

# Agenda Item 61.

<b>Development Management Ref No</b>	<b>No weeks on day of committee</b>	<b>Parish</b>	<b>Ward</b>	<b>Listed by:</b>
172450	EXT	Shinfield	Shinfield South	N/A Major Development

**Applicant** Bloor Homes, Linden Homes and Bovis Homes

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

**Proposal** Reserved Matters application pursuant to Outline planning permission O/2010/1432 (pursuant to VAR/2014/0624) for the erection of 473 dwellings including access roads, garages, parking spaces, open space and landscape treatment for Phase 2. (Access, Appearance, Landscaping, Layout and Scale to be considered)

**Type** Reserved Matters  
**PS Category** 7  
**Officer** Christopher Howard

**FOR CONSIDERATION BY** Planning Committee on 13/12/17  
**REPORT PREPARED BY** Assistant Director Delivery & Infrastructure

## SUMMARY

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

This current application is a reserved matters application for 473 dwellings together with internal access roads within the site. This is within one large development parcel broadly towards the centre of the site. The purpose of this application is to provide further detail in respect of the layout, scale, appearance of the buildings and landscaping.

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

required infrastructure within the SDL which includes sports pitches, open space, education facilities and a new public transport service.

Full planning permission has also been granted for the Loddon SANG which is now open and available for public use. In addition, the Eastern Relief Road has also been approved. Full forward funding for the Eastern Relief Road has been secured through the Homes and Communities Agency (HCA).

There is further planning history for the SDL provided below.

The overarching vision of the SDL is to provide a co-ordinated approach to the delivery of infrastructure and services ensuring that developments are of a high quality and are sustainable. This includes the provision of schools, community facilities, good quality open space and appropriate local transport and links.

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

The principle of development in this location has been established through its allocation by policy CP19 of the Core Strategy and through the Spatial Framework Plan within the South of the M4 Supplementary Planning Document together with the outline planning permission. In addition, the site is located within the development limits as identified in Policy 1 of Shinfield Parish Neighbourhood Plan.

The application is before the Planning Committee as it is a major development 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 assists the Council in maintaining a 5 year land supply, whilst providing an adequate level of amenity for the future occupants, together with an acceptable impact on ecology, traffic, highway safety and flood risk. The proposal additionally contributes to the delivery of infrastructure provided jointly by the wider SDL such as the Eastern Relief Road.

In design terms, the proposal meets all the council's standards, in particular internal space and parking. The proposals are considered to be acceptable, representing good design and therefore it is recommended that Reserved Matters are approved subject to conditions outlined below

#### **PLANNING STATUS**

- Strategic Development Location (SDL) as identified on the Core Strategy
- South of the M4 Strategic Development Location SPD
- Infrastructure Delivery and Contributions SPD
- Within 5km of the Special Protection Area (SPA)
- Mineral consultation zone
- Ancient Woodland at south east of the site

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

## RECOMMENDATION

APPROVE RESERVED MATTERS subject to the following conditions:

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

### Plans

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

<b>Forms</b>	
Application Form	
CIL Form	
<b>Reports</b>	
Planning Statement	P2c
Energy Statement	Version 1 July 2017
Water Efficiency Calculation Phase 2	Version 1 August 2017
Tree Survey and Tree Protection Measures	CC28-1018 November 2017
Parking Appraisal	A127-R001 Rev E
Drainage Statement	A127-R002B August 2017
Design and Access Statement	Revision A

<b>Planning Layouts</b>	
Site Location Plan	LP.01_PH-2 A
Site Layout Phase 2	SL.01_PH_2 F
Coloured Site Layout	
Site Layout Phase 2 West	SL.01_PH_2W F
Site Layout Phase 2 East	SL.01_PH_2E F
Affordable Housing Layout Phase 2	AHL.01_PH_2 D
Storey Height Plan Phase 2	
Boundary Materials Layout Phase 2	BML.01_PH_2 D
Boundary Materials Layout Phase 2 West	BML.01_PH_2W D
Boundary Materials Layout Phase 2 East	BML.01_PH_2E D
Dwelling Materials Layout Phase 2	DML.01_PH_2 D
Dwelling Materials Layout Phase 2 West	DML.01_PH_2W D
Dwelling Materials Layout Phase 2 East	DML.01_PH_2E D
Street Elevations Phase 2	SE.01_PH_2 B
Street Elevations Phase 2 Western Edge	SE.02_PH_2 C
Street Elevations Phase 2 Greenway Edge	SE.03_PH_2 B
Street Elevations Phase 2 Avenue	SE.04_PH_2 B
<b>Highways and Drainage Plans</b>	
General Arrangement Sheet 1	A127-RM-01 P4
General Arrangement Sheet 2	A127-RM-02 P3
General Arrangement Sheet 3	A127-RM-03 P5

General Arrangement Sheet 4	A127-RM-04 P5
Long Sections Sheet 1	A127-RM-15 P1
Long Sections Sheet 2	A127-RM-16 P1
Long Sections Sheet 3	A127-RM-17 P1
Long Sections Sheet 4	A127-RM-18 P1
Long Sections Sheet 5	A127-RM-19 P1
Long Sections Sheet 6	A127-RM-20 P1
Long Sections Sheet 7	A127-RM-21 P1
Long Sections Sheet 8	A127-RM-22 P1
Long Sections Sheet 9	A127-RM-23 P1
Parking Allocation	A127-RM-32 P6
Levels Sheet 1	A127-RM-41 P4
Levels Sheet 2	A127-RM-42 P4
Levels Sheet 3	A127-RM-43 P4
Levels Sheet 4	A127-RM-44 P5
Drainage Sheet 1	A127-RM-51 P4
Drainage Sheet 2	A127-RM-52 P4
Drainage Sheet 3	A127-RM-53 P5
Drainage Sheet 4	A127-RM-54 P5
Drainage Details Sheet 1	A127-RM-55 P1
Highway Materials Sheet 1	A127-RM-71 P4
Highway Materials Sheet 2	A127-RM-72 P4
Highway Materials Sheet 3	A127-RM-73 P4
Highway Materials Sheet 4	A127-RM-74 P5
Highway Construction Details Sheet 1	A127-RM-75 P2
Highway Construction Details Sheet 2	A127-RM-76 P2
Refuse Vehicle Swept Path Sheet 1	A127-RM-81 P4
Refuse Vehicle Swept Path Sheet 2	A127-RM-82 P4
Refuse Vehicle Swept Path Sheet 3	A127-RM-83 P4
Refuse Vehicle Swept Path Sheet 4	A127-RM-84 P4
Fire Tender Swept Path Sheet 1	A127-RM-86 P4
Fire Tender Swept Path Sheet 2	A127-RM-87 P4
Fire Tender Swept Path Sheet 3	A127-RM-88 P4
Fire Tender Swept Path Sheet 4	A127-RM-89 P5
<b>Landscaping</b>	
Strategic Landscape Sheet 1	RG-L20-01C
Strategic Landscape Sheet 2	RG-L20-02C
Strategic Landscape Sheet 3	RG-L20-03C
Strategic Landscape Sheet 4	RG-L20-04C
Strategic Landscape Sheet 5	RG-L20-05C
Strategic Planting List and Details	RG-L21A
Western Locally Equipped Area of Play (LEAP)	RG-L22-1B
Central Locally Equipped Area of Play (LEAP)	RG-L22-2B
Strategic Planting Landscape Management Plan	August 2017
Bovis Soft Landscaping Proposals Sheet 1	BOV21287-11B Sheet 1
Bovis Soft Landscaping Proposals Sheet 2	BOV21287-11B Sheet 2
Bovis Soft Landscaping Proposals Sheet 3	BOV21287-11B Sheet 3
Bovis Soft Landscaping Proposals Sheet 4	BOV21287-11B Sheet 4
Bovis Soft Landscaping Proposals Sheet 5	BOV21287-11B Sheet 5
Bovis Soft Landscaping Proposals Sheet 6	BOV21287-11B Sheet 6

