

# Agenda Item 45.

|                                      |                                     |                  |                 |                       |
|--------------------------------------|-------------------------------------|------------------|-----------------|-----------------------|
| <b>Development Management Ref No</b> | <b>No weeks on day of committee</b> | <b>Parish of</b> | <b>Ward</b>     | <b>Listed by:</b>     |
| RM/2015/1019                         | 15                                  | Shinfield        | Shinfield South | N/A Major Development |

**Applicant** Crest Nicholson (South)

**Location** Land East of Basingstoke Road, Spencer's Wood, Reading

**Proposal** Reserved Matters application pursuant to Outline Planning consent O/2013/0565 for the erection of 100 dwellings - matters of appearance, landscaping, layout and scale to be considered.

**Type** Reserved Matters Application

**PS Category** 7

**Officer** David Smith

**FOR CONSIDERATION BY** Planning Committee on 16<sup>th</sup> September 2015

**REPORT PREPARED BY** Delivery Programme Director

## SUMMARY

The application relates to a 4.2 hectare site to the east of Basingstoke Road within the designated South of the M4 Strategic Development Location (SDL). Outline planning consent for the site was granted under planning application O/2013/0565 which established the principle of development and access to the site.

The current application is a reserved matters application for 100 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 the general parameters established and approved under the outline planning consent.

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.

The overarching vision for the SDL is to provide a coordinated 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.

It is considered that this 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 upon the amenity of existing residents. The proposal would also provide for an adequate level of amenity for the future occupants of the dwellings

without detrimental impact on ecology, flood risk, traffic and highway safety. The proposals provide adequate contributions towards the necessary infrastructure and services required to mitigate the impacts of development within the wider SDL.

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 members resolve to approve the application subject to conditions set out below.

### **PLANNING STATUS**

- Strategic Development Location (SDL)
- South of the M4 Strategic Development Location SPD
- Infrastructure Delivery and Contributions SPD
- Within 5 and 7km of the Special Protection Area (SPA)
- Countryside
- Mineral consultation zone
- Nuclear Consultation Zone (HSE to be consulted on schemes of 20 dwellings or more)
- Adjacent to Local Wildlife Heritage Site
- Thames Basin Heaths Special Protection Area 7km Zone
- Modest Development Location
- Landscape Character Assessment

### **RECOMMENDATION**

**That the committee authorise the Head of Development Management to GRANT PLANNING PERMISSION subject to the following conditions:**

#### **Conditions and Reasons**

#### **Approved Drawings**

1. This permission is in respect of plan no's (listed below) received by the Local Planning Authority on (22<sup>nd</sup> April 2015 and revised on the 14<sup>th</sup> August 2015). The development hereby permitted shall be carried out in accordance with the approved drawings and documents listed unless otherwise agreed pursuant to the requirements of the attached conditions or otherwise agreed in writing by the Local Planning Authority.
  - Site Layout Plan, ref. 23719 SL-01 Rev. G
  - House Type A Elevations, Plots 1, 5-10, 15, 21 and 29, ref. HT-A-02
  - House Type A Floor Plans, Plots 1, 5-10, 15, 21 and 29, ref. HT-A-01
  - House Type B Elevations, Plots 25, 28 and 53, ref. HT-B-04
  - House Type B Floor Plans, Plots 25, 28 and 53, ref. HT-B-01
  - House Type BF Elevations, Plots 13, 22, 93 and 98-99, ref. HT-BF-05
  - House Type BF Floor Plans, Plots 13, 22, 93 and 98-99, ref. HT-BF-02
  - House Type C Elevations, Plots 38-39, ref. HT-C-02
  - House Type C Floor Plans, Plots 38-39, ref. HT-C-01
  - House Type D Elevations, Plot 2, ref. HT-D-02
  - House Type D Elevations, Plot 4, ref. HT-D-04

