

Agenda Item 31.

Development Management Ref No	No weeks on day of committee	Parish	Ward	Listed by:
RM/2015/1375	10	Shinfield	Shinfield South	N/A Major Development

Applicant Bloor Homes, Linden Homes, Bovis Homes and University of Reading

Location Land west of Shinfield, west of Hyde End Lane **Postcode** RG2 9EP
Shinfield

Proposal 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).

Type Reserved Matters

PS Category 7

Officer Christopher Howard

FOR CONSIDERATION BY Planning Committee on 19/08/15
REPORT PREPARED BY Delivery Programme Director

SUMMARY

This application relates to land to west of Hyde End 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 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 69 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 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). Work has commenced on site with the expectation that the road will be fully open early in 2016.

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.

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 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.

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

Architectural Drawings:

SL-01E Site Layout A1@1:500
SL-02B Site Location A3@1:2500
CSL-01C Coloured Site Layout A1@1:500
ML-01C Materials Layout A1@1:500
RS-01B Refuse Collection Strategy A1@1:500
SE-01C Street Scenes 1 of 2 A1/1:200
SE-02C Street Scenes 2 of 2 A1/1:200

Housetype Plans and Elevations:

HT-B412-01 House Type B412 Floor Plans A3@1:100
HT-B412-02 House Type B412 Elev Plot 69 A3@1:100
HT-B412-03 House Type B412 Elev Plots 64 & 67 A3@1:100
HT-B420-01 House Type B420 Floor Plans A3@1:100
HT-B420-02 House Type B420 Elevations A3@1:100
HT-B434-01 House Type B434 Floor Plans A3@1:100
HT-B434-02 House Type B434 Elevations A3@1:100
HT-B505-01 House Type B505 Floor Plans A3@1:100
HT-B505-02 House Type B505 Elev Plots 63 & 68 A3@1:100
HT-B505-03 House Type B505 Elev Plots 56 & 65 A3@1:100
HT-B505-04 House Type B505 Elev Plot 58 A3@1:100
HT-B550-01A House Type B550 Floor Plans Plots 55, 57 & 6 A3@1:100 HT-B550-02A House Type B550 Elev Plots 55, 57 & 66 A3@1:100
HT-B550-03 House Type B550 Floor Plans Plot 60 A3@1:100
HT-B550-04 House Type B550 Elev Plot 60 A3@1:100
HT-BO204-01A House Type BO204 Floor Plans Plot 42 A3@1:100
HT-BO204-02A House Type BO204 Floor Plans Plot 51 A3@1:100
HT-BO204-03A House Type BO204 Elev Plot 42 A3@1:100
HT-BO204-04A House Type BO204 Elev Plot 51 A3@1:100
HT-BO-HA2-01A House Type BO-HA2 Floor Plans A3@1:100
HT-BO-HA2-02A House Type BO-HA2 Elevations A3@1:100
HT-BO-HA3-01A House Type BO-HA3 Floor Plans A3@1:100
HT-BO-HA3-02A House Type BO-HA3 Elevations A3@1:100
HT-BO-HA3-03A House Type BO-HA3 Floor Plans A3@1:100
HT-BO-HA3-04A House Type BO-HA3 Elevations A3@1:100
HT-BO-HA4-01A House Type BO-HA4 Floor Plans A3@1:100
HT-BO-HA4-02A House Type BO-HA4 Elevations A3@1:100
HT-BO303-01 House Type BO303 Floor Plans A3@1:100
HT-BO303-02 House Type BO303 Elevations A3@1:100
HT-BO308-01A House Type BO308 Floor Plans A3@1:100
HT-BO308-02A House Type BO308 Elevations A3@1:100