Bovis Soft Landscaping Proposals Sheet 7	BOV21287-11B Sheet 7
Bovis Hard Landscaping Proposals Sheet 1	BOV21287-12B Sheet 1
Bovis Hard Landscaping Proposals Sheet 2	BOV21287-12B Sheet 2
Bovis Hard Landscaping Proposals Sheet 3	BOV21287-12B Sheet 3
Bovis Hard Landscaping Proposals Sheet 4	BOV21287-12B Sheet 4
Bovis Hard Landscaping Proposals Sheet 5	BOV21287-12B Sheet 5
Bovis Hard Landscaping Proposals Sheet 6	BOV21287-12B Sheet 6
Bovis Hard Landscaping Proposals Sheet 7	BOV21287-12B Sheet 7
Soft Landscape Management and Maintenance Plan	BOV21298 MAN A
Soft Landscape Specification	BOV21298 SPEC
Linden Soft Landscaping Proposals Sheet 1	LIN21271-11D Sheet 1
Linden Soft Landscaping Proposals Sheet 2	LIN21271-11D Sheet 2
Linden Soft Landscaping Proposals Sheet 3	LIN21271-11D Sheet 3
Linden Soft Landscaping Proposals Sheet 4	LIN21271-11D Sheet 4
Linden Soft Landscaping Proposals Sheet 5	LIN21271-11D Sheet 5
Linden Soft Landscaping Proposals Sheet 6	LIN21271-11D Sheet 6
Linden Soft Landscaping Proposals Sheet 7	LIN21271-11D Sheet 7
Linden Hard Landscaping Proposals Sheet 1	LIN21271-12C Sheet 1
Linden Hard Landscaping Proposals Sheet 2	LIN21271-12C Sheet 2
Linden Hard Landscaping Proposals Sheet 3	LIN21271-12C Sheet 3
Linden Hard Landscaping Proposals Sheet 4	LIN21271-12C Sheet 4
Linden Hard Landscaping Proposals Sheet 5	LIN21271-12C Sheet 5
Linden Hard Landscaping Proposals Sheet 6	LIN21271-12C Sheet 6
Linden Hard Landscaping Proposals Sheet 7	LIN21271-12C Sheet 7
Soft Landscape Management and Maintenance Plan	LIN21271 MAN A
Soft Landscape Specification	LIN21271 SPEC
Bloor Plot Landscaping Phase 2 Sheet 1	SO110-LS-009c
Bloor Plot Landscaping Phase 2 Sheet 2	SO110-LS-010c
Bloor Plot Landscaping Phase 2 Sheet 3	SO110-LS-011c
Bloor Plot Landscaping Phase 2 Sheet 4	SO110-LS-012c
<b>Bovis House Type Pack</b>	
HT.A2B4PA (2 Block) Elevations	HT.A2B4PA(2Blk).e P2A
HT.A2B4PA (2 Block) Floor Plans	HT.A2B4PA(2Blk).p P2A
HT.A3B5P (2 Block) Elevations	HT.A3B5P(2Blk).e P2A
HT.A3B5P (2 Block) Floor Plans	HT.A3B5P(2Blk).p P2A
HT.A3B6P-AV (2 Block) Elevations	HT.A3B6P-AV(2Blk).e P2A
HT.A3B6P-AV (2 Block) Floor Plans	HT.A3B6P-AV(2Blk).p P2A
HT.302+ (2 Block) Elevations	HT.302+(2Blk).e P2A
HT.302+ (2 Block) Floor Plans	HT.302+(2Blk).p P2A
HT.A306+ (2Block) Elevations	HT.306+(2Blk).e1 Rev B
HT.A306+ (2Block) Elevations	HT.306+(2Blk).e2 Rev A
HT.A306+ (2Block) Floor Plans	HT.306+(2Blk).p Rev B
HT.A306+ Floor Plans and Elevations	HT.306+.pe P2A
HT.A308+(Variation A) 2 Block Option 1 Elevations	HT.A308+A(2Blk)-1.e P2A
HT.A308+(Variation A) 2 Block Option 2 Elevations	HT.A308+A(2Blk)-2.e P2A
HT.A308+(Variation A) 2 Block Floor Plans	HT.A308+A(2Blk).p P2A

HT.A402+ Floor Plans and Elevations	HT.A402+.pe P2A
HT.A404 Option 1 Floor Plans and Elevations	HT.A404-1.pe P2A
HT.A404 Option 2 Floor Plans and Elevations	HT.A404-2.pe P2A
HT.A404 Variation A Floor Plans and Elevations	HT.A404-A.pe P2A
HT.A408 Variation A (2Block) Elevations	HT.A408-A(2Blk).e P2A
HT.A408 Variation A (2Block) Floor Plans	HT.A408-A(2Blk).p P2A
HT.A409 Floor Plan and Elevations	HT.A409.pe P2A
HT.410+ Elevations	HT.410+.e P2A
HT.410+ Floor Plans	HT.410+.p P2A
HT.A501+ Elevations	HT.A501+.e P2A
HT.A501+ Floor Plans	HT.A501+.p P2A
HT.A503i option 1 Elevations	HT.A503i-1.e P2A
HT.A503i option 2 Elevations	HT.A503i-2.e P2A
HT.A503i Floor Plans	HT.A503i.p P2A
HT.504i Elevations	HT.504i.e P2A
HT.504i Floor Plans	HT.504i.p P2A
HT A506+A Elevations	HT.A506+A.e P2A
HT A506+A Floor Plans	HT.A506+A.p P2A
HT.AFOG (2B3P) Elevations	HT.AFOG.e P2A
HT.AFOG (2B3P) Floor Plans	HT.AFOG.p P2A
Plots A613-A615 (HT.A202i) Elevations	P.A613-A615.e P2A
Plots A613-A615 (HT.A202i) Floor Plans	P.A613-A615.p P2A
Plots A624-A626 (HT.A302+) Elevations	P.A624-A626.e P2A
Plots A624-A626 (HT.A302+) Floor Plans	P.A624-A626.p P2A
Plots A651-A653_A655-A657(HT.A308+A) Elevations	P.A651-A653.e P2A
Plots A651-A653_A655-A657(HT.A308+A) Floor Plans 1 of 2	P.A651-A653.p1 P2A
Plots A651-A653_A655-A657(HT.A308+A) Floor Plans 2 of 2	P.A651-A653.p2 P2A
Plots A.669-A670 (HT.3B5PW,HT2B4PA) Elevations	A669-A670.e P2A
Plots A.669-A670 (HT.3B5PW,HT2B4PA) Floor Plans	A669-A670.p P2A
Plots A673-A675(HT.A3B6P-AV) Elevations	P.A673-A675.e P2A
Plots A673-A675(HT.A3B6P-AV) Plans	P.A673-A675.p P2A
Plots A680-A682(HT2B4PA) Elevations	P.A680-A682.e P2A
Plots A680-A682(HT2B4PA) Floor Plans	P.A680-A682.p P2A
Plots A685-A686(HT.3B5PW,HT2B4PA) Elevations	P.A685-A686.e P2A
Plots A685-A686(HT.3B5PW,HT2B4PA) Plans	P.A685-A686.p P2A
Plots A691-A693(HT.A302+) Elevations 1 of 2	P.A691-A693.e1 P2A
Plots A691-A693(HT.A302+) Elevations 2 of 2	P.A691-A693.e2 P2A
Plots A691-A693(HT.A302+) Floor Plans	P.A691-A693.p P2A
Plot A691 (HT.A306+) Floor Plan and elevation	P.A691.pe Rev A
Single Garage (with bicycle space) Floor Plans and Elevations	GAR.01_A.pe P2A
Single Garage Floor Plans and Elevations	GAR.02_A.pe P2A
Twin Garage (with bicycle space) Floor Plans and Elevations	GAR.03_A.pe P2A
Twin Garage Floor Plans and Elevations	GAR.04_A.pe P2A

Triple Garage (with bicycle space) -1 Floor Plans and Elevations	GAR.05_A.pe P2A
Triple Garage (with bicycle space) -2 Floor Plans and Elevations	GAR.06_A.pe P2A
Garden Shed Floor plans and elevations	GSH.01_A.pe P2A

<b>Bloor House Type Pack</b>	
HT B2B4P-A_LTH (2Block) Elevations	HT.B2B4P-A_LTH(2Blk).e P2A
HT B2B4P-A_LTH (2Block) Floor Plans	HT.B2B4P-A_LTH(2Blk).p P2A
HT B3B6P (2Block) Elevations	HT.B3B6P(2Blk).e P2A
HT B3B6P (2Block) Floor Plans	HT.B3B6P(2Blk).p P2A
HT B3B6P-AV(2Block) Elevations	HT.B3B6P-AV(2Blk).e P2A
HT B3B6P-AV(2Block) Floor Plans	HT.B3B6P-AV(2Blk).p P2A
HT B4B6P (2Block) Elevations	HT.B4B6P(2Blk).e P2A
HT B4B6P (2Block) Floor Plans	HT.B4B6P(2Blk).p P2A
HT B303sp (2Block) Option 1 Elevations	HT.B303sp(2blk)-1.e P2A
HT B303sp (2Block) Option 2 Elevations	HT.B303sp(2blk)-2.e P2A
HT B303sp (2Block) Floor Plans	HT.B303sp(2blk).p P2A
HT B304sp Floor plans and elevations	HT.B304sp.pe P2A
HT B309 (2 Block) Option 1 Elevations	HT.B309-1(2blk).e P2A
HT B309 (2 Block) Option 1 Floor Plans	HT.B309-1(2blk).p P2A
HT B309 (2Block) Option 2 Elevations	HT.B309-2(2blk).e P2A
HT B309 (2Block) Option 2 Floor Plans	HT.B309-2(2blk).p P2A
HT B309 Floor Plans and Elevations	HT.B309.pe P2A
HT B340 Option 1 Floor Plans and Elevations	HT.B340-1.pe P2A
HT B340 Option 2 Floor Plans and Elevations	HT.B340-2.pe P2A
HT B350 (2 Block) Elevations	HT.B350(2blk).e P2A
HT B350 (2 Block) Floor Plans	HT.B350(2blk).p P2A
HT B407 Floor Plans and Elevations	HT.B407.pe P2A
HT B412 Option 1 Floor Plans and Elevations	HT.B412-1.pe P2A
HT B412 Option 2 Floor Plans and Elevations	HT.B412-2.pe P2A
HT B412 Option 3 Floor Plans and Elevations	HT.B412-3.pe P2A
HT B413 Elevations	HT.B413.e P2A
HT B413 Floor Plans	HT.B413.p P2A
HT B419 Option 1 Elevations	HT.B419-1.e P2A
HT.B419 Option 2 Elevations	HT.B419-2.e P2A
HT.B419 Option 3 Elevations	HT.B419-3.e P2A
HT.B419 Option 1 & 2 Floor Plans	HT.B419-1.p P2A
HT.B419 Option 3 Floor Plans	HT.B419-3.p P2A
HT B420 Option 1 Elevations	HT.B420-1.e P2A
HT B420 Option 2 Elevations	HT.B420-2.e P2A
HT B420 Option 3 Elevations	HT.B420-3.e P2A
HT B420 Floor Plans	HT.B420.p P2A
HT B421 Option 1 Elevations	HT.B421-1.e P2A
HT B421 Option 2 Elevations	HT B421-2.e P2A
HT B421 Floor Plans	HT.B421.p P2A
HT B427 Option 1 Floor Plans and Elevations	HT.B427-1.pe P2A
HT B427 Option 2 Floor Plans and Elevations	HT.B427-2.pe P2A
HT B435 Option 1 Elevations	HT.B435-1.e P2A
HT B435 Option 2 Elevations	HT.B435-2.e P2A

