

Development Management Ref No	No weeks on day of committee	Parish	Ward	Listed by:
RM/2014/2561	Ext	Shinfield	Shinfield South	N/A Major Development

Applicant Location	Bellway Homes Thames Valley Limited Land north of Cutbush Lane, Shinfield	Postcode RG2 9AL
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Proposal Reserved Matters application pursuant to Outline Planning Consent O/2013/0101 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 and associated infrastructure.

Type Reserved Matters
PS Category 7
Officer Christopher Howard

FOR CONSIDERATION BY Planning Committee on 29/04/15
REPORT PREPARED BY Head of Development Management and Regulatory Services

SUMMARY

This application relates to land to the north of Cutbush Lane within the designated South of the M4 Strategic Development Location (SDL). Outline planning consent for the site was granted under planning application O/2013/0101 which established the principle of access to the site together with development parameters.

This current application is a reserved matters application for 126 dwellings. The purpose of this application is to provide further detail in respect of the layout scale, and the 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 has now been implemented. 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), with work expected to commence in spring 2015.

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 Cutbush Lane 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 Cutbush Lane 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.

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

The proposal would provide for an adequate level of amenity for the future occupants of the dwellings together with an acceptable impact on ecology, traffic, highway safety and flood risk in addition to contributing to the delivery of infrastructure provided jointly 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 meets all the council's standards and in particular internal space, garden depths and parking. The proposals are considered to be acceptable and therefore it is recommended that Reserved Matters are approved subject to conditions outlined below

PLANNING STATUS

- Strategic Development Location (SDL) as identified on the Core Strategy
- South of the M4 Strategic Development Location SPD
- Infrastructure Delivery and Contributions SPD
- Within 7km of the Special Protection Area (SPA)
- Mineral consultation zone
- Badger sett consultation zone
- Ancient Woodland at north of site
- North Eastern boundary of site adjacent to proposed Eastern Relief Road
- Listed Buildings – Lane End Farmhouse (Grade II) Shinfield Road, Badger Farm (Cutbush Manor) and Barn Adjoining Badger Farm (both Grade 2), Cutbush Lane.
- 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 O/2013/0101, dated 24 December 2013 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 provided on members update

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

- 3) The development shall be constructed in accordance with the details outlined within the submitted Energy Strategy including achieving a minimum reduction in carbon / energy saving of at least 11.39% and shall achieve at least Code Level 3 of the Code for Sustainable Homes.

Reason: In the interests of promoting sustainable forms of development and to meet the terms of the application. Relevant Policies: NPPF, Core Strategy policy CP1 and Managing Development Delivery Local Plan policy CC04

- 4) No works which include the creation of trenches or culverts or the presence of pipes shall commence until measures to protect badgers from being trapped in open excavations and / or pipe and culverts are submitted to and approved in writing by the local planning authority. The measures may include; a) creation of sloping escape ramps for badgers, which may be achieved by edge profiling of trenches / excavations or by using planks placed into them at the end of each working day and b) open pipework greater than 150mm outside diameter being blanked off at the end of each working day.

Reason: to ensure appropriate mitigation of the impact upon protected species during construction and in the long term, in accordance with NPPF, Core Strategy Policy CP7.

- 5) Prior to commencement of development, details of the proposed retaining walls within the site including heights and design shall first be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in strict accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure a satisfactory form of development relative to surrounding buildings and landscape. Relevant policy: Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy TB21.

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

for so long as the development remains on the site.