- House Type D Elevations, Plots 17-18, 26-27, 30-31 and 36-37, ref. HT-D-08
- House Type D Elevations, Plots 62-63, 65-66 and 89-90, ref. HT-D-11
- House Type D Elevations, Plots 62-63, 65-66 and 89-90, ref. HT-D-12
- House Type D First Floor Plans, Plots 17-18, 26-27, 30-31 and 36-37, ref. HT-D-06
- House Type D Floor Plans, Plot 2, ref. HT-D-01
- House Type D Floor Plans, Plot 4, ref. HT-D-03
- House Type D Floor Plans, Plots 62-63, 65-66 and 89-90, ref. HT-D-10
- House Type D Front Elevation, Plots 17-18, 26-27, 30-31 and 36-37, ref. HT-D-07
- House Type D Ground Floor Plans, Plots 17-18, 26-27, 30-31 and 36-37, ref. HT-D-05
- House Type D Ground Floor Plans, Plots 62-63, 65-66 and 89-90, ref. HT-D-09
- House Type E Elevations, Plots 16, 19, 23-24 and 50-52, ref. HT-E-02
- House Type E Floor Plans, Plots 16, 19, 23-24, 50-52, ref. HT-E-01
- House Type F1 Elevations Sheet 1 of 3, Plots 11-12, 60-61 and 91-92
- House Type F1 Elevations Sheet 2 of 3, Plots 32, 35, 47 and 59, ref. HT-F1-04
- House Type F1 Floor Plans, Plots 11-12, 32, 35, 47, 59-61 and 91-92, ref. HT-F1-01
- House Type F1.1 Elevations Sheet 3 of 3, Plots 44 and 56, ref. HT-F1-05
- House Type F1.1 Floor Plans, Plots 44 and 56, ref. HT-F1-02
- House Type G Elevations, Plots 33-34 and 45-46, ref. HT-G-02
- House Type G Floor Plans, Plots 33-34, 40-43 and 45-46, ref. HT-G-01
- House Type H Elevation, Plot 48, ref. HT-H-02
- House Type K Elevations, Plots 76-78 and 87-88, ref. HT-K-02
- House Type K Floor Plans, Plots 76-78 and 87-88, ref. HT-K-01
- House Type L Elevations, Plots 85-86, ref. HT-L-02
- House Type L Floor Plans, Plots 67-71, ref. HT-L-03
- House Type L Floor Plans, Plots 85-86, ref. HT-L-01
- House Type M Floor Plans, Plots 57-58, 72-75, 79 and 94-97, ref. HT-M-01
- Apartments Type N Elevations Sheet 1 of 2, Plots 80-84, ref. HT-N-02
- Apartments Type N Floor Plans, Plots 80-84, ref. HT-N-01
- Apartments Type N Elevations Sheet 2 of 2, Plots 80-84, ref. HT-N-03
- Garages Plans and Elevations, ref. GA-01
- Garages Plans and Elevations, ref. GA-02
- Bin Store Floor Plan and Elevations, ref. BS-01
- Cycle Sheds Type CS2 Floor Plans and Elevations, ref. CS-02
- Elevations Plots 40 to 43, ref. HT-G-03 Rev. A
- Elevation Plan, Plots 3, 14, 20, 54 and 64, ref, HT-BS-06 Rev. A
- Floor Plan, Plots 3, 14, 20, 54 and 64, ref. HT-BS-03 Rev. A
- Elevation Plan, Plot 55, ref. HT-B-04 Rev. A
- Floor Plan, Plot 55, ref. HT-B-01 Rev. A
- Floor Plan, Plot 48, ref. HT-H-01 Rev. A
- Elevation Plan, Plot 49, ref. HT-J-02 Rev. A
- Floor Plan, Plot 49, ref. HT-J-01 Rev. A
- Elevation Plan, Plot 100, ref. HT-P-02
- Floor Plan, Plot 100, ref. HT-P-01
- Elevation Plan, Plots 57-58, 72-75, 79, 94-97, ref. HT-M-02 Rev. A

- Elevation Plan, Plots 67-71, ref. HT-L-04 Rev. A
- Landscape Open Space Areas Plan, ref. 3023-LP-P02F
- Landscape Masterplan, ref. 3023-LP-P03 E
- Planting Strategy document (Macfarlane Associates, 25<sup>th</sup> August 2015)
- Tree Retention and Removal Plan, ref. tf 696c/TRR/200 Rev. B
- Tree Protection Plan, ref. tf 696c/TPP/301 Rev. C
- Arboricultural Method Statement, ref. tf 696c/MS/300 Rev. A
- Ecological Permeability Plan (Derek Finnie Associates, August 2015)
- Hedgerow Management Plan (Derek Finnie Associates, August 2015)
- Visibility and Swept Path Plan, ref. T720-021 Rev. F
- Highway Adoption plan, ref. T720-022 Rev. D
- Levels and Drainage Strategy Plan, ref. T720-020 Rev. G
- Logistics Plan, ref. T720-030 Rev. D

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

## Highways

2. No dwelling shall be occupied until the vehicular accesses, driveways, parking and turning areas to serve it, including the unallocated spaces, have been provided in accordance with the plans hereby approved. The vehicle parking and turning spaces shall be retained and maintained in accordance with the approved details and the parking spaces shall remain available for the parking of vehicles at all times and the turning spaces 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.