HT B435 Option 1 Floor Plans	HT.B435-1.p P2A
HT B435 Option 2 Floor Plans	HT.B435-2.p P2A
HT B437 Elevations	HT.B437.e P2A
HT B437 Floor Plans	HT.B437.p P2A
HT B438 Floor Plans and Elevations	HT.B438.pe P2B
HT B438 Floor Plans and Elevations Variation A	HT.B438.Ape P2B
HT B505 Elevations	HT.B505.e P2A
HT B505 Floor Plans	HT.B505.p P2A
HT B515 Elevations	HT.B515.e P2A
HT B515 Floor Plans	HT.B515.p P2A
Plots B792-B795 (HT.B303sp) Elevations	P.B792-B795.e P2A
Plots B792-B795 (HT.B303sp) Floor Plans	P.B792-B795.p P2A
Plots B799-B800 (HT3B5PW,HT3B5P) Elevations	P.B799-B800.e P2A
Plots B799-B800 (HT3B5PW,HT3B5P) Floor Plans	P.B799-B800.p P2A
Plots B803-B805 (HT3B6P) Elevations	P.B803-B805.e P2A
Plots B803-B805 (HT3B6P) Floor Plans	P.B803-B805.p P2A
Plots B806-B808 (HT3B5PW,HT2B4PA) Elevations	P.806-B808.e P2A
Plots B806-B808 (HT3B5PW,HT2B4PA) Floor Plans	P.806-B808.p P2A
Plots B815-816 (HT304sp) Elevations	P.815-B816.e P2A
Plots B815-816 (HT304sp) Floor Plans	P.815-B816.p P2A
Plots B903-B914 (Block D) Elevations	P.B903-B914.e Rev B
Plots B903-B914 (Block D) Floor Plans	P.B903-B914.p Rev B
Plots B917-B918_B919-B920_B926-B927_B936-B937 Elevations	P.B917-B918.e P2A
Plots B917-B918_B919-B920_B926-B927_B936-B937 Floor Plans	P.B917-B918.p P2A
Plots B933-B935 (HTBC360,HTB303sp) Elevations	P.B933-B935.e P2A
Plots B933-B935 (HTBC360,HTB303sp) Floor Plans 1 of 2	P.B933-B935.p1 P2A
Plots B933-B935 (HTBC360,HTB303sp) Floor Plans 2 of 2	P.B933-B935.p2 P2A
Plots B941-B944 (HTB303sp,HTB309) Elevations	P.B941-B944.e P2A
Plots B941-B944 (HTB303sp,HTB309) Floor Plans	P.B941-B944.p P2A
Plots B962-B964 (HT3B5PW,HT2B4PA) Elevations	P.B962-B964.e P2A
Plots B962-B964 (HT3B5PW,HT2B4PA) Floor Plans	P.B962-B964.p P2A
Plots B967-B969 (HTB305sp,HTB303sp) Elevations	P.B967-B969.e P2A
Plots B967-B969 (HTB305sp,HTB303sp) Floor Plans	P.B967-B969.p P2A
Plots B970-972 (HTB2B4PA-LTH) Elevations	P.B970-B972.e P2A
Plots B970-972 (HTB2B4PA-LTH) Floor Plans	P.B970-B972.p P2A



Plots B977-B978 (HTB353,HTB359) Elevations	P.B977-B978.e P2A
Plots B977-B978 (HTB353,HTB359) Floor Plans 1 of 2	P.B977-B978.p1 P2A
Plots B977-B978 (HTB353,HTB359) Floor Plans 2 of 2	P.B977-B978.p2 P2A
Plots B979-B990 (Block E) Elevations	P.B979-B990.e Rev B
Plots B979-B990 (Block E) Floor Plans	P.B979-B990.p Rev B
Bin and Cycle Store (Block D)	BSC.01.pe P2A
Bin and Cycle Store (Block E)	BSC.02.pe P2A
Single Garage type 1 Floor Plans and Elevations	GAR.01_B.pe P2A
Single Garage type 2 Floor Plans and Elevations	GAR.02_B.pe P2A
Twin Garage Floor Plan and Elevations	GAR.03_B.pe P2A
Garden Shed Floor Plans and Elevations	GSH.01.pe P2A

<b>Linden House Type Pack</b>	
HT.C2303 (2 Block) Elevations	HT.C2303(2blk).e P3A
HT.C2303 (2 Block) Floor Plans	HT.C2303(2blk).p P3A
HT.C2B4PA (2 Block) Elevations	HT.C2B4PA(2blk)e P4A
HT.C2B4PA (2 Block) Floor Plans	HT.C2B4PA(2blk)p P3A
HT.C4B6P (2 Block) Elevations	HT.C4B6P (2blk)e P2A
HT.C4B6P (2 Block) Floor Plans	HT.C4B6P (2blk)p P3A
HT.C302 Plans and Elevations	HT.C302.pe P3A
HT.C306 (2 Block) Option 1 Elevations	HT.C306(2blk)-1.e P3A
HT.C306 (2 Block) Option 2 Elevations	HT.C306(2blk)-2.e P3A
HT.C306 (2 Block) Floor Plans	HT.C306(2blk).p P3A
HT.C306 Option 1 Floor Plans and Elevations	HT.306-1.pe P3A
HT.C306 Option 2 Floor Plans and Elevations	HT.306-2.pe P3A
HT.C308 (2 Block) Option 1 Elevations	HT.308(2blk)-1.e P3A
HT.C308 (2 Block) Option 2 Elevations	HT.308(2blk)-2.e P3A
HT.C308 (2 Block) Floor Plans	HT.308(2blk).p P3A
HT.C402 Option 1 Floor Plans and Elevations	HT.C402-1.pe P3A
HT.C402 Option 2 Floor Plans and Elevations	HT.C402-2.pe P3A
HT.C402 Option 3 Floor Plans and Elevations	HT.C402-3.pe P3A
HT.C402 Option 4 Floor Plans and Elevations	HT.C402-4.pe P3A
HT.C402-A Floor Plans and Elevations	HT.C402-A.pe P3A
HT.C403 Floor Plans and Elevations	HT.C403.pe P3A
HT.C404 Option 1 Elevations	HT.C404-1.e P3A
HT.C404 Option 2 Elevations	HT.C404-2.e P3A
HT.C404 Option 3 Elevations	HT.C404-3.e P3A
HT.C404 Floor Plans	HT.C404.p P3A
HT.C411 Option 1 Elevations	HT.C411-1.e P3A
HT.C411 Option 2 Elevations	HT.C411-2.e P3A
HT.C411 Floor Plans	HT.C411.p P3A
HT.C414 Option 1 Elevations	HT.C414-1.e P3A
HT.C414 Option 2 Elevations	HT.C414-2.e P3B
HT.C414 Option 3 Elevations	HT.C414-3.e P3A
HT.C414 Option 4 Elevations	HT.C414-4.e P3A
HT.C414 Options 1,2,3 Floor Plans	HT.C414-1-3.p P3AB