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

- 7) Prior to commencement of development, details of the landscaping and boundary treatment including hard and soft landscaping for plots 63 to 71 (inclusive) shall first be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in strict accordance with the approved details and the landscaping shall be permanently so retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the amenity and landscape character of the area. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21

PLANNING HISTORY - Site

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

PLANNING HISTORY SOUTH 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
O/2010/1432	Outline application for a residential development of up to 1 200 dwellings a further 150 units of specialist housing (including sheltered housing) for elderly persons a local centre to include a foodstore (2 500 sqm) and other retail and office uses a community building proposed extension of existing primary schools erection of a new primary school public open space sports pavilion suitable alternative natural greenspace (SANG) and access and landscaping. – Appeal Approved 08/11/2012
F/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
F/2014/2323	Full permission erection of 9 dwellings north of Croft Road – Approved 23/03/15

SUMMARY INFORMATION

For Residential

Site Area	7.6ha
Existing units	0
Proposed units	126
Proposed density - dwellings/hectare	Approx. 28
Number of affordable units proposed	Off-site commuted sum
Previous land use	Agricultural
Informal Public Open Space proposed	0.46ha
Proposed parking spaces	398

CONSULTATION RESPONSES	
Archaeological officer	No objection
Natural England	No objection
Environmental Health	No objection
Network Rail	No comments
Thames Water	Request condition (<i>officer note – this condition was attached to the outline planning consent and therefore it is not necessary to duplicate for the Reserved Matters application</i>)
Highways Agency	No objection
Berkshire Fire and Rescue	Request a fire hydrant (<i>officer note – this is secured by condition 38 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	No objection
Landscape and trees	No objection, request conditions 5 to 7
WBC Ecology	No objection
Shinfield Parish Council	<p>Support the variety of design of dwellings and external features of the buildings</p> <p>Concern over the road width for the main spine road serving busses and parking for dwellings along this street (<i>officer note – see appendix 1</i>)</p> <p>Request a condition for the management of green spaces by the Parish Council- (<i>officer note – the S106 pursuant to the outline planning permission secures the transfer of the land to Wokingham Borough Council</i>)</p> <p>Request a condition restricting the use of the dwellings for houses of multiple occupancy (<i>officer note – see appendix 1</i>)</p>
Public Rights of Way Officer	<p>Request contributions for upgrade of footpaths – <i>officer note: these should have been sought at the outline stage where the S106 was secured for the site. No comments were received at the outline stage. Justification for these would have also been required in order to meet the CIL requirements</i></p> <p>Requests an additional footpath access on the south east corner of the site – <i>officer note, there are good linkages from the site and the insertion of an additional pedestrian access would require a further break in the hedgerow</i></p>
Berks Bucks and Oxford Wildlife Trust	Request conditions (<i>Officer note, these apart from condition 4 were attached to the outline planning permission and as such it is not necessary to duplicate</i>

	<i>these)</i>
Conservation Officer	No objection
Environment Agency	No objection

REPRESENTATIONS

2 letters of objection

1 objecting to loss of countryside – *officer note see appendix 1*

1 objecting to increase in traffic (*officer note – access to the site and the impacts of the additional traffic were assessed as part of the outline application which contained a full Transport Appraisal. The Highways Officer was satisfied that the additional vehicle movements could be adequately accommodated*)

PLANNING POLICY

National Policy

National Planning Policy Framework 2012

Technical Guidance to the National Planning Policy Framework 2012

South East Plan 2009

Saved policy NRM6 - Thames Basin Heaths Special Protection Area

Wokingham Borough Core Strategy policies:

CP1 - Sustainable Development

CP2 - Inclusive Communities

CP3 - General Development Principles

CP4 - Infrastructure Requirements

CP5 - Housing Mix, Density and Affordability

CP6 - Managing Travel Demand

CP7 - Biodiversity

CP8 - Thames Basin Heaths Special Protection Area

CP9 - Scale and Location of Development Proposals

CP10 - Improvements to the Strategic Transport Network

CP11 - Proposals outside Development Limits (including countryside)

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

Emerging Shinfield Parish Neighbourhood Development Plan:

At this stage, the Parish Neighbourhood Plan has not undergone the required pre submission consultation by the parish, nor has it been formally submitted to the Borough Council. As such having had regard to the NPPG and NPPF, it has very limited weight.

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.

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 an affordable housing contribution in accordance with the Core Strategy and Infrastructure Delivery and Contributions Supplementary Planning Document.

