clear and legible neighbourhood for future occupants/users. Furthermore there is

good diversity in the detailing and appearance of the houses using a mixture of materials such as rendering on some house types and brick work details on others.

33. In terms of building heights, the proposal is generally in accordance with the parameters of the outline planning permission. There are however, a limited number of dwellings would exceed the AOD heights for the outline application. These however are generally in response to the drainage constraints of the site with levels raised to ensure suitable drainage channels are incorporated (see paragraphs 86-90 below) and to provide appropriate buffers to landscape features. This only affects 18 of the 363 dwellings and although a couple of these would be 60cm above the AOD heights, the majority of the other 16 are between 10-30cm above the approved parameter plans. Taken as a whole of the 18 units there is an average of 25cm increase above the AOD heights. It is considered that any perceived harm relating to this is minimal and the impact of the increase in building heights are offset by the benefits of the retained vegetation and the drainage strategy. Therefore these are acceptable and when taken into consideration of the site as a whole, are not considered materially harmful to the appearance of the local area.
34. The layout also incorporates two areas of play space within the design. These are located to the north and east of the application site. The location of these is considered acceptable and would provide for good access for the future residents especially when taking into account the proximity of the newly open Croft Gardens play area that has been delivered to the south of the site.
35. The overall design approach for all of the dwellings provides continuity in approach for the Croft Gardens development 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*

36. 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.
37. The overall density proposed by the application is 31dph. This falls comfortably in the aims of the policy and the principles established for the outline. In order to achieve this and respond to the site constraints, the applicant has focussed higher density to the centre of the site which would not only help define the principal road through the site but through reducing density towards the edge, has a good transition between the rural edges of the site and existing built form.

#### *Masterplan – Landscaping*

38. The site at present is defined by established hedgerows and a number of trees that form paddock style enclosures. The proposed masterplan has taken these into consideration and incorporated the significant majority of the landscape features into the layout with appropriate buffer-zones. In the majority of cases, housing has been orientated to front and or side onto this and this approach will help soften the development from the outset as well as providing natural surveillance to these areas

which will help with management. A central SUDs pond would define the entrance to the site and a further SUDS pond adjacent to Hyde End Lane would provide a buffer from the development and the countryside.

39. 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. Semi mature trees are proposed within the site layout which would help soften the built form and provide a verdant character along the areas of public open space. 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 conclusion*

40. 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.
41. 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*

42. 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.

#### *Wilders Grove Farm*

43. This house would front onto plots 615-617. There is however 24m front to front separation which overcomes any significant harm.

#### *Willow Barn*

44. Plot 486 would side onto Willow Barn with 6m separation to the common boundary and 20m to the main dwelling. This relationship is considered acceptable given that views from plot 617 would be oblique.
45. Plot 474 would side onto the rear boundary of Willow Barn. There is 15m separation to the main dwelling house from 467 and no windows are proposed in the side elevation. This is in excess of the 12m recommended by the Borough Design Guide.
46. In respect to plot 467 this would side onto Willow Barn. There is over 25m separation from plot 467 to Willow barn which exceeds the guidance.

#### *Nullis Farmhouse*

47. Plot 466 would back onto Nullis Farmhouse. There is however 25m separation from the rear wall of plot 466 and Nullis Farmhouse.

48. Plot 615 would side onto Nullis Farmhouse. There is however 17m separation between the new house and Nullis Farmhouse.

*73 Clares Green Road (The Cottage)*

49. Plot 513 would side on to the rear of No. 73 Clares Green Road. There would be 17m between the new house and the existing house which is in excess of the 12m flank to rear separation outlined in the BDG.

*79 Clares Green Road*

50. Plot 511-513 would be located some between 12m and 15m away from the common boundary of 79 Clares Green Road. Furthermore the level of separation to the main house is around 21m. This is well in excess of the 12m flank to rear separation outlined in the BDG

51. For plots 509-510, these are set at an oblique angle to the main house at 79 and there is over 40 m separation between the two plots and No.79. This comfortably exceeds the 22m back to back separation outlined in the BDG

*79-89 Clares Green Road*

52. The proposed new houses (plots 501-508) would back/side onto the existing dwellings. There is however over 50m between these and the proposed houses which is in excess of the guidance.