HT-BO408-01A House Type BO408 Floor Plans A3@1:100
HT-BO408-02A House Type BO408 Elevations A3@1:100
HT-BO408-03A House Type BO408 Elevations A3@1:100
HT-L403-01 House Type L403 Floor Plans Plots 04-0 A3@1:100
HT-L403-02 House Type L403 Elev Plots 05 & 06 A3@1:100
HT-L403-03 House Type L403 Elev Plots 04 & 07 A3@1:100
HT-L403-04 House Type L403 Floor Plans Plot 03 A3@1:100
HT-L403-05 House Type L403 Elev Plot 03 A3@1:100
HT-L405-01B House Type L405 Floor Plans A3@1:100
HT-L405-02B House Type L405 Elevations A3@1:100
HT-L410-01A House Type L410 Floor Plans A3@1:100
HT-L410-02B House Type L410 Elevations A3@1:100
HT-L410S-01B House Type L410S Floor Plans A3@1:100
HT-L410S-02B House Type L410S Elevations A3@1:100
HT-L413-01A House Type L413 Floor Plans A3@1:100
HT-L413-02B House Type L413 Elevations A3@1:100
HT-L502-01 House Type L502 Floor Plans A3@1:100
HT-L502-02 House Type L502 Elevations A3@1:100
GAR-01 Single Garage-GAR_1 A3@1:100
GAR-02A Single Garage-GAR_1B A3@1:100
GAR-03A Single Garage-GAR_1ST A3@1:100
GAR-04 Double Garage- GAR_2 A3@1:100
GAR-05 Double Garage- GAR_2-SP A3@1:100
GAR-06 Double Garage- GAR_ONE PLOT A3@1:100
GAR-07 Double Garage- GAR_2B A3@1:100
GAR-08A Double Garage- GAR_HOG A3@1:100
GAR-09 Double Garage- GAR_2-ST A3@1:100
CS-01 Bike Store A3@1:100

Landscape Drawings:

Landscape details layouts Hard and Soft Sheet 1 of 5 drawing reference RG-L-01-1D
Landscape details layouts Hard and Soft Sheet 2 of 5 drawing reference RG-L-01-2D
Landscape details layouts Hard and Soft Sheet 3 of 5 drawing reference RG-L-01-3D
Landscape details layouts Hard and Soft Sheet 4 of 5 drawing reference RG-L-01-4D
Landscape details layouts coordination drawing reference RG-L-01-5D

Drainage and Highway Drawings:

A061-A-100 P7 General Arrangement
A061-A-150 Long Sections Sheet 1
A061-A-151 Long Sections Sheet 2
A061-A-400 P8 Levels
A061-A-500 P7 Drainage Layout
A061-A-501 P8 Drainage Layout Insert
A061-A-910 P7 S38 Adoption Plan
A061-SK04 P7 Visibility Plan
A061-SK05 P7 Swept Path Plan
A061-SK02 P7 Refuse Vehicle Tracking Sketch

Arboriculture Drawing:

FLAC TPP-SW28-1018.06-B

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.

3) Before the development hereby permitted is commenced, samples and details of the materials to be used in the construction of the external surfaces of the building/s shall have first been submitted to and approved in writing by the local planning authority. Development shall not be carried out other than in accordance with the so-approved details.

Reason: To ensure that the external appearance of the building is satisfactory.

Relevant policy: Core Strategy policies CP1 and CP3

4) Before the development hereby permitted is commenced, samples and details of the materials to be used in the construction of the porches/canopies shall have first been submitted to and approved in writing by the local planning authority. Development shall not be carried out other than in accordance with the so-approved details.

Reason: To ensure that the external appearance of the building is satisfactory.

Relevant policy: Core Strategy policies CP1 and CP3

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

Reason: To provide adequate off-street vehicle parking and turning space and to allow vehicles to enter and leave the site in a forward gear in the interests of road safety and convenience and providing a functional, accessible and safe development and in the interests of amenity. Relevant policy: Core Strategy policies CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

6) 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.

7) No building shall be occupied until secure and covered parking for cycles has been provided in accordance with the approved drawing(s)/details. The cycle parking/ storage shall be permanently so-retained for the parking of bicycles and used for no other purpose.

Reason: In order to ensure that secure weather-proof bicycle parking facilities are provided so as to encourage the use of sustainable modes of travel. Relevant policy: NPPF Section 4 (Sustainable Transport) and Core Strategy policies CP1, CP3 & CP6

and Managing Development Delivery Local Plan policy CC07.