5) The details approved under the outline planning consent established parameters for the development including general site layout including the indicative location of housing, open space, density and general heights of buildings. Access to the site was also established at two points from Cutbush Lane (one of which to serve 5 dwellings). The main spine road through the site was also designed to accommodate busses and a bus only access was established at the north eastern part of the site which will link on to the Eastern Relief Road.

6) The outline planning permission established the principle of development for the site together with access for up to 126 residential units. These were considered against the relevant Core Strategy policies and the emerging (now adopted) MDD policies and the application was acceptable. The current application seeks reserved matters approval for appearance, layout, landscaping and scale.

Site Description

7) The application site relates to an area of land at the east of Shinfield located north of Cutbush Lane. The land use of the site is predominately agricultural (arable) although there is an area of woodland to the north west of the site and also a disused man made reservoir (this served the previous horticultural activities of the University of Reading).

8) The site slopes gently up towards the north from approximately 50m to 60m AOD. There is also a small valley type feature running roughly diagonally through the centre of the site.

9) The land fronting onto Cutbush Lane has an established hedgerow and there are two dwellings located towards the eastern edge of the site (Oak Tree Barn and Barn Close Cottage). Modern housing development (Grenadier Close and Monarch Drive) is located on the western boundary of the site with the houses within these estates backing onto the land.

10) The application site would abut the permitted Eastern Relief Road and Science Park beyond this. The main pedestrian and cycle access route through the proposed site was included in outline as part of the Science Park planning approval.

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 up to 35% affordable housing within SDLs. Accordingly, the S106 agreement for the outline application secured a financial contribution of £3.5 million for the provision of off-site affordable housing. On this basis, the application proposes no affordable houses on site but the contribution secured through the S106 will mean that these will be provided elsewhere. It is therefore considered that the application secures the 35% affordable housing requirement and the affordable housing officer is satisfied with this strategy.

Dwelling mix

12) 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.

13) All of the accommodation would be provided within houses. No apartment blocks are proposed as the scale of these could have a detrimental impact on the site/character of the area. As such no one bedroom flats that would ordinarily be accommodated in apartment blocks are proposed. The proposal for 126 dwellings incorporates the following mix / storey heights:

Dwelling type (bedrooms)	Number provided on site	2 stories	2.5 stories
2	14	14	
3	51	51	
4	32	13	19
5	27	27	

14) 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

15) 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.

16) 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.

17) 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.

18) The parameter plan submitted for the outline planning application and Design and Access Statement carefully considered the relationship with the existing village and built form surrounding the site and the edge of the village towards the eastern boundary. On the eastern boundary, full planning permission exists for the Eastern Relief Road which would act as a defined boundary to the application site.

19) The submitted masterplan retains these principals and responds to the constraints of the site. To reflect this and inform diversity of development, the applicant has applied three different character areas – Residential Streets, Rural Edge and The Avenues. 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 surrounding area through the application of these differing character areas and these are outlined below.

20) The Avenues character area runs broadly along the main spine road through the centre of the site. This area has a mix of 2 and 2.5 storey house types. The design choice of this area has been applied to emphasise the principal route through the centre of the site and is in keeping with the approved parameter plans for the outline planning consent. The height and massing of the dwellings in this part of the development is however offset by the proposed central SUDS feature which provides a wide buffer between the buildings located either side of the spine road. The SUDS feature also responds well to the landscape setting of the site which will retain the central valley feature.

21) The Residential Street character area is predominantly made up of 2 storey development with occasional 2.5 storey building heights. This character area makes up the majority of the built form within the application site and has been applied to the proposed dwellings located on the eastern and western boundaries. This approach is considered to respond well to the existing residential development on the west of the site.

22) Towards the east, the visual impact of the built form is reduced by the proposed ecological foraging area together with a bund (which will be delivered by the Eastern Relief Road). This will provide a wide buffer from the built form to the Eastern Relief Road. This combined with sensitive consideration of building heights (max two stories), density and proposed landscaping in the ecological foraging area helps to reduce the visual impact of the dwellings and provides a transition between the built form and adjacent countryside.