3. 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 part of the garages 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.

4. No building shall be occupied until the vehicular access has been surfaced with a permeable and bonded material across the entire width of the access for a distance of 10 metres measured from the carriageway edge.

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

5. Development shall not be commenced until the access has been constructed in accordance with details which have first been submitted to and approved in writing by the local planning authority.

Reason: In the interests of highway safety and convenience. Relevant policy: Core Strategy policies CP3 & CP6.

6. No building shall be occupied until the pedestrian and cycle accesses to the site, including from Footpath No.20, have been constructed in accordance with details which have first been submitted to and approved in writing by the Local Planning Authority. These accesses are thereafter to remain open for the use of pedestrians and cycles to and from Footpath No 20.

Reason: In the interests of highway safety and convenience. Relevant policy: Core Strategy policies CP3 & CP6.

7. Prior to the commencement of development, full details of the construction of roads and footways, including levels, widths, construction materials, depths of construction, surface water drainage and lighting 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.

8. Prior to the commencement of development, full details of the utilities and service margins shall be submitted to and approved in writing by the local planning authority. These service margins shall be constructed in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Reasons: 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 and CP6.

### **Levels**

9. The development hereby approved shall be constructed to the finished ground levels and finished floor levels shown on drawing T720-020 rev G; levels which shall be fully implemented before first occupation of the buildings within that sub-phase.

Reason: To ensure a high quality of development that relates well to surrounding buildings and the landscape in accordance with NPPF, Wokingham Borough Core Strategy Policies CPI, CP3, CP19 and CC03 of the Managing Development

Delivery Local Plan (Feb 2014).

### **Tree Protection**

10. The development hereby permitted shall be constructed in accordance with the details included in the Tree Protection Plan (TF696c/TPP/301 rev C) and Arboricultural Method Statement (TF696c/MS/300 rev A) hereby approved.

Reason: To ensure the avoidance of damage to existing trees and natural features during the implementation phase and to enable the development to integrate into the landscape in accordance with CC03 of the Managing Development Delivery Local Plan (Feb 2014).

### **Ecology**

11. The mitigation and contingency measures contained within the Ecological Permeability Plan (Derick Finnie Associates: Letter dated 11/08/15) hereby approved shall be implemented in accordance with the approved plan unless otherwise approved in writing by the local planning authority.

Reason: To ensure appropriate mitigation for the biodiversity impact of the development in accordance with NPPF, Wokingham Borough Core Strategy Policy CP7 and TB23 of the Managing Development Delivery Local Plan (Feb 2014).

12. The mitigation and contingency measures contained within the 'Final Report and Warranty of Works for the Treatment of Japanese Knotweed' (Ref: DTR14525: 4<sup>th</sup> March 2015: Dunton Environmental Limited) shall be implemented in accordance with the approved plan unless otherwise approved in writing by the local planning authority.

Reason: To ensure appropriate mitigation for the biodiversity impact of the development in accordance with NPPF, Wokingham Borough Core Strategy Policy CP7 and Policy TB23 of the Managing Development Delivery Local Plan (Feb 2014).

13. The measures contained within the Hedgerow Management Plan (Derek Finnie Associates: August 2015) hereby approved shall be implemented in accordance with the approved plan unless otherwise approved in writing by the local planning authority.

Reason: To ensure appropriate mitigation for the biodiversity impact of the development in accordance with Wokingham Borough Core Strategy Policy CP, CP8 and TB23 of the Managing Development Delivery Local Plan (Feb 2014).

### **Archaeology**

14. The development shall only take place in accordance with the Written Scheme of Investigation for Geophysical Survey and Archaeological Evaluation hereby approved.

Reason: The programme of archaeological work will ensure that the significance

of any buried heritage assets on the site can be assessed and preservation, by record or in situ, can be achieved in a manner appropriate to their significance, in accordance with national and local planning policy. (Core Strategy Policy CP3 and MDD Policy TB25).

### **Lighting**

15. Development shall not commence until an external lighting strategy including lighting for all principle highways, cycleways footpaths and any non-residential buildings has been submitted to and approved in writing by the Local Planning Authority. The strategy shall include the type of lighting, contour illumination plans and measures to prevent light pollution and the details as approved shall be provided prior to occupation of the dwelling houses, unless otherwise agreed in writing by the Local Planning Authority.