8) Prior to the commencement of development, full details of the construction of roads and footways, including levels, widths, construction materials, depths of construction and surface water drainage shall be submitted to and approved in writing by the local planning authority. The roads and footways shall be constructed in accordance with the approved details to road base level before the development is occupied and the final wearing course will be provided within 3 months of occupation, unless otherwise agreed in writing by the local planning authority.

Reason: To ensure that roads and footpaths are constructed to a standard that would be suitable for adoption as publicly maintainable highway, in the interests of providing a functional, accessible and safe development. Relevant policy: Core Strategy policies CP3 & CP6.

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

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

10) Development shall not commence until the surface water attenuation basin and associated works under planning consent F/2015/1376 have been implemented and completed in accordance with the approved details.

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

11) Prior to the commencement of the development hereby permitted either:

- i) a strategy detailing how the development will secure a 10% reduction in carbon emissions above the minimum requirements of Part L: Building Regulations shall be submitted to and approved in writing by the local planning authority; or
- ii) an alternative strategy which can demonstrate a greater carbon saving than would be achieved by i) above

shall be submitted to and approved in writing by the Local Planning Authority

The approved measures shall be installed and functional before first occupation of the buildings they are intended to serve.

Reason: To ensure a high standard of sustainable development in accordance with Wokingham Borough Core Strategy Policy CP1, MDD Local Plan 2014 policy CC05, the Sustainable Design and Construction Supplementary Planning Document (2010) and the South of the M4 Strategic Development Location Supplementary Planning Document (October 2011).

12) Before the commencement of the development a Water Management Strategy to

demonstrate how the development will achieve internal potable water consumption targets of 105 litres or less per person per day shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved Strategy.

Reason: To ensure a high standard of sustainable development and water management in accordance with Wokingham Borough Core Strategy Policy CP1, MDD Local Plan 2014 policy CC04, the Sustainable Design and Construction Supplementary Planning Document (2010) and the South of the M4 Strategic Development Location Supplementary Planning Document (October 2011).

13) Prior to commencement of development, a detailed hedgerow management strategy shall be submitted to and approved in writing by the local planning authority. The hedgerow management strategy shall be implemented in accordance with the approved details unless otherwise approved in writing by the local planning authority.

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

14) The development shall only take place in accordance with the Written Scheme of Investigation for Geophysical Survey and Archaeological Evaluation approved under conditions discharge application C/2015/1250.

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 MDD Policy TB25).

Informatives:

1. The development accords with the policies contained within the adopted development plan and there are no material considerations which warrant a different decision being taken.
2. This permission should be read in conjunction with the legal agreements under Section 106 of the Town and Country Planning Act that relates to the site, the contents of which relate to this development.
3. The Corporate Head of Environment at the Council Offices, Shute End, Wokingham should be contacted for the approval of the access construction details before any work is carried out within the highway. This planning permission does NOT authorise the construction of such an access.
4. Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on adjacent highways. For further information contact Corporate Head of Environment on tel: 0118 974 6302.
5. If it is the developer's intention to request the Council, as local highway authority, to adopt the proposed access roads etc. as highway maintainable at public expense, then full engineering details must be agreed with the Corporate Head of Environment at the Council Offices, Shute End, Wokingham. The developer is strongly advised not to commence development until such details have been approved in writing and a legal agreement is made with the Council under S38 of

the Highways Act 1980.

6. Any works/events carried out either by, or at the behest of, the developer, whether they are located on, or affecting a prospectively maintainable highway, as defined under Section 87 of the New Roads and Street Works Act 1991, or on or affecting the public highway, shall be coordinated under the requirements of the New Roads and Street Works Act 1991 and the Traffic management Act 2004 and licensed accordingly in order to secure the expeditious movement of traffic by minimising disruption to users of the highway network in Wokingham.
7. Any such works or events commissioned by the developer and particularly those involving the connection of any utility to the site, shall be co-ordinated by them in liaison with Wokingham Borough Council's Street Works Team, (telephone 01189 746302). This must take place at least three month in advance of the works and particularly to ensure that statutory undertaker connections/supplies to the site are coordinated to take place wherever possible at the same time.
8. The attention of the applicant is drawn to the requirements of Section 60 of the Control of Pollution Act 1974 in respect of the minimisation of noise on construction and demolition sites. Application, under Section 61 of the Act, for prior consent to the works, can be made to the Environmental Health and Licensing Manager.
9. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.
10. Licences, consents or permits may be required for work on this site. For further information on environmental permits and other licences please visit <http://www.businesslink.gov.uk/bdotg/action/layer?r.s=tl&r.lc=en&topicId=1079068363>
11. The applicant is advised that the Council seeks that employers or developers within the borough commit to using local labour / contractors where possible. This should include:
 - Advertisement of jobs within local recruitment agencies / job centres;
 - Recruitment and training of residents from the local area;
 - Seek tender of local suppliers or contractors for work.
12. Construction Noise. The applicant or the operator is advised to submit to the Council's Environmental Health Team a 'prior consent' application under s.60 of the Control of Pollution Act 1974.