53. For number 89, plot 501 would face towards the bottom of the garden of the existing house however there is over 15m between the house and the garden. This is in excess of a comparable relationship of rear to flank and given that this is not the main amenity area, the relationship is considered acceptable.

*Saxon Close*

54. Number 3-6 Saxon Close would front onto the development site and face towards the main front wall of the proposed dwellings. There is however a minimum of 22m separation from the plots 495-502 which is well in excess of the 10m front to front separation outlined in the BDG.

*Croft Road – Ferndale and Croft Cottage*

55. Plots 732-735 would be located around 25m away from the main front wall of Ferndale and Croft Cottage. The new houses would have a front to front relationship with the existing dwellings. The level of separation is well in excess of the 10m outlined in the BDG.

*Croft Road – Walnut Barn*

56. Plot 766 would back onto Walnut Barn. There is, however, 30m separation to the existing house, which is sufficient to overcome any significant amenity harm.

*The Walnut, Chevin Croft, The Mead*

57. The level of separation from plots 786 and 779 ranges from between 35 – 40 m to the existing residential dwellings. The new houses would side onto the existing dwellings. This level of separation is in excess of the guidance outlined in the BDG.

58. 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. Although in certain parts of the site, the

levels would increase, the separation distances achieved helps overcome any harm associated with this. 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 10-11 will ensure that this relationship remains in the future.

59. 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*

60. Whilst it is acknowledged that there would be a greater level of activity in the area arising from the delivery and future occupation of the housing, this would not be to an extent that is unusual in a residential area. As the site has been identified as being suitable for housing, the principle of residential development in this area has been established. Construction activities would be temporary and in order to reduce the impact for the surrounding residents, these can be controlled by conditions 24 of the outline planning permission. 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*

61. 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*

62. The Borough Design Guide sets a minimum garden depth of 11m. In terms of the submitted masterplan, the proposed layout complies with these requirements. All houses have sufficient garden depths and flats have private amenity space wherever possible through balconies or defensible space. 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*

63. 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*

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

*Noise*

65. 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.

66. The Environmental Statement submitted for the outline planning permission established that the main sources of noise for the application site Hyde End Lane, Ryeish Lane, Croft Road and Clairs Green Road and the school which will be delivered at a later stage. These are however low sources of noise and any impact can be overcome by appropriate glazing for the houses that are located close to these areas. On this basis there should be no significant impacts to the occupants of the proposed dwellings. In terms of noise within the development, this would not be at a level that is unusual in a residential area.

#### *Sustainable Design and Construction*

67. 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.
68. The Design and Access Statement makes a commitment towards sustainable design and construction. In order to ensure that this commitment is achieved and in accordance with the requirements part L of the building regulations. The council seeks both fabric first approach (such as housing insulation and low energy appliances) and on site renewables in addition to water resilience measures and as such, it is not necessary to duplicate by way of condition.
69. As part of delivering sustainable development on the site, the Council expects measures to improve water resilience and 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 for water recycling. Again building regulations covers this aspect and a separate condition is not required.

#### *Access and movement*

70. The outline planning permission for Spencers Wood and Three Mile Cross 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 to both local and the wider transport networks, subject to the delivery of the Transport Interventions that were identified and secured through a legal process. The current reserved matters application does not deviate from the established access points approved under the outline planning application.
71. 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.

### *Site Access*

72. The accesses to the site are fairly complex and there is a good emphasis on encouraging walking, cycling and public transport to and from the site. General vehicular access is available from three directions::
- i. Southwards onto Hyde End Lane across Croft Road and through Croft Gardens. This connects to the main spine road through the site, which is Primary Street. This spine road was subject to a detailed planning application (ref number 170239), which was approved in May 2017. This application included the details of the Primary Street between Croft Road and Hyde End Lane that also links to the Sustainable Link that connects to Shinfield for buses, cyclists and pedestrians;
  - ii. Northward to Hyde End Lane. This is a one way street northbound from the spine road along the existing Hyde End Lane and southbound is a one way street along the existing Ryeish Green Lane before connecting with a new two way street with the spine road;
  - iii. Westwards access is provided for 70 dwellings onto Clares Green Road. These dwellings are separated from the rest of the site for vehicular access, the level of units accessing this parcel was determined at the outline planning stage.