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.

### **Sustainable Design and Construction**

16. The measures to fulfil the Energy Strategy set out in the 'Energy Statement to Discharge Conditions 28 and 29' (Hodkinson: April 2015) 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 CPI and CC04 and CC05 of the Managing Development Delivery Local Plan (Feb 2014), the Sustainable Design and Construction Supplementary Planning Document (2010) and the South of the M4 Strategic Development Location Supplementary Planning Document (October 2011).

### **Substation**

17. Notwithstanding details shown on the approved plans, prior to the commencement of development full details of the location and design of the substation shall be submitted to and approved in writing by the Local Planning Authority. The substation shall thereafter only be provided in accordance with the approved plans.

Reason: To enable further discussions to be had with the Statutory Undertaker as to the final requirements of the substation and to minimise the impact of potential relocation.

### **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 Document marking - Unclassified 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. 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>

10. 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.

11. 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.

12. It is advised that this decision notice does not obviate the various submission requirements of the conditions of the outline planning permission; discharge of which should be the subject of a further condition discharge application(s).

### RELEVANT PLANNING HISTORY

Application Site

O/2013/0565 Outline Planning Permission for 100 dwellings (all matters except access were reserved) – APPROVED 10/04/2014.

Spencer's Wood and Three Mile Cross

O/2013/0346 Land North and South of Church Lane Three Mile Cross Land north and south of Croft Road, Spencers Wood.

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 Greens pace (SANG), following demolition of existing dwelling and ancillary buildings including greenhouses, sheds, stables and garage.

F/2013/0347 Land South of Croft Road  
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).

### SUMMARY INFORMATION

|                                      |                                     |
|--------------------------------------|-------------------------------------|
| Site Area                            | 4.2 ha                              |
| Existing Units                       | 0                                   |
| Proposed Units                       | 100                                 |
| Proposed density – dwellings/hectare | Approx. 25                          |
| Number of affordable units proposed  | 28 onsite and Off-site commuted sum |
| Proposed parking spaces              | 285                                 |
| Previous land use                    | Agricultural/Pasture                |

### CONSULTATION RESPONSES

#### Wokingham Borough Council Consultees

|                          |               |
|--------------------------|---------------|
| WBC Adult Social Care    | No objection. |
| WBC Archaeology          | No objection. |
| WBC Community Facilities | No objection. |

|   |  |
|---|--|
| WBC Listed Buildings and Conservation Areas Officer       | No objection. The scheme is unlikely to cause harm to the significance of any nearby listed buildings.   |
| WBC Ecology   | Accepts that there would be no significant impact on ecology.  |
| WBC EHO   | No objection.  |
| WBC Emergency Planning                                    | No objection.  |
| WBC Flood Risk  | Are satisfied with the proposed surface water drainage system subject to Thames Water confirming they are satisfied with the proposals and are willing to adopt the surface water sewers.  |
| WBC Health and Wellbeing Board                            | No objection.  |
| WBC Highways  | No objection.  |
| WBC Housing   | No objection.  |
| WBC Landscape/Trees                                       | No objection   |
| WBC Planning Policy                                       | No objection.  |
| WBC Public Open Space / Sports                            | No objection.  |
| WBC Public Rights of Way                                  | No objection.  |
| WBC Waste and Recycling                                   | No objection   |
| <b>External Consultees</b>                                |  |
| Environment Agency  | This application is deemed to have either a low environmental risk or to relate to conditions that were not recommended by the Environment Agency. Due to workload prioritisation, EA are unable to make an individual response to this application. |
| Sport England   | No comment.  |
| Historic England  | The application should be determined in accordance with national and local policy guidance, and on the basis of specialist conservation advice.  |
| Natural England   | No objection.  |
| Berkshire Archaeology                                     | No objection.  |
| Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust | No objection.  |
| Highways England  | No objection.  |
| TVP Crime Prevention Adviser                              | No objection.  |
| Thames Valley Police                                      | No objection.  |
| Thames Water  | No objection.  |
| Southern Gas Networks                                     | No objection.  |
| Scottish and Southern Energy                              | No objection.  |
| Binfield Badger Group                                     | No objection.  |

|  |                       |
|--|-----------------------|
| Fields in Trust                            | No objection.         |
| National Grid                              | No objection.         |
| National Planning Casework Unit            | No objection.         |
| NHS Wokingham Clinical Commissioning Group | No objection.         |
| Royal Berkshire Fire and Rescue            | No objection.         |
| RSPB                                       | No objection.         |
| The Woodland Trust                         | No objection.         |
| Network Rail                               | No objection.         |
| <b>Other Local Authorities</b>             |                       |
| Bracknell Forest Council                   | No objection.         |
| Reading Borough Council                    | No objection          |
| Hampshire County Council                   | No comments received  |
| Hart District Council                      | No comments received. |
| West Berkshire Council                     | No comments received  |