23) The Rural Edge character area has been applied to dwellings fronting Cutbush Lane, entrance of the application site and on the northern boundary. The design approach here is two storey development, lower density buildings and houses that are well set back from the street. This is considered to respond well to the character of the area and semi-rural nature of Cutbush Lane.

Masterplan – Density

24) 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.

25) The overall density proposed by the application is 28 dph. The masterplan shows that density would be greater in towards the existing village and built form at Grenadier Close and Monarch Drive and the centre of the site to the east of the main central spine road. Beyond this, towards the edges of the site the level of density generally decreases which provides a degree of transition between the built form and countryside beyond. This approach is considered broadly consistent with the advice provided by the SPD and the overall density of development is in line with Appendix 7 of the Core Strategy and is therefore acceptable.

Masterplan - Design and appearance

26) 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. The Design and Access Statement includes a character analysis of the surrounding area and picks out themes that are common in the locality. These have been used to help inform the design style of the dwellings which generally take on a modern traditional form of design.

27) 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.

28) The overall design approach for all of the dwellings is considered to respect the context of the site location and advice provided by the NPPF, policies CP1 and CP3 together with the South of the M4 SPD and Supplementary Planning Guidance and is therefore acceptable.

Masterplan - Landscaping

29) The proposed layout integrates existing landscape features and is enhanced by incorporating a water feature in the open space at the northern part of the site. This would link to a SUDS and areas of informal open space running broadly through the centre of the site along part of the existing valley line. These measures together with the proposed boundary treatments would reduce and mitigate the proposed development's impact on the landscape and is generally consistent with the advice provided by the South of the M4 SPD.

30) On the southern boundary of the site, there is an existing hedgerow. Much of this will be retained and whilst there would be breaks in the hedgerow created for access, the principle access to the site would be softened by a SUDS feature / areas of open space running from north to south along the main spine road of the site. The access

points do not deviate from the outline permission and are therefore acceptable. The applicant has also strengthened this part of the site by incorporating landscaping within the SUDS area adjacent to the main spine road.

31) The plans show a small element of cut and fill to accommodate the proposed housing as the site slopes gently from north to south. This is typically required for a sloping site and the outline application established the principle of this. The applicant has carefully considered the site constraints and amended the plans in order to keep this to a minimum. The Landscape Officer is satisfied with this approach and the existing landscape features would be retained subject to conditions 5 -7.

32) The applicant has carefully considered the landscaping within the site masterplan. Where possible existing trees are to be retained and there would be no loss of any species considered significant by the Landscape Officer. Semi mature trees are proposed within the site layout which would help soften the built form and provide a verdant character along the areas of public open space. The Landscape Officer has assessed the planting strategy and is satisfied with the planting at this stage. Further details in respect to planting can be secured by condition 7 of the outline planning consent.

Masterplan conclusion

33) The design approach taken to inform the layout and appearance of the buildings is considered to respond well to the existing landscape features, context of the site and surrounding area. 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 neighbouring properties

34) Core Strategy policy CP3 requires that new development should be of a high quality of design that does not cause detriment to the amenities of adjoining land users. Separation standards for new residential development are set out in section 4.7 of the Borough Design Guide.

Grenadier Close/Monarch Drive

35) There is a minimum separation distance of 50 m to the dwellings at the northern end of Monarch Drive and the woodland between the proposed houses and existing built form prevent any significant amenity impacts.

36) In terms of Grenadier Close, plot 19 has 8m side to side separation to no. 7 Grenadier close which is in excess of the standards outlined in the Borough Design Guide.

37) The level of back to back separation from the proposed dwellings and existing houses on Grenadier Close and Monarch Drive ranges from 22m – 32m. In this location there would be a mixture of 2 and 2.5 storey buildings. The Borough Design Guide has separation standards for back to back relationships which are 22m for two storey elements and 26m for buildings above two stories. The proposed houses meet these thresholds in both cases.