	<p>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</p>
VAR/2014/0624	<p>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</p>
NMT/2014/1837	<p>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</p>
<p>PLANNING HISTORY SOUTH M4 SDL</p>	
F/2005/4827	<p>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</p>
O/2007/2268	<p>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</p>
O/2009/1027	<p>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</p>
F/2010/1428	<p>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</p>

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

SUMMARY INFORMATION**For Residential**

Site Area	2.41ha
Existing units	0
Proposed units	69
Proposed density - dwellings/hectare	Approx. 32
Number of affordable units proposed	12 and commuted sum
Previous land use	Agricultural
Proposed parking spaces	247

CONSULTATION RESPONSES

Archaeological officer	No objection
Natural England	No objection
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, conditions being finalised to be included on members update
WBC Ecology	No objection
Shinfield Parish Council	Comments – full comments and officer responses to these are provided in annex 1 but these are summarised below: <ul style="list-style-type: none"> • Concern over valley and maintenance of guttering on house type L410 • Concern over car port sizes • Concern over proximity of parking court to houses • Concern over refuse strategy • Request parking management plan • Request reduction in speed limit on Hyde End Road • Request clarification on future construction traffic within the site
Berks Bucks and Oxford Wildlife Trust	No comments received
Conservation Officer	No objection
Environment Agency	No objection

REPRESENTATIONS

1 Letter of Comment

Requests to see the original Flood Risk Assessment - *officer note this can be seen on the website under planning application reference O/2010/1432*

Loss of light – *officer note it would appear that this refers to the part of the plan that has been provided as an indicative plan for a later phase of development. These details will be assessed at a later stage once a reserved matters application is submitted. An assessment of residential amenity has been provided in paragraphs 34-36*

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

Emerging Shinfield Parish Neighbourhood Development Plan:

At this stage, the Parish Neighbourhood Plan is undergoing the required pre submission consultation by the parish, but has not been formally submitted to the Borough Council. As such having had regard to the NPPG (Paragraph: 007 Reference ID: 41-007-20140306) 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.