HT.C414 Options 4 Floor Plans	HT.C414-4.p P3A
HT.C414-A Floor Plans	HT.C414-A.p Rev A
HT.C414-Ae Elevations	HT.C414-Ae Rev A
HT.C501 Elevations	HT.C501.e P4A
HT.C501 Floor Plans	HT.C501.p P3A
HT.L751 Floor Plans and Elevations	HT.L751.pe P1A
Plots C518-C519 (HT.C306) Elevations	P.C518-C519.e P3A
Plots C518-C519 (HT.C306) Floor Plans	P.C518-C519.p P3A
Plots C520-C523 (HT.C2303) Elevations	P.C520-C523.e P3A
Plots C520-C523 (HT.C2303) Plans	P.C520-C523.p P3A
Plots C524-C526 (HTC309_C410) Elevations	P.C524-C526.e P3A
Plots C524-C526 (HTC309_C410) Floor Plans	P.C524-C526.p P3A
Plots C531-C533 (HT.C2303) Elevations	P.C531-C533.e P3A
Plots C531-C533 (HT.C2303) Floor Plans	P.C531-C533.p P3A
Plots C538-C541 (HT3B5PW,HT2B4PA) Elevations 1 of 2	P.C538-C541.e1 P3A
Plots C538-C541 (HT3B5PW,HT2B4PA) Elevations 2 of 2	P.C538-C541.e2 P3A
Plots C538-C541 (HT3B5PW,HT2B4PA) Floor Plans	P.C538-C541.p P3A
Plots C542-C544 (HT.C310,HT.C306) Elevations	P.C542-C544.e P3A
Plots C542-C544 (HT.C310,HT.C306) Floor Plans	P.C542-C544.p P3A
Plots C545-C547 (HT.C2303) Elevations	P.C545-C547.e P3A
Plots C545-C547 (HT.C2303) Floor Plans	P.C545-C547.p P3A
Plots C550-C552 (HT.C2303) Elevations	P.C550-C552.e P3A
Plots C550-C552 (HT.C2303) Floor Plans	P.C550-C552.p P3A
Plots C570-C571 (HT.C402-A) Elevations	P.C570-C571.e P3A
Plots C570-C571 (HT.C402-A) Floor Plans	P.C570-C571.p P3A
Plots C572-C574 (HT.C402) Elevations 1 of 2	P.C572-C574.e1 P2A
Plots C572-C574 (HT.C402) Elevations 2 of 2	P.C572-C574.e2 P3A
Plots C572-C574 (HT.C402) Floor Plans	P.C572-C574.p P3A
Plots C585-C586 (HT.C402-A) Elevations	P.C585-C586.e P3A
Plots C585-C586 (HT.C402-A) Floor Plans	P.C585-C586.p P3A
Plots C821-C823 (HT.CF,HT.CR) Elevations	P.C821-C823.e P2A
Plots C821-C823 (HT.CF,HT.CR) Floor Plans 1 of 2	P.C821-C823.p1 P3A
Plots C821-C823 (HT.CF,HT.CR) Floor Plans 2 of 2	P.C821-C823.p2 P3A
Plots C847-C849 (HT.3B5PW,HT.2B4PA) Elevations	P.C847-C849.e P4A
Plots C847-C849 (HT.3B5PW,HT.2B4PA) Plans	P.C847-C849.p P3A
Plots C862-864 (HT.3B5P,HT.3B5PW) Elevations	P.C862-C864.e P4A
Plots C862-864 (HT.3B5P,HT.3B5PW) Floor Plans	P.C862-C864.p P3A
Plots C880-C891 (Block F) Elevations	P.C880-C891.e Rev C
Plots C880-C891 (Block F) Floor Plans	P.C880-C891.p Rev C
Plots C892-C894 (HT.C308) Elevations	P.C892-C894.e P2A
Plots C892-C894 (HT.C308) Floor Plans	P.C892-C894.p P3A
Plots C897-C900 (HT.3B6P-AV) Elevations 1 of 2	P.C897-C900.e1 P2A
Plots C897-C900 (HT.3B6P-AV) Elevations 2 of 2	P.C897-C900.e2 P2A
Plots C897-C900 (HT.3B6P-AV) Floor Plans 1 of 2	P.C897-C900.p1 P3A
Plots C897-C900 (HT.3B6P-AV) Floor Plans 2 of 2	P.C897-C900.p2 P2A
Single Garage Floor Plans and Elevations	GAR.01_C.pe P3A
Twin Garage Floor Plans and Elevations	GAR.02_C.pe P3A

Double Garage Floor Plans and Elevations	GAR.03_C.pe P3A
Garden Shed Floor Plans and Elevations	GSH.01.pe P2A
Car Port Floor Plans and Elevations	CP01pe1 Rev A

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.*

### **Materials**

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

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

### **Highways**

- 4) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), the garage accommodation on the site identified on the approved plans shall be kept available for the parking of vehicles ancillary to the residential use of the site at all times. It shall not be used for any business nor as habitable space.

*Reason: To ensure that adequate parking space is available on the site, so as to reduce the likelihood of roadside parking, in the interests of highway safety and convenience. Relevant policy: Core Strategy policy CP6 and Managing Development Delivery Local Plan policy CC07.*

- 5) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), the car port accommodation on the site identified on the approved plans shall be kept available for the parking of vehicles ancillary to the residential use of the site at all times. It shall not be used for any business nor as habitable space and will not be converted to a garage.

*Reason: To ensure that adequate parking space is available on the site, so as to reduce the likelihood of roadside parking, in the interests of highway safety and convenience. Relevant policy: Core Strategy policy CP6 and Managing Development Delivery Local Plan policy CC07.*

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

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

- 6) Prior to commencement of development of the apartments, details of at least two electric charging points for each block of apartments shall be submitted for approval in writing by the Local Planning Authority. The apartments shall not be occupied until the passive electric vehicle charging points have been provided in each of the apartment parking courts in accordance with the approved drawing(s)/details. The passive electric vehicle charging points shall be permanently so-retained until they are available for conversion to a charging plug in point and shall be used for no other purpose.

*Reason: In order to ensure that secure electric vehicle charging 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.*

### **Archaeology**

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

*Reason: To ensure that any archaeological remains within the site are adequately investigated and recorded or preserved in situ in the interest of protecting the archaeological heritage of the Borough (Core Strategy Policy CP3 and Managing Development Delivery Local Plan Policy TB25).*

### **Landscaping**

- 8) The soft landscaping details provided in the plans listed in condition 2 above shall be implemented and delivered in accordance with the approved plans. Any trees or plants which, within a period of five years after planting, are removed die or become seriously damaged or defective, shall be replaced in the next planting season with others of species, size and number as originally approved and permanently retained.

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

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

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

### **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*

### 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
VAR/2014/0624	Application to remove condition 48 of planning consent O/2010/1432 (the development shall be implemented in accordance with the approved Residential Travel Plan) – <i>Officer note: this has been removed, however a deed of variation has been agreed to the S106 agreement to secure contributions towards the councils own travel plan – My Journey.</i> Approved 22/10/14
NMT/2014/1837	Application for a non-material amendment to planning consent O/2010/1432 to allow for changes to condition 15 relating to Affordable Housing Provision – <i>Officer note: this application secured 16.6% on site affordable housing provision and a commuted sum for off-site affordable housing which has been secured through a deed of variation to the legal agreement.</i> Approved 23/10/14
RM/2015/1375	Reserved Matters application pursuant to Outline Planning consent VAR/2014/0624 for the erection of 69 dwellings including access roads garages parking spaces open space and landscape treatment of Phase 1a Shinfield West (access within site appearance landscaping layout and scale).
160183	Application for Reserved Matters submission in respect of the primary infrastructure phase including access roads, suds ponds, foul and surface water drainage and associated landscaping. Approved 15/04/16
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 21/07/17
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

<b>PLANNING HISTORY SOUTH M4 SDL</b>	
F/2005/4827	Proposed construction of an Eastern relief road for Shinfield including a new bridge over the M4 motorway and under Cutbush Lane. Appeal withdrawn 31/10/2006
O/2007/2268	Outline application for the proposed residential development (C3 Use) at a minimum of 30 dph plus creation of new vehicular accesses footpath links cycleways and public open space. Approved 25/02/2008
O/2009/1027	Outline application for phase 1 development of Science & Innovation Park (Access to be considered) plus full application for the construction of access road foot and cycle ways M4 overbridge and associated works including landscaping and engineering works plus erection of boundary wall and fence adjoining Shinfield Road/Access Road. Part demolition and reformation of facade of Stable Buildings at Lane End Farm and demolition of existing farm buildings. – Approved 27/10/10
F/2010/1428	Full application for the construction of an Eastern Relief Road (ERR) to Shinfield including the construction of road foot and cycle-ways an M4 over-bridge. Re-grading of embankments landscaping utilities creation of flood compensation areas and associated works including engineering and other operations. Erection of replacement boundary wall and fence adjoining Shinfield Road/ ERR part demolition of existing farm buildings at Lane End Farm and demolition/deconstruction of two poly tunnels south of Cutbush Lane. – Appeal Approved 08/11/2012
F/2010/1434	Application for change of use of land from agricultural to Suitable Alternative Natural Greenspace (SANG) (Sui Generis use) and associated development to include Pedestrian and Vehicular access car park Footpaths and Landscaping. – Appeal Approved 08/11/2012
F/2013/0347	Full planning permission for the erection of 276 dwellings with associated access landscaping and open space following demolition of existing dwelling and ancillary buildings (214a Hyde End Road). - Approved 24/12/2013
O/2013/0565	Outline application for the erection of 100 dwellings with associated landscaping and open space means of access to be considered. – Approved 10/04/2014
O/2013/0346	Hybrid application with part in outline in respect of up to 900 dwellings up to a three form entry primary school public open space access and landscape (means of access into the site to be considered) and part in full in respect to Suitable Alternative Natural Greenspace (SANG) following demolition of existing