### *Access and movement - Site layout*

73. As outlined above, the use of character areas ensures that there is a variety of street hierarchy proposed for the site. The principal accesses to the site from the south would be off Hyde End Road via Croft Gardens and from the north off Hyde End Lane. The Primary Street has been designed to be 6.1m wide to allow for two buses to pass simultaneously. In order to ensure good public transport to the site, the South of M4 Public Transport Strategy has buses running along this Primary Street. There is a pair of bus stops central to the site that ensures good public transport connectivity for encouraging users. Footpaths along the spine road are 2m wide on one side and 3m on the other side to cater for both pedestrians and cyclists.
74. There is a Secondary Street that loops around the proposed Primary School site and provides the northern access for the site. The public transport strategy does not require buses to run through this part of the site and accordingly the road width has been designed to be 5.5m wide where it is two way and reduces in width on a section using part of the existing Hyde End Road where it is one way. The one way sections are the existing links of Hyde End Lane and Ryeish Green Lane which are partially within the red line of the planning application. Whilst these existing roads are narrow and bound on either side by hedgerows, footway provision is available on at least one side of these lanes. On the section of Hyde End Lane between the spine road and Ryeish Green Lane, adjacent to the school site, this footway will be provided on the west side of the hedgerow. Meanwhile where possible, on the new highway section there will be footways on both sides of the road.
75. The side Streets and Rural Lanes would be served by a mixture highway with footways on one side, shared surfaces and private drives. These roads tend to be short in length and have reasonably tight corners which will ensure low vehicle speeds within these zones. They have been checked to ensure that vehicle tracking is acceptable for refuse vehicles. The road widths within these lower key



roads vary between a minimum of 4.5m to 5m, with some of the shared space roads being wider due to the combined road and footpath space.

*Access and movement*

76. In line with Core Strategy Policy CP6, Managing Travel Demand and MDDL Policy CC07: Parking, condition 40 requires reserved matters to incorporate car and motorcycle parking in line with the Council's standards. The standards require allocated parking to be supplemented with unallocated parking.
77. The application car parking numbers are summarised in the Table 2 below. This shows a gross total of 965 parking spaces, over 2.6 per dwelling (2.66), which also includes garages and visitor spaces. There are 630 allocated spaces, 124 visitor spaces and 209 garages. Some 58% of dwellings (209) have a garage.

	<b>nos</b>	<b>ratio of 363</b>
<b>Total Visitor</b>	<b>124</b>	0.34
<b>Total Allocated</b>	<b>630</b>	1.74
<b>Total Garages</b>	<b>209</b>	0.58
<b>Total Allocate &amp; Garages</b>	<b>839</b>	2.31
<b>Total Visitor, allocated &amp; garages</b>	<b>963</b>	2.66

**Table 2: Summary of Car Parking Provision**

	<b>With Visitors</b>		<b>Allocated (excluding visitor)</b>	
	<b>spaces</b>	<b>ave / unit</b>	<b>spaces</b>	<b>ave/unit</b>
Total spaces: allocated, garages & visitor	<b>963</b>	<b>2.65</b>	<b>839</b>	<b>2.31</b>
Total spaces with 50% for garages	<b>859</b>	<b>2.37</b>	<b>735</b>	<b>2.02</b>
Total spaces with 0% for garages	<b>754</b>	<b>2.08</b>	<b>630</b>	<b>1.74</b>

**Table 3: Further Analysis of Car Parking Provision**

78. Through working with the applicant, a level of car parking has been achieved to accord with guidance contained within the Council's adopted Parking Standards Study Report.
79. The parking management strategy condition, secured under the consent of the outline planning permission, provides added support to help address any future associated parking problems and difficulties moving forward.
80. The Council are promoting more electric charging points in new developments as housing without this facility can be a significant barrier to electric car ownership. Dwellings with a garage can assume to have an electric supply, but non-garaged units should have access to facilities. It is recommended that there is a minimum of 10% active electric charging provision and 20% passive provision. Active means a direct connection is provided and passive means that a cable end is left for later connection. The applicant is providing a single passive charging point to each flatted parking court, which would equate to about 5%. However, with a passive point in each parking court it is considered reasonably straight forward to extend the charging provision to additional spaces and therefore this provision should be welcomed.