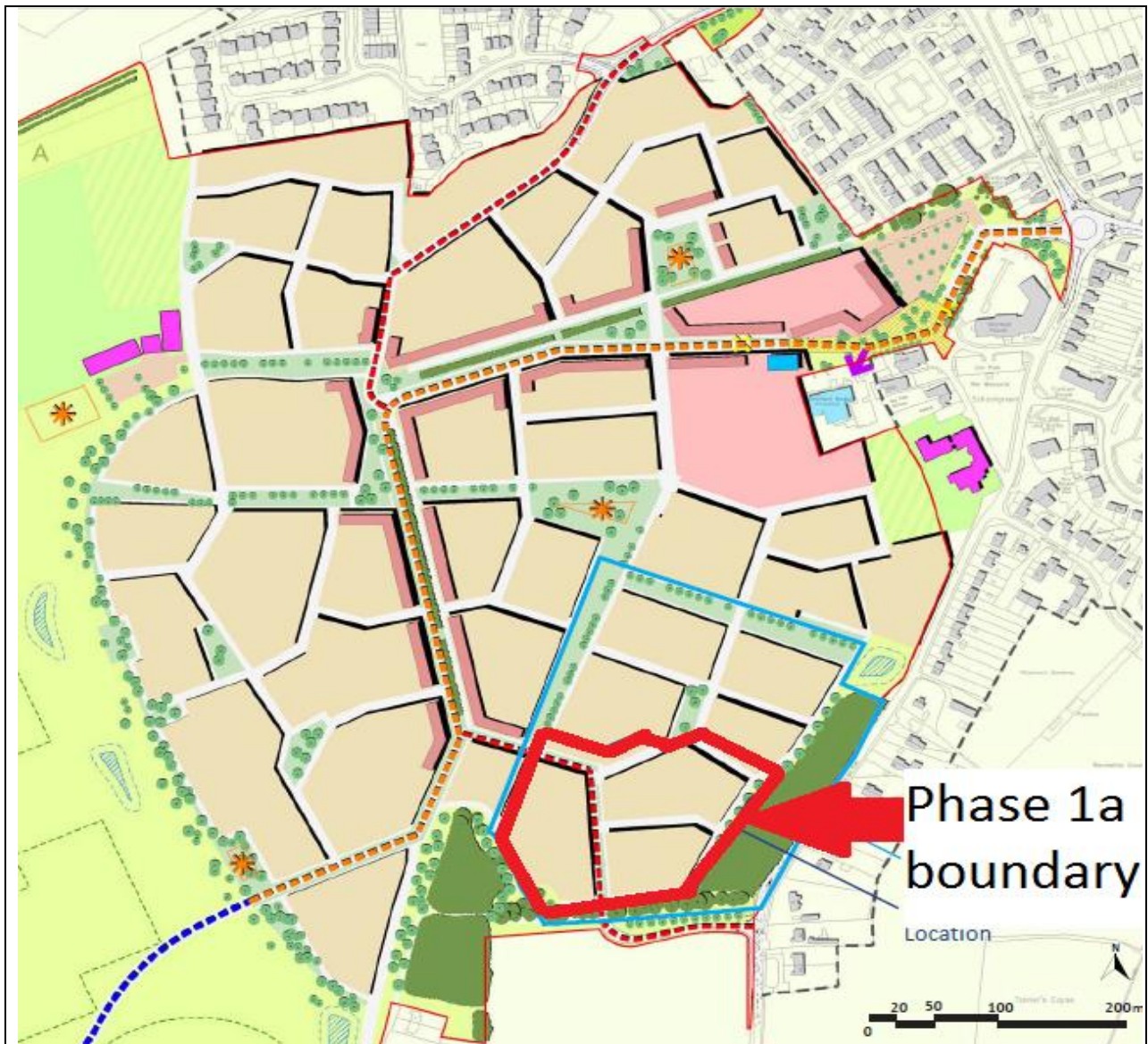
4) Outline planning permission for the site was granted by the Secretary of State in 2012. This established the principle of development for the site together with access for up to 1200 residential units, 150 extra care homes, new district centre (including a foodstore 2500m²), community centre, leisure 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 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.

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).

Site Description

7) The application site relates to an area of land to the south of Shinfield, located west of Hyde End Road. The site is to the south of the Shinfield West development area and a plan showing it in the context of the Shinfield West planning permission is shown below.



8) The existing land use of the site is predominately agricultural although there is an area of woodland (High Moor copse) to the west of the site and a line of trees to the south. These would be retained within the development and would help screen the proposed houses from Hyde End Road.

Affordable and specialist housing

9) 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.

10) The application proposes 12 units of affordable housing on site equating to 17.3%. 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 21st 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.

11) 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

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 at this stage due to the small scale of the development parcel, 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 69 dwellings incorporates the following mix / storey heights:

Dwelling type (bedrooms)	Number provided on site	2 stories	2.5 stories
2 bed flat	2	2	
2 bed house	4	4	
3 bed house	8	5	3
4 bed house	45	20	25
5 bed house	10	6	4

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 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.

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) It is important to set out the site in the context of the wider planning permission for Shinfield West. The application parcel itself forms a discrete 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.

19) To build upon these principles, a requirement of the outline planning permission was for the applicant to submit a design code 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 accordance with this requirement, the applicant has provided these details which have demonstrated the overarching principles for the entire site. The design principles outlined in the code will be expected to be incorporated to the wider Shinfield West planning unit.