	dwelling and ancillary buildings including greenhouses sheds stables and garage (214a Hyde End Road). - Approved 24/12/2013
O/2013/0101	Outline planning permission for a residential development comprising up to 126 dwellings, public open space, children's play areas, accesses to Cutbush Lane and the Shinfield Eastern Relief Road, Landscaping, Ecological buffer zone, ground modelling, sustainable drainage systems and associated infrastructure. – Approved 24/12/2013
F/2014/2323	Full permission erection of 9 dwellings north of Croft Road – Approved 23/03/15
RM/2015/0630	Reserved Matters application pursuant to Outline Planning Consent O/2009/1027 for the development of phase 1A of proposed Thames Valley Science Park comprising the construction of a gateway building and all associated landscaping and ancillary works plus temporary car parking arrangements – Appearance, Landscaping, Layout and Scale to be considered. – Under consideration
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

### SUMMARY INFORMATION

#### For Residential

Site Area	16.92ha including public open space and LEAP
Site Area residential	13.62ha
Existing units	0
Proposed units	473
Proposed density - dwellings/hectare	Approx. 33
Number of affordable units proposed	73 and commuted sum
Previous land use	Agricultural
Proposed parking spaces	1371 gross see report below paragraphs 68-73 for a full breakdown

### CONSULTATION RESPONSES

Archaeological officer	No objection
Natural England	No comment
Environmental Health	No objection
Network Rail	No comments
Thames Water	No objection
Highways Agency	No objection

Berkshire Fire and Rescue	Request a fire hydrant ( <i>officer note – this is secured by condition 77 of the outline planning consent and it is not necessary to duplicate for the Reserved Matters application</i> )
English Heritage	No objection
Planning Policy	No objection
Waste services	No objection
Highways/drainage	No objection
Landscape and trees	No objection, request condition 8-9
WBC Ecology	No objection
Shinfield Parish Council	<p>Comments in respect to:</p> <p>Main roads intended to be used as bus routes are built wide enough to accommodate to large vehicles passing one another, and will incorporate parking restrictions to ensure a steady flow of traffic. [SPC NHDP Policy 4]. Measures to restrict on-pavement and on-verge parking within the designated bus-route must be incorporated. – <i>Officer note, the width of the spine road has been secured through the approval of the primary infrastructure application 160183. The main spine road through the site has been designed to accommodate buses at 6.1m wide. On street parking can be regulated through the parking management strategy secured under condition 45 of the outline planning approval.</i></p> <p>Measures are taken to encourage proper use of the tandem parking to be provided, including measures which will avoid unwanted on-street parking. – <i>Officer note: The parking provision has been assessed and is in accordance with WBC parking standards – see report below paragraph 68-73. Parking restriction measures can also be implemented by the parking management plan required by condition 45 of the outline planning approval.</i></p> <p>There is a provision of safe crossing points on the roads leading to the play area [SPC NHDP Policy 4] – <i>Officer note: The play area is located in an area that is surrounded by lightly trafficked roads (stub ends of Cul de sacs). These will only serve a limited amount of dwellings and are not through routes. A further access point from the west, east and the south is through the Greenway Edge which is a green finger that runs through the site and is well connected by footpaths to the wider planning unit. The highways officer has assessed the application and is satisfied with the access arrangements.</i></p> <p>Garages comply with the Shinfield Neighbourhood Development Plan, and are 3m by 7m, with sufficient</p>



	<p>door widths, in order to accommodate cycles and larger vehicles [SPC NHDP Policy 5] – <i>Officer note: All garages have been designed to be 3x7m in accordance with WBC parking standards and Shinfield Parish Neighbourhood Plan requirements</i></p> <p>The provision of unallocated parking spaces is sufficient to meet the recognised demand for the proposed housing mix. – <i>Officer note: The application is in accordance with WBC parking standards and Shinfield Parish Neighbourhood Plan requirements in respect to unallocated / visitor requirements – see report below paragraphs 68-73</i></p> <p>There is an appropriate range of design variety to be in-keeping with the surrounding housing supply [SPC NHDP Policy 2] - <i>Officer note: There is a good range of house types provided which follow the design parameters set by the phase 1 housing development and principles established under the outline application – see report below paragraphs 19-39</i></p>
Berks Bucks and Oxford Wildlife Trust	No comments received
Conservation Officer	No objection
Environment Agency	No comments
Public Rights of Way Officer	Comment in respect of alignment of footpath – <i>Officer note the footpath will be retained in the site layout</i>

## REPRESENTATIONS

1 letter of objection. The planning related issues are summarised below:

- Loss of countryside – *Officer note: The principle of development has been established through the outline planning application was and deemed acceptable by the Secretary of State. The reserved matters application is in accordance with the established parameters*
- Impact on services (education, health and community) – *Officer note: The outline application secures the delivery of new infrastructure including a new primary school, contributions towards secondary education, contributions towards a new community centre, delivery of new sports facilities and contributions towards these and the GPs surgery at Shinfield centre was built oversize to accommodate the growth in population.*

## 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

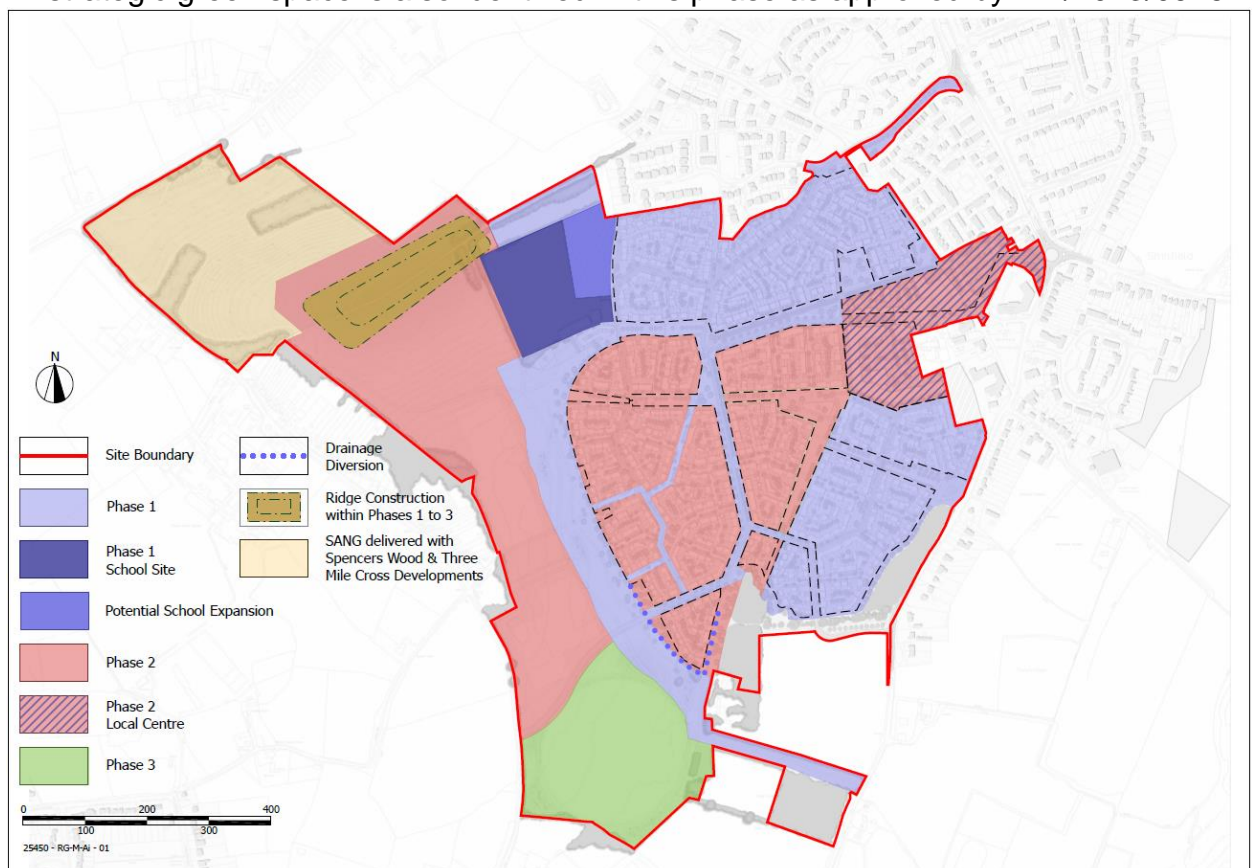
- 1) The application site forms part of a larger area designated under the Wokingham Borough Core Strategy as the South of the M4 Strategic Development Location (SDL).
- 2) Wokingham Borough Core Strategy policy CP17 establishes a requirement to provide at least 13,487 new dwellings with associated development 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) Outline planning permission for the site was granted by the Secretary of State in 2012. This established the principle of development for the site together with access for up to 1200 residential units, 150 extra care homes, new district centre (including a foodstore 2500m<sup>2</sup>), community centre, leisure uses and green infrastructure including areas of SANG. These were considered against the relevant Core Strategy policies and Local Plan policies and the application was accepted as policy compliant by the

Secretary of State. The current application seeks reserved matters approval for appearance, layout, landscaping and scale.