#### **REPRESENTATIONS FROM COUNCILLORS AND PARISH COUNCILS**

##### **Shinfield Parish Council:**

Requests that the eastern boundary be retained in its existing format, with the enclosed footway (footpath 20). They also request that the grass areas adjacent to the roads are protected from parking by active measures such as knee high rails and/or fences. Finally, they request that the parking allocation is provided in accordance with borough policy and that the management company produce, enact and enforce a parking management plan.

#### **PUBLIC REPRESENTATIONS**

181 letters were sent out to neighbouring property addresses in the vicinity of the site.

In response 5 representations have been received. Those include 4 letters of objection and 1 letter in support of the scheme. The planning-related issues raised are summarised below:

##### **Layout**

- Proximity of new dwelling, not previously shown on indicative layout approved at outline stage, to Parklands.

##### **Suitability of the site**

- The ground is not suitable. The land should not be raised up to accommodate new dwellings, resulting in 'eye sore housing, far too high'. [Officer Note: The principle of providing 100 dwellings at 2 to 2.5 storeys on this site was established as acceptable when the outline planning permission was determined]

### **Transport Matters**

- The access to the site is directly opposite a bus stop; with associated risks of increased people crossing the road at this location and confusion over 'right of way' when buses are pulling into and out of the stop. [Officer Note: The principle of the development and the location of the access were established as acceptable under the outline consent and are not for reconsideration here.]
- The access is very close to Seven Oaks Drive and Hill Top Gardens and may impact the function and safety of those junctions with Basingstoke Road.
- The additional junction makes it difficult for current home owners to enter and exit their drive ways.
- The development will reduce on street parking availability for current home owners.
- The bus service along Basingstoke Road is infrequent and unreliable; despite the emphasis of the access to public transport made by the application submissions.  
[Officer Note: 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.]
- Cycling access should be an important element of the scheme, as per the commitments made in the Design and Access Statement.

### **Construction**

- Residents have already experienced massive disruption and adverse impacts from the construction of Grazeley Road. They seek assurance that this will not happen again here. [Officer Note: Noise, disturbance and inconvenience during the construction period can be appropriately minimised as far as is reasonable through good practice and through the existing conditions and S106 obligations attached to the outline planning permission.]

### **Drainage**

- The development requires the installation of a new sewer across third party land (Parklands).  
[Officer Note: Under section 98 of the of the Water Industry Act 1991 anyone with a legal interest in land may apply to the Thames Water for a sewer requisition to serve a new development. Where the request is considered reasonable by Thames Water and their costs of delivery are covered, they have a statutory obligation to accede to the request. When constructing pipework through third party land, the land owner is entitled to compensation and the requesting party is liable for these costs. The exact value of the compensation will only be determined through the requisition process and not as part of the planning application.]

### **Sub station**

- We object to plan RM/2015/1019/PL04 Logistics Plan Spencer's Wood because of the position of the electricity substation, which is shown next to existing residents' properties. We think the substation should be located elsewhere on the site. [Officer Note: The exact location of the electricity substation will be agreed pursuant to the relevant condition of consent.]

**Supporting Comments**

- It looks to be well designed with a lot of thought about how it fits in with existing housing.
- We support plan RM/2015/1019/PL01 Site Layout Plan, which shows the electricity substation sited away from existing properties and within the development itself.

**PLANNING POLICY**

National Policy

National Planning Policy Framework 2012

Technical Guidance to the National Planning Policy Framework 2012

National Planning Policy Guidance 2014

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 M4 Strategic Development Location

Appendix 7 – Additional Guidance for the Development of Strategic Development Locations

Managing Development Delivery Document (Local Plan) (adopted February 2014)

- 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  
TB24 – Designated Heritage Assets (Listed Buildings, Historic Parks and Gardens, Scheduled Ancient Monuments and Conservation Areas)  
TB25 - Archaeology

#### 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)  
The Council's parking standards as set out within appendix 2 of the Managing Development Delivery Local Plan and referred to in para 4.38 of the Core Strategy.