20) In order to further demonstrate a comprehensive approach to housing delivery in later phases of the development, the applicant has provided an indicative layout on the submitted plans for a future phase of development to the north of the site. Whilst this has been provided for information only and is not under consideration for this application, it provides a strong assurance of how the key linkages through the site would be delivered in a later phase.

21) The submitted masterplan retains the principals within the outline planning application and design code. To reflect this and inform diversity of development, the applicant has applied four different character areas to the layout (Main Street, Neighbourhood Loop, Side Streets and Woodland 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 and each of the character areas are further discussed below.

22) The Main Street character area is the main spine road through the site which would ultimately the site between Hyde End Road and Church Lane to the north of the site within the wider Shinfield West planning unit. In order to emphasise this key route through the site, the applicant has incorporated 2 and 2.5 dwelling heights to make this a clear and legible road. The street width of this route is also wider than the other character areas in order to emphasise this principal route. The design choice for the dwellings themselves is reasonably consistent in order to allow future users to identify this as the main route through the site although there is some variety in detailing and building types to provide diversity in architectural styles.

23) 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 (2 and 2.5 Storey but less regular than

the Main Street) and less regular building line for the dwellings. This combined with the narrowing of the road would help to distinguish it from the Main Street although it would clearly be set apart from the more minor routes outlined below.

24) The Side Street character area has a less formal road hierarchy and shared surfaces are used to serve access to these parts of the site. The layout of housing within this part of the site is also less formal with more variety within the building line and unit types. Housing within these areas are all detached. 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.

25) The Woodland Edge character area has been applied to the eastern boundary of the site in order to respond to the constraints of the existing woodland (High Moor Copse) located at this part 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. Similarly, the layout of the houses in this part of the site are more sinuous which defines it from the other character areas. Not only does this respond well to the edge of the woodland, but also to the edge of the settlement providing a transition between the centre of the development and the edge of the site adjacent to Hyde End Road.

Masterplan – Density

26) 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.

27) The overall density proposed by the application is 32 dph. The masterplan shows that density would be greater in towards the centre of the site diminishing towards the edges. Higher density in the centre would define both the Main Street and Neighbourhood Loop character areas which would provide a good degree of legibility between the development parcel and wider Shinfield West planning unit when this is brought forward. The application of lower density development in the Side Street and Woodland Edge character areas responds well to both the constraints of the site and the edge of development. This would provide a strong transition between the built form and surrounding countryside.

28) This approach is considered 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

29) 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.

30) 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.

31) 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

32) The proposed layout integrates existing landscape features and is enhanced by incorporating the woodland at the south and eastern part of the site. Both of these would be retained within the development and the presence of mature trees will help to soften the development from the outset. This would also help to screen the development as you approach the site from the south on Hyde End Road.

33) Within the development, landscaping is proposed throughout the character areas. Along the Main Street character area a regular line of trees is proposed which, when established, will give this area an avenue type feel and also help distinguish it as the primary route for the site. 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 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.

34) 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 subject to the conditions currently being finalised to be included on the members update.

Masterplan conclusion

35) 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 by this reserved matters application and the dwellings that would be brought forward in the wider Shinfield West planning unit. This has been achieved through applying the principles of the design code in the proposed layout and the provision of the indicative layout to the north of the site.

36) 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

37) 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.

38) Much of the site is reasonably isolated although there is some residential development located on the eastern boundary on the other side of Hyde End Road. The presence of High Moor copse however means that there would be at least 60m front to front separation from the proposed houses and existing dwellings. This is well in excess of the guidance outlined in the Borough Design Guide and the presence of High Moor copse will provide good screening for the existing residents. Given these relationships and the onsite conditions, it is considered that there would be no significant impacts to existing residents in terms of overlooking, loss of light and overbearing.

Residential amenity – noise

39) 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

40) 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

41) 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

42) 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

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

Noise

44) 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.

45) The Environmental Statement submitted for the outline planning permission established that the main sources 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.

Sustainable Design and Construction

46) 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.

47) The Design and Access Statement makes a commitment towards sustainable design and construction. In order to ensure that this is commitment is achieved and in accordance with the requirements policy CC05 condition 11 is recommended to achieve 10% of energy demand to be secured by on site renewables.