- 5) The outline consent included an Infrastructure Delivery Plan and S106 legal agreement. The legal agreement secures the coordinated delivery of the infrastructure necessary to support the development and fair share of the SDL wider infrastructure. These included contributions towards off-site infrastructure and services such as roads, education, sports facilities, community facilities and green infrastructure. In addition, it secured an affordable housing contribution in accordance with the Core Strategy and Infrastructure Delivery and Contributions Supplementary Planning Document.

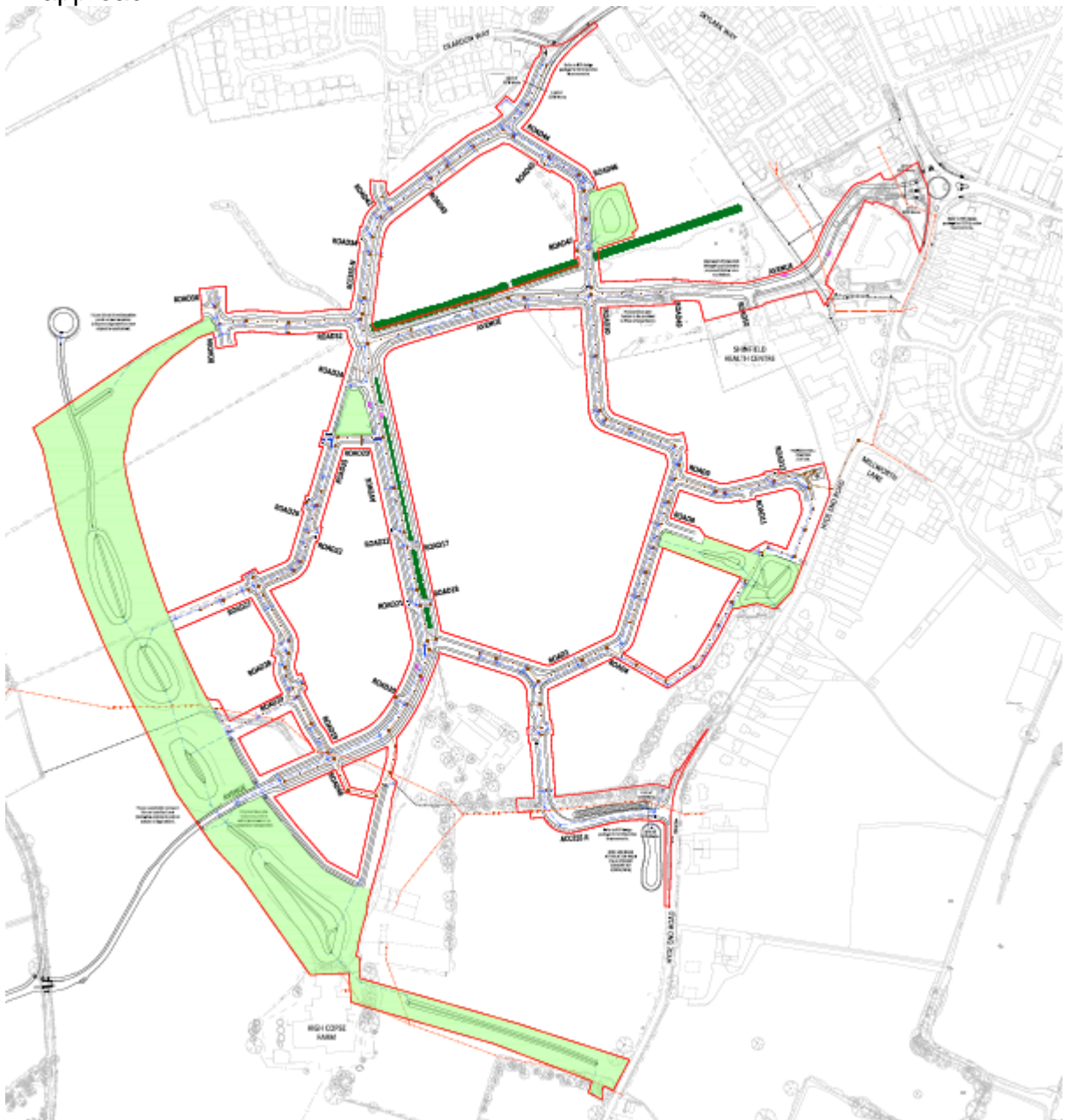
Site background/established principles

- 6) The details approved under the outline planning consent established parameters for the development including general site layout including the quantum of development, indicative location of housing, open space, density and general heights of buildings. Access to the site was also established. Two all vehicle access points were permitted one at Hyde End Road (which would serve this phase of the development) and the other at Church Lane (which the development would ultimately link into). A further point of access was also established from Hollow Lane (although this will be restricted to bus, pedestrian and cycle access beyond the new district centre).
- 7) Since approval of the outline planning application, approval has been granted for several applications in respect to conditions and reserved matters applications. The phasing strategy for the site was established through the Interim Phasing Master Plan which is shown in figure 1. This established housing development to the north and south of the site as part of the phase 1 development. In addition, planting in the strategic green space is also identified in this phase as approved by RM/2013/0946



**Figure 1: Phasing for Shinfield West**

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



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

9) Following this reserved matters approval was granted for phase 1 for 517 dwellings (161189) for the development parcels to the north and south west of the site. This followed design principles for the site established through the approval of a site wide Design Code for the entire Shinfield west planning unit. This established the

overarching principles for the site for areas such as highway widths and design parameters for the houses themselves. The Design Code ensures consistency in design approach of the key streets / spaces once the future development parcels are brought forward. The main principles of the design code were applied to the phase 1 houses and layout and these have been incorporated into the current phase 2 reserved matters application. This is further discussed in paragraphs 28-37.

10) In addition to this, reserved matters planning approval has been granted for the new primary school at the west of the site under 170035. This is currently under construction which has been enabled by the delivery of the primary infrastructure and careful consideration of the phasing of the site.

#### Site Description

11) The application site relates to land to the west of Shinfield. The development parcel is towards the centre of the site with the approved housing parcels to the north and south west of the site which are shown outside of the redline of the plan below in figure 3 and annexed to this report.



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

12) The predominant land use is agricultural. The development parcels are located well away from existing residential development but would be adjacent to the new

houses that will be delivered as part of the phase one housing delivery. The houses on the western edge would face onto the settlement separation gap between Shinfield West and Spencers Wood which includes the advanced landscaping approved under RM/2013/0946. The applicant has carefully considered this edge of settlement location which is further discussed in paragraphs 33-34.

#### Affordable and specialist housing

13) Core Strategy Policy CP5, *Housing mix, density and affordability*, amplified by MDD LP Policy TB05: *Housing Mix*, South of the M4 SPD Design Principle 2b, the Infrastructure SPD and the Affordable Housing SPD, requires a mix of tenures, including 35% affordable housing within SDLs.

14) The application proposes 73 affordable dwellings (35 two bedroom dwellings; 30 three bedroom dwellings and 8 four bedroom dwellings) on site equating to 15.4%. This is in accordance with an amendment to the affordable housing strategy for the site which was agreed under NMT/2014/1387 and a deed of variation to the S106 dated 21<sup>st</sup> October 2014. Under the terms of the non-material amendment, the onsite affordable housing was set as 16.6% and the deed of variation sought a commuted sum for the provision of off-site affordable housing in order to secure the 35% affordable housing required for the application. For the phase 1 application slightly more units were provided within this phase than the 16.6 required. This means that the balance for the phase 2 application is slightly lower than the 16.6% on site delivery. Overall when taken together, for phase 1 and 2 in total, 165 affordable units will have been provided for the overall 990 dwellings that will be delivered in both these phases. This equates to the 16.6% on site affordable housing requirement.

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

#### Dwelling mix

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.

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

**Table 1: Dwelling mix**

Dwelling Type	Total No. on Site	1-Storey	2-Storey	2.5 Storey	3-Storey
1 bed Apartment	12				3No. Flat Blocks
2 Bed Apartment	27				
2 Bed House	76	0	76	0	0
3 Bed House	166	0	105	59	2
4 Bed House	169	0	146	22	1
5 Bed House	23	0	17	6	0
<b>TOTALS</b>	473				

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

#### Masterplan – Layout

19) 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.

20) Core Strategy policy CP19 sets out the concept rationale 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.*

21) 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.

22) 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.