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

81. The layout provides for pedestrian access with 2m footways on both sides of the main access roads within the site and 3m combined footway/cycleway on the main spine road. The side roads are either secondary or tertiary streets which include footways that connect to other Spencers Wood phases, or shared surface for the minor accesses. Connectivity is an important feature of Spencers Wood site, with vehicle cul-de-sacs having through routes for pedestrians. Safe routes to school are identified, which in the early stages of the development will rely for some users, on a route out of the site along the Sustainable Transport Link connecting to the Primary School in Shinfield West. In the longer term when the new primary school is open within this site, pedestrian and cycle routes will connect to the Primary School on the north eastern part of the site. For access to the nearest Secondary School at Oakbank there is a short walk or cycle ride along existing and on new footpaths being delivered.
82. There are a number of green lanes being adapted for pedestrian, cycle and access use only. These are Hyde End Lane, south of the spine road and Ryeish Lane between Willow Barn and the secondary street that links back to the spine road. In the longer term part of the one-way section of Croft Road may also form part of a vehicle closure to through traffic, which would provide further improvements for pedestrians and cycles. These changes to the use of the existing lanes will be delivered via a series of Traffic Regulations Orders (TROs) which are a separate process to the planning permission. The works and changes associated with the TRO changes will be carefully phased to ensure development and construction traffic is not routing along them.

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

83. Cycle parking is provided within sheds for houses where there is no garage provision and cycle parking stores for flats. Where dwellings have a 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 except for one block of flats (plots 530-542) and this is subject to a planning condition to submit additional details. Cycle visitor space 'Sheffield Stands' are provided near the entrance to each block of flats.

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

84. A South of M4 Public Transport Strategy is expected to provide up to a 15 minute each way frequency buses routing through the site. This frequency of service combined with high quality bus stop infrastructure and the bus priority, that includes the bus only link between Spencers Wood and Shinfield West, is expected to make the bus an attractive service for many destinations. This service is already in operation and provides service to the existing development south of croft road.
85. Before the bus only link between Shinfield west and Spencers Wood is completed, an interim bus strategy has been identified. Initially, bus services will be accessed from Croft Gardens south of Croft Road and the stop is within a 400m walk. This is currently an hourly service that is expected to increase to 2 per hour during following phases.

#### *Flooding and Drainage*

86. 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.

87. The site is entirely within 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.
88. The outline application was supported by a Flood Risk Assessments which assessed the impact of flooding on the application site. This identified flood risks across the whole site and propose measures to manage surface water runoff including the 1 in 30 year and 1 in 100 year storm events (+30% for climate change) for the areas of residential development.
89. 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 2 SUDS ponds in the strategic greenspace. Additional drainage management is also proposed with the formation of two new ditches to the west and east of the site. These will not only attenuate storm water on site and control the discharge but will also provide landscaping features.
90. 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*

91. 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.
92. The development will be mitigated by the provision of the SANG strategy approved under the outline planning consent which will provide three areas of SANG at Five Acre Field, The Ridge and Mays Farm. Full planning permission has been approved for these SANG areas and as such this meets the Natural England's '*Guidelines for the Creation of Suitable Alternative Natural Greenspace*' (SANG) (2008) in terms of having all the essential features required to attract recreational users away from the SPA. Natural England and the Biodiversity Officer are satisfied with this approach.

### *Ecology*

93. 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.
94. 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*

95. 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. Nullis Barn is located adjacent to the application site which is Grade II listed. The Conservation Officer has assessed the application and raises no objection to the impact on the listed building and setting although has requested further landscaping which can be secured by condition 9-16 of the outline planning consent.

### *Archaeology*

96. Core Strategy Policy CP3 and MDD LP Policy TB25 require the archaeological impact of development to be taken into consideration. Condition 43 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 applications will deliver high quality development in accordance with the Council's spatial strategy and vision and therefore can be recommended for approval.

## **CONTACT DETAILS**

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