38) In terms of No. 19 Grenadier Close and No. 2 Monarch Drive, the proposed houses would have a back to flank relationship with these dwelling. The level of separation is around 20m from the proposed houses which is in excess of the 15m separation for a

rear to flank relationship outlined in the Borough Design Guide.

Cutbush Lane

39) The majority of the existing dwellings on Cutbush Lane near the application site are located on the south side of the road with over 35m separation to these dwellings. This is in excess of the standards outlined in the Borough Design Guide and as such, no significant amenity impacts are envisaged.

40) With regards to the two dwellings on the northern side of Cutbush Lane (Oak Tree Barn and Barn Close Cottage), there is around 26m separation between the houses that would back onto Oak Tree Barn.

41) In terms of Barn Close Cottage, there is around 22m separation from the main dwelling house and proposed houses. The houses here are also sited at an oblique angle to Barn Close Cottage which limits the level of overlooking. The level of separation to both Barn Close Cottage and Oak Tree Barn is sufficient to prevent any significant amenity impacts.

42) Overall, given that the separation standards outlined in the Borough Design Guide have been met and exceeded in some cases and taking into account the onsite relationships, siting and the scale of the proposed houses, it is not considered that any significant amenity impacts in terms of loss of light, overbearing or overlooking would be caused by the proposed houses.

Residential amenity – noise

43) 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 13 and 14 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

44) 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

45) The Borough Design Guide sets a minimum garden depth of 11m. In terms of the submitted masterplan, the proposed layout completely complies with these requirements with all houses meeting the minimum threshold. For some of the proposed houses, the garden areas are wide which increases the area of amenity space. Overall, it is considered the development will provide acceptable levels of private amenity space for the future occupants of the dwellings.

Internal Space Standards

46) 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

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

Noise

48) 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.

49) The Environmental Statement submitted for the outline planning permission established that the main sources of noise are the M4 motorway and noise anticipated from the Eastern Relief Road. The applicant has considered this in the layout of the buildings and boundary treatments which are fenced which will reduce noise levels to outdoor amenity space. Condition 41 of the outline consent ensures that a mitigation scheme for any dwellings that may be affected by noise be submitted and approved prior to the commencement of development. These details can therefore be assessed at a later stage as the measures will not affect the appearance of the buildings and therefore they do not materially affect the application.

Sustainable Design and Construction

50) 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.

51) The Energy Strategy submitted proposes that instead of providing renewables on site, the use of alternative building practices or fabric first approach can achieve a greater energy and carbon savings. Crest at North Wokingham and other developers such as David Wilson Homes on South Wokingham SDL, favour this fabric first approach and this can achieve greater carbon savings overall by prioritising measures such as improved insulation (thereby reducing the demand for energy) and installing low energy products instead of the use of renewable or low carbon energy sources on site.

52) The submitted strategy adopts this approach, demonstrating 11.39% reduction in the sites energy demand and carbon saving compared to 10% policy requirement and that required by condition 17 of the outline planning permission.

53) 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. The submitted Code for Sustainable Homes statement demonstrates that no more than 105 litres per person per day can be achieved. Composting facilities for each dwelling will also be provided.

Access and movement

54) The outline planning permission 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.

55) The site would serve as an important part of the proposed south of the M4 bus strategy. The main spine road through the site would allow for busses to access the Eastern Relief Road (ERR) and proposed science park. A controlled bus only/pedestrian/cycle access is sited towards the west of the site which would link onto the ERR. The ERR is currently ahead of the original delivery programme and as such will enable bus access, providing sustainable, to the site from an earlier start.

Access and movement - Site layout

56) The planning application proposes a street hierarchy with different streets for the types of user and flow volumes. The principle access to the site is from Cutbush Lane which would serve the majority of the houses. This is the main spine road or primary street through the site leading from the ERR access junction to Cutbush Lane. This has been designed to comply with the Council's standards and will be a minimum width of 6.1 metres, widening in areas such as bends to ensure that two buses can pass simultaneously. Bus stops will also be located within the site to ensure good connectivity for the development site with Public Transport. Footpaths along this spine road have been designed to be 2m wide on both sides in order to separate pedestrians from traffic movements.