- 23) 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.
- 24) It is important to set out the site in the context of the wider planning permission for Shinfield West. The application parcel forms a significant part of the Shinfield West planning unit. In order to ensure consistency of design for the entire planning unit, the Shinfield West planning consent established design principles including indicative parameter plans for development limits, density and building heights. Further design guidance was also included within the Design and Access Statement.
- 25) To build upon these principles, a requirement of the outline planning permission was for the applicant to submit an acceptable design code (ref: 160557) for approval to the council prior to the submission of reserved matters applications. The purpose of the design code is to ensure continuity of development across the site. In this case there are three developers building on the site and therefore it is important to control design whilst at the same time ensure diversity in appearance. In accordance with this requirement, the applicant has provided these details which have demonstrated the overarching principles for the entire site. The design principles were brought forward in the design and layout of the phase 1 development which in addition, were further refined detailed design for the house types.
- 26) The submitted masterplan retains the principles within the outline planning application, design code and phase 1 layout/detailed design. To reflect this and inform diversity of development, the applicant has applied seven different character areas to the layout (The Avenue, Neighbourhood Loop, Greenway Edge, Western Edge, Internal Streets Woodland Edge and Western Edge). Within these areas, differing street typologies, building heights and landscaping have been applied to promote variety and also manage vehicle speeds throughout the site. In addition, consideration has been applied to the relationship of the site and the constraints of the surrounding area through the application of these differing character areas.
- 27) The principle layout of the site has been established by the primary infrastructure application. This established the key routes through the site and used the principles outlined in the design code to inform street hierarchy, landscaping and drainage features. As these have been established, the layout of the main routes is considered acceptable.

#### Masterplan – Design and appearance

- 28) 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. The current application incorporates the Avenue, Neighbourhood Loop, Woodland Edge, Greenway Edge and Internal Streets character areas and these are taken in turn below.

- 29) The Avenue character area is a principle road through the site which would ultimately link the site between Hyde End Road at the south and Church Lane to the north of the site with the wider Shinfield West planning unit. In order to emphasise this key route through the site, the applicant has incorporated 2, 2.5 and 3 storey dwelling heights to make this a clear and legible road. The house types along this road are reasonably uniform in style, identifying this road as this key route through the site. Some diversity does however exist within the built form. Apartments located towards the northern end of this road and towards the district centre would help aid legibility. In addition, the street width of this route is also wider than the other character areas in order to emphasise this principal route.
- 30) The Neighbourhood Loop character area would provide a secondary circuit from the development parcel to the wider Shinfield West planning unit. This road is slightly narrower than the Main Street which would provide an indication of a change in street hierarchy. This is reinforced with the application of a different character area along this road with more variety in terms of building types. Building heights along this route are predominantly 2-2.5 stories. The street hierarchy and design approach would set it apart from the Avenue Character area.
- 31) The Woodland Edge character area has been applied to a small area facing towards existing woodland (High Moor Copse) located at the south of the site. Again a different approach has been applied to the design of the roads serving this part of the development, with shared streets and private drives linking to the proposed dwellings for this area. The style of dwellings here is a more traditional form of design than the rest of the site and features for the building have been designed to provide a cottage style appearance. The units here are two stories in height and this approach is considered to respond well to the edge of the site.
- 32) The Greenway Edge character area has been applied along the areas of strategic landscaping within the site as established by the Primary Infrastructure Application. These will serve as an important function of providing landscaping within the development site and clear linkages between the development parcels. The predominant form of development for this character area is two storey detached houses resembling a loose form of development adjacent to the Greenway Edge. There are the occasional semi and terraced units which are up to 2.5 stories but the length of terraces are shorter than in other character areas and sit well in the landscape.
- 33) For the Western Edge, the applicant has carefully considered the relationship with the site and the edge of the development area. This area marks the edge of the development and the open countryside between Shinfield and Spencers Wood. In this location, all of the proposed houses are detached and all but two are two stories in height. For the two units which are two and a half storey houses, these are located next to an important node into the site which aids legibility for future users.
- 34) In respect to layout, the houses here are well spaced out and all but one fronts onto the open space. The one unit that does not, has however been designed to provide maximum surveillance to the open space with windows provided on the flank elevation overlooking this area. Density here is lower than other parts of the site and this approach together with the type of detached units, detailed design and

consideration of height would provide a good transition between the open countryside and the built form.

- 35) The Internal Street character area has a less formal road hierarchy and shared surfaces are used to serve access to these areas. The layout of housing within this part of the site is also less formal with short street runs (but well linked and permeable) and with more variety within the building line and unit types. Again the application of these design principles helps to provide a distinctive neighbourhood which would be clear to future occupants and users of the site.
- 36) Throughout the site, the applicant has provided a good range of housing types and styles ensuring that there is diversity in the built form and a range of housing for future occupants. The application of character areas outlined above also helps provide variety throughout the site. In addition, there is diversity in the style of the dwellings achieved through detailing such as rendering on some house types and brick work details on others. This helps to provide a clear and legible neighbourhood.
- 37) The overall design approach for all of the dwellings provides continuity in approach when compared to the Shinfield West phase 1 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

- 38) Design principles 3 (a-g) are outlined in the South of the M4 SPD and are concerned with the character of the development, including the density of development. The Core Strategy approach for the South of the M4 SDL in respect to density is outlined in Appendix 7 which indicates an average density of 30-35dph across the SDL.
- 39) The overall density proposed by the application is 33dph. The masterplan shows that density would be greater towards the centre of the site diminishing towards the edges. Higher density in the centre would define both the Avenue and Neighbourhood Loop character areas which provide a good degree of legibility for these areas and the design code will ensure that this theme is continued as the other development parcels come forward. The application of lower density development towards the edges of the development provides a good transition between the existing built form and surrounding countryside which is an acceptable approach.

#### Masterplan - Landscaping

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

- 41) Along the Avenue, there is a hedgerow which is located on the eastern side of the road. Again the layout has been carefully considered to ensure that this would be retained with appropriate buffers from the built form. This would also provide a degree of softening for when the future development parcels are brought forward. Extensive street tree planting is also proposed for this area of the development which when mature, would emphasise this key route whilst softening the built form.
- 42) Within the development, landscaping is proposed throughout the character areas. Landscaping strips and SUDs have been established through the primary infrastructure and these will include tree planting. More informal planting is proposed in the other character areas which include trees and low level planting. These measures together with the proposed boundary treatments would help mitigate the proposed development's impact on the landscape and are generally consistent with the advice provided by the South of the M4 SPD.
- 43) The applicant has carefully considered the landscaping within the site masterplan. Where possible existing trees are to be retained and there would be no loss of any species considered significant by the Landscape Officer. Semi mature trees are proposed within the site layout which would help soften the built form and provide a verdant character along the areas of public open space. Where existing vegetation has been lost, this has been established at the outline planning stage. The Landscape Officer has assessed the planting strategy and is satisfied with the planting at this stage. Further details in respect to planting can be secured by conditions 12-22 of the outline planning consent.

#### Masterplan conclusion

- 44) The design approach taken to inform the layout and appearance of the buildings is considered to respond well to the existing landscape features, context of the site and surrounding area. The applicant has strongly demonstrated a comprehensive approach to the delivery of the houses under consideration through the application of the principles established in the design code within the layout and design choices. In addition, the development follows on well from the established design principles that are being delivered in the phase 1 planning unit.
- 45) Overall, it is considered that the proposal would not have a significant detrimental impact on the character of the area and is broadly in accordance with the principles of the relevant planning policies and supplementary planning advice.

#### Residential amenity: the impact upon existing neighbouring properties

- 46) Core Strategy policy CP3 requires that new development should be of a high quality of design that does not cause detriment to the amenities of adjoining land users. 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.
- 47) The isolated nature of the development parcel means that there would be no significant harm to any of the existing residents living outside of the Shinfield West planning unit as there is sufficient separation to prevent any overbearing, loss of light or overlooking issues.
- 48) In respect to the phase one units that have been approved under 161189, the layout pays regards to the amenities of the future occupants of these areas of the site.

The plans have been checked and the development is in accordance with the separation standards outlined in the Borough Design Guide.

- 49) As outlined above the development is in accordance with the separation standards outlined in the Borough Design Guide. 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

- 50) Whilst it is acknowledged that there would be a greater level of activity in the area arising from the delivery and future occupation of the housing, this would not be to an extent that is unusual in a residential area. As the site has been identified as being suitable for housing, the principle of residential development in this area has been established. Construction activities would be temporary and in order to reduce the impact for the surrounding residents, these can be controlled by conditions 11 and 12 attached to the outline planning consent. It is considered that the proposal would not result in any significant harm to the amenity of the existing residents and is in accordance with policies CP1 and CP3 and supplementary planning guidance.

#### Residential amenity: the amenity of future occupants of the development

- 51) 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

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

#### Internal Space Standards

- 53) 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

- 54) 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 generally back to back relationships which restricts access to private amenity space.