48) 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. Condition 12 requires a Water Management Strategy to be submitted prior to the commencement of development. This will include measures to demonstrate that no more than 105 litres of water, per person, per day can be achieved and installed in accordance with the approved details.

Access and movement

49) 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.

Access and movement - Site layout

50) As outlined above, the use of character areas ensures that there is a variety of street hierarchy proposed for the site. The principal access to the site would be from Hyde End Road in accordance with the access agreed for the outline planning consent. The Main Street has been designed to be 6.1m wide and the corner area towards the north of the site is widened 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 this spine road have been designed to be 2m wide on both sides in order to separate pedestrians from traffic movements.

51) The Neighbourhood Loop would provide the secondary access for the site. The public transport strategy does not require busses to run through this part of the site and accordingly the road width has been designed to be 4.8m wide. Pavements have been provided on both sides of this road for good pedestrian access within the site and future phases of development in the wider Shinfield West development parcel.

52) The Side Streets and Woodland 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. However, they have been checked that the tracking is acceptable for refuse lorries.

Access and movement - Car parking

53) In line with Core Strategy Policy CP6, *Managing Travel Demand* and MDDLDP 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.

54) The application proposes a total of 247 spaces, of which 30 spaces are within garages. There are 196 allocated spaces and 21 visitor spaces. This level equates to an average of 3.14 spaces per dwelling and 3.59 spaces per dwelling when including all garages. This parking is in accordance with 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. 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. 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.

55) 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 – Pedestrian & Cycle Access

56) The layout provides for pedestrian access with 2m footways on both sides of the main access road within the site. The side roads are either secondary streets which include footway that connection 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 having a through route for pedestrians. Safe routes to school are identified which in this early phase will rely on a route out of the site along the segregated shared pedestrian & cycle link or the 2m footway onto and along the footway onto Hyde End Road to Shinfield village. In the longer term when the new primary school is open then a pedestrian and cycle routes through the other Shinfield phases will be provided.

Access and Movement - Cycle storage

57) 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 *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.

58) Cycle parking is provided on site both within garaging and sheds. 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

59) A South of M4 Public Transport Strategy is expected to provide up to a 15 minute each way frequency bus service that operates in a loop in and out of Reading along the A327 or A33 corridors. This is now expected to be modified with separate each way services to the A33 and A327 corridors. The A33 corridor is likely to be connected with an extended Greenwave service via the Mere oak park and ride and the A327 corridor with a separate extended service to Shinfield. This frequency of service combined with high quality bus stop infrastructure and the bus priority that includes the bus only link between Shinfield and Spencers Wood is expected to make the bus an attractive service for many destinations.

60) Before the bus only link between Shinfield and Spencers Wood is completed an interim bus strategy will be necessary. Initially bus services will be accessed from Hyde End Road for Phase 1A. For connection to this a new bus stop will be placed on Hyde End Lane near to the site access. In the next phase of Shinfield West a route through the Shinfield Phase 1A development is expected to be included and with the bus service route directly through the site. This service would be provided by a loop from the A327 through the Shinfield development accessing Hyde End Road through parcel 1A and returning northwards along Hyde End Road. 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

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

62) The site is entirely in Flood Zone 1 where the risk of flooding is low and all uses, including more vulnerable residential uses and less vulnerable uses (the proposed school, shops and community uses) are appropriate. Furthermore, the site was allocated in the Core Strategy, which was subject to a Strategic Flood Risk Assessment.

63) The outline application was supported by a Flood Risk 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.

64) In order to ensure that the increase in surface water runoff associated with the additional built form is managed, a SUDS features has included. This is located in land to the south of the site and was consented under F/2015/1376. Condition 10 will ensure that the SUDS feature is built prior to the commencement of the residential development of the site to manage surface water runoff.

65) 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

66) 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.

67) The development will be mitigated by the provision of the Loddon 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 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

68) 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 applicant has demonstrated that there would be an adequate buffer zone from the proposed development to High Moore Copse. The Biodiversity Officer has assessed the application and is satisfied that there would no significant impact on ecology.

Archaeology

69) 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 14 will ensure that the development is carried out in accordance with the details 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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