58) Away from the primary road, the road hierarchy specification reduces with differing road widths, footpaths and materials being used. There is also a second access to the site from Cutbush Lane which will only serve five dwellings.

Access and movement - Car parking

59) In line with Core Strategy Policy CP6, *Managing Travel Demand* and MDDL Policy CC07: *Parking* Condition 24 of O/2013/0101 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.

60) The application proposes a total of 398 spaces, of which 102 spaces are within

garages, 245 are allocated spaces and 51 are visitor spaces. This level equates to 2.35 spaces per dwelling and 3.15 spaces per dwelling when including garages. The level of parking is in accordance with the WBC parking demand calculator (which assumes that garage accommodation accounts for 0.5 space per dwelling) and the amount of parking is proportionate to the size of dwelling that it is intended to serve. 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. Visitor parking is also well distributed through the development and this is provided in bays which are off-set from the carriageway to reduce the level of on carriageway parking.

61) On this basis, the level of parking provided should limit demand for on street parking along the primary street and throughout the development.

Access and Movement - Cycle storage

62) Consistent with Core Strategy Policies CP1, *Sustainable Development* and CP6, *Managing Travel Demand*, which expect development to make provision to support sustainable travel, Condition 23 of O/2013/0101 requires the reserved matters to incorporate 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.

63) Cycle parking is provided on site both within garaging and sheds. All dwellings have been provided with sufficient space for cycle storage / parking.

Access and Movement - Access to public transport

64) A South of M4 Public Transport Strategy which will provide up to a 15 minute each way frequency bus service that operates in a loop in and out of Reading along the A327 or A33 corridors. This frequency of service combined with high quality bus stop infrastructure and the bus priority such as the bus only link to Shinfield are expected to make the bus an attractive service for many destinations.

65) As part of the bus strategy, the bus service will route directly through the site. The application has a pair 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

66) 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.

67) 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.

68) 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. Condition 34 of O/2013/0101 required development to be in accordance with this document.

69) In order to ensure that the increase in surface water runoff associated with the additional built form is managed, a range of SUDS features have been included in the design. As advised, these are located in the centre of the site and the location of these has been broadly informed by the topography of the site. Development surrounding these features has been considered so that they are integrated into the public realm within the built up areas and offer soft landscaping within the site.

70) The Flood Risk Assessment and proposed measures on site have been assessed by the Environment Agency and 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

71) 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.

72) The proposed development only generates a need for 0.56ha of SANG which effectively is too small an area to provide an attractive resource within the application site. The development will instead be mitigated by the provision of the Loddon SANG. This has been designed to provide sufficient space required to compensate for the growth in resident numbers associated with this development and some of the other SDL developments. Planning permission for the 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. The planning permission has been implemented and work on the SANG is in an advanced stage and it is expected that the SANG will be ready in April 2015. Condition 10 of the outline planning consent requires the Loddon SANG to be delivered and available of use prior to the occupation of any of the dwellings. 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

73) Core Strategy Policy CP7, carried forward by MDD LP Policy TB23, requires

appropriate protection of species and habitats of conservation value. Design Principle 1b (i-ii) is concerned with protection of ecological habitat and biodiversity features, together with mitigation of any impacts that do arise. The Biodiversity Officer has assessed the application and is satisfied that there would no significant impact on ecology.

Archaeology

74) Core Strategy Policy CP3 and MDD LP Policy TB25 require the archaeological impact of development to be taken into consideration. An Archaeological Assessment was submitted with the outline planning application 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 16 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 guidance for development within the South of the M4 SDL. It is considered that the applications will deliver high quality development in accordance with the Council' spatial strategy and vision and therefore can be recommended for approval.

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