### Noise

- 55) 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.
- 56) The Environmental Statement submitted for the outline planning permission established the main source of noise is Hyde End Road. The buffer provided between the proposed houses from High Moor Copse ensures that the proposed houses would be set well back from Hyde End Road and would be within Noise Exposure Category A in the 2026 scenario. On this basis there should be no significant impacts to the occupants of the proposed dwellings. In terms of noise within the development, this would not be at a level that is unusual in a residential area.

### Sustainable Design and Construction

- 57) 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.
- 58) The Design and Access Statement makes a commitment towards sustainable design and construction. In order to ensure this commitment is achieved and in accordance with the requirements part L of the building regulations seeks to achieve on site renewables and as such, it is not necessary to duplicate a condition.
- 59) As part of delivering sustainable development on the site, the Council expects measures to reduce water consumption to be included within the development. In the case of water, this can be achieved by the inclusion of aerated taps, shaped low capacity baths, dual flush toilets, low flow rate showers and the provision of water butts. Again building regulations covers this aspect and a condition is not required.

### Access and movement

- 60) The outline planning permission for Shinfield West established the access points to the site and was accompanied with a full Transport Assessment. This included modelling the potential impacts of the development by using the Wokingham Strategic Transport Model which included a review of this development site, the South of the M4 SDL and the wider Core Strategy development proposals. It was demonstrated that there would be no significant harm caused by additional houses to both local and the wider transport networks, subject to the delivery of the Transport Interventions that were identified and secured through a legal process. The current reserved matters application does not deviate from the established access points approved under the outline planning application.
- 61) 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.

62) There has also been a detailed infrastructure planning application (ref number 160183) for Shinfield West. This included the details of the key highways within the developments and included:

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

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

#### Access and movement - Site layout

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

65) The Neighbourhood Loop would provide the secondary 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 4.8m wide. Pedestrian access and permeability within the site is provided to an acceptable standard. Opportunities for connectivity out of the site to future development phases and the wider Shinfield West development parcel are also provided.

67) The Side Streets, Woodland Edge and Western Edge would be served by a mixture of shared surfaces and private drives. These areas of road are short in length and have tight corners which will ensure low vehicle speeds within these zones. The necessary tracking requirement for refuse vehicles has also been assessed and is considered acceptable.

#### Access and movement - Car parking

68) 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.

69) The application car parking numbers are summarised in the Table 1 below. This shows a gross total of 1371 parking spaces, almost three per dwelling (2.90), although this includes garages and visitor spaces. There are 934 allocated spaces, 169 visitor spaces and 268 garages. Some 57% of dwellings (268) have a garage, with 16 double garages.

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

	<b>nos</b>	<b>ratio of 517</b>
<b>Total Visitor</b>	<b>169</b>	0.36
<b>Total Allocated</b>	<b>934</b>	1.97
<b>Total Garages</b>	<b>268</b>	0.57
<b>Total Allocate &amp; Garages</b>	<b>1202</b>	2.54
<b>Total Visitor, allocated &amp; garages</b>	<b>1371</b>	2.90
<b>Total Tandem Parking</b>	<b>321</b>	0.68

70) Average allocated parking per plot is 2.62 with garage parking assumed to be used at 50%. This parking level of parking is based on the WBC parking demand calculator (which assumes that garage accommodation accounts for 0.5 spaces per dwelling) and the amount of parking is proportionate to the size of dwelling that it is intended to serve. There are also 20 car ports which have been introduced instead of garages as they are better utilised for parking.

71) The majority of parking is provided on plot with some designated parking spaces provided in bays. The proposed allocated parking within bays is located in relation to the dwelling it is intended to serve. Parking spaces on the driveways have been set out so if an additional vehicle parks then footways are unlikely to be blocked. Where there is a risk then either the layout was changed or surface materials will differentiate the driveway with the pedestrian and/or cycle route. Visitor parking is also well distributed through the development and this is provided in bays or shared surface areas which are off-set from the carriageway to reduce the level of on carriageway parking.

72) WBC are promoting more electric charging points in new developments as housing without can be a significant barrier to electric car ownership. Dwellings with a garage can assume to be provided for, but non garaged units should have at least 10% active electric charging provision and 20% passive provision. The developer will add passive charging to each of the parking courts.

73) On this basis, the level of characteristics of car parking provided should limit demand for on street parking throughout the development and be of an appropriate quality.

Access and Movement – Pedestrian & Cycle Access

74) The layout provides for pedestrian access with 2m footways on both sides of the main access roads within the site. The side roads are either secondary streets which include footways that connect to other Shinfield phases or shared surface for the minor accesses. Connectivity is an important feature of Shinfield West with for example vehicle cul-de-sacs providing a through route for pedestrians. A shared



cycle path is proposed towards the centre of the site which would provide good north south connectivity linking onto the sustainable transport link towards Spencers Wood.

#### Access and Movement - Cycle storage

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

76) Cycle parking is provided on site either within garaging or sheds. The 268 dwellings with garages are a minimum of 3.0 by 7.0m dimension to allow for cycle parking. At the other 169 dwellings there are garden sheds of adequate size and a connection to a gate. At the 3 flatted developments, totalling 36 units there are dedicated cycle storage facilities. All dwellings have been provided with sufficient space for cycle storage / parking in accordance with the above requirements.

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

77) The South of M4 Public Transport Strategy is expected to provide up to a 15 minute each way frequency bus service, operating in a loop in and out of Reading along the A327 or A33 corridors. The frequency of service combined with high quality bus stop infrastructure and bus priority, which includes the bus only link between Shinfield and Spencer's Wood, results in an attractive public transport service connecting many destinations.

78) Before the bus only link between Shinfield and Spencers Wood is completed an interim bus strategy has been identified. Initially bus services will be accessed from Hyde End Road for the southern part of Phase 1. For connection to this part of the site a new bus stop will be placed on Hyde End Lane near to the site access. The northern part of the development will be accessed with the bus diverted through the development at Deardon Way. This service would be provided by an initial service to Shinfield which will become a 30 minute frequency from early 2018 that will return to the A327 via the southern area and northwards along Deardon Way. By the time these Phase 2 dwellings start to be occupied the Sustainable link to Spencers Wood and Phase 3 of the strategy should be operating, with the 15 minute frequency double loop to/from Reading.

79) The infrastructure application secured two pairs of bus stops located within the development which are well within 400m of all the proposed houses on the site. With a high frequency bus service, improved pedestrian and cycle connectivity and the delivery of the Council's My Journey Travel Planning initiative, there are good sustainable alternative modes of transport available to the new residents other than the private car.

#### Flooding and Drainage

80) Core Strategy Policy CP1 and MDDL P Policies CC09 and CC10 establish that new development should avoid increasing and where possible reduce flood risk (from all sources) by first developing in areas with lowest flood risk, carrying out a Flood Risk Assessment (FRA) where required and managing surface water in a sustainable

manner. These requirements are reinforced by South of the M4 SPD Design Principle 1c(ii) which requires provision of a comprehensive system for water management, which takes account of existing features and includes proposals for effective sustainable urban drainage (SUDS), measures to avoid flood risk and new ponds. Policy 8 of the Shinfield Parish Neighbourhood Plan echoes these principles and looks to retain existing watercourses in new development.

- 81) 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.
- 82) 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 proposes 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.
- 83) In order to ensure that the increase in surface water runoff associated with the additional built form is managed, a strategic approach to drainage has been approved under 160183. This included 6 SUDs ponds in the strategic greenspace and 3 within the site. These will not only attenuate storm water on site and control the discharge but also provide landscaping features.
- 84) The Flood Risk Assessment and proposed measures on site have been assessed by the council's Drainage Officer. They have raised no objection to the proposed package of measures in terms of the impact to existing neighbouring residents and future occupiers of the site. On this basis the proposals are considered acceptable.

#### Thames Basin Heaths Special Protection Area

- 85) 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.
- 86) The development will be mitigated by the provision of the Loddon SANG / Ridge SANG which is now open and available for public use. This has been designed to provide sufficient space required to compensate for the growth in resident numbers associated with this phase of the Shinfield West development and some of the other SDL developments. Planning permission for the Ridge/ Loddon SANG has been granted under F/2010/1434 and as such this meets the Natural England's '*Guidelines for the Creation of Suitable Alternative Natural Greenspace*' (SANG) (2008) in terms of having all the essential features required to attract recreational users away from the SPA. Natural England and the Biodiversity Officer are satisfied with this approach and the applicant has also agreed to provide SAMM payments to provide an overall SPA mitigation strategy.

Ecology

87) 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 (i-ii) is concerned with protection of ecological habitat and biodiversity features, together with mitigation of any impacts that do arise. The applicant has demonstrated that there would be an adequate buffer zone from the proposed development to High Moor Copse. The Biodiversity Officer has assessed the application and is satisfied that there would no significant impact on ecology.

Archaeology

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

**CONCLUSION**

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

**CONTACT DETAILS**

<b>Service</b>	<b>Telephone</b>	<b>Email</b>
Development Management and Regulatory Services	0118 974 6428 / 6429	development.control@wokingham.gov.uk

This page is intentionally left blank