### **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 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.

- 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 approved outline consent (O/2013/0565) has established the principle of this residential development as an urban extension that contributes towards the progression of the SDL, and the current reserved matters application concerns matters of layout, appearance, scale and landscaping. The principle of the development (i.e. the use and quantum) on this site and the access point to the development from Basingstoke Road are not for reconsideration under this Reserved Matters planning application.

### **Site Description**

- 6) The application site relates to an area of land to the east of Basingstoke Road and is approximately 4ha in size. The site is currently open land and comprises of a mixture of rank grassland, tall rural vegetation, scrub, hedgerows, occasional trees and wooded areas to the boundaries.
- 7) The northern boundary of the site backs onto the lawns of a privately owned house. The eastern boundary includes an existing footpath link (Footpath 20) and forms the edge of the playing fields belonging to Ryeish Green Secondary School.
- 8) To the south of the site is Clare's Green Field; which is an important wildlife site and Suitable Alternative Natural Greenspace (SANG). The southern boundary reflects the rural location with mature native hedgerows backing onto agricultural fields and includes a link to the suitable alternative natural green space (SANG). The western boundary abuts the existing settlement area forming Spencer's Wood along Basingstoke Road and existing residential development.

### **Affordable 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 up to 35% affordable housing within SDLs. The affordable housing offer of the development was established at the time of the outline planning permission. In accordance with the provisions secured under the S106 of the outline permission, the development will provide 28 affordable houses on site (including Social Rented and Shared Ownership Housing) and an additional financial contribution of £553,413.00 towards the provision of affordable housing offsite elsewhere within the borough.

**Dwelling Density, Mix & Quality of Accommodation**

10)MDD policy TB05 (Housing Mix) requires that residential development should provide an appropriate density and mix of accommodation reflecting the character of the area. The quantum of development was approved under outline permission O/2013/0565 at a density of 25 dph – which was considered acceptable to balance the need to make efficient use of the land and to respect the character of the local area. The mix of dwellings proposed is as follows:

|               | Market    | Affordable | Total |
|---------------|-----------|------------|-------|
| 1 bed         | 0         | 5          | 5     |
| 2 bed         | 9         | 11         | 20    |
| 3 bed         | 20        | 7          | 27    |
| 4 bed         | 43        | 5          | 48    |
| <b>Totals</b> | <b>72</b> | <b>28</b>  | 100   |

11)The one bed units are proposed in a 2.5 storey high block of flats, whilst the development would also provide two FOGs (Flats Over Garages – both provided with their own external amenity spaces). The remainder of the properties are provided in detached, semi detached or terraced single family dwelling houses; all with their own private garden spaces.

12)The Borough Design Guide, the Affordable Housing SPD and Policy TB07 of the MDDL sets out 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 of the dwellings exceed the minimum size standards set out and it is considered the development will provide acceptable levels of amenity for future occupants. The dwellings will also be constructed to achieve appropriate internal ambient noise levels in accordance with condition 27 of the outline consent.

13)The Borough Design Guide sets a minimum garden depth of 11m. In terms of the submitted site plan, the proposed layout complies well with these requirements with all houses meeting or exceeding the minimum threshold. The Noise report submitted to support the application identifies that there are no existing local noise sources that would prove harmful to an occupier’s use of their garden areas. In addition, permitted development rights of the properties have been removed by condition 4 of the outline permission so as to restrict encroachment into these important garden spaces.

14) It is therefore considered that the development will provide a good mix, balance and quality of dwelling types, tenures and sizes so that a wide range of housing needs can be met. This will ensure that the development is sustainable in meeting the housing needs of the community. The development therefore accords with the relevant policies of the development plan in this regard.

### **Masterplan – Layout & Scale**

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 proposed layout and scale, in terms of road layout and general position of buildings, is broadly in line with the indicative plan approved through the outline permission. However the layout has been improved to meet specific policy requirements and to achieve a high quality attractive development. The parameter plan submitted for the outline planning application and Design and Access Statement carefully considered the relationship with the existing built form surrounding the site. The submitted masterplan retains these principles and responds to the constraints of the site. To reflect this and inform diversity of development, the applicant has applied four distinctive character areas - The Avenue, Village Green, Rural Edge and The Mews. The character areas take reference, from the varying and prevailing character in the immediate locality, adjoining and beyond the application site's boundaries. These are discussed below.

19) The Avenue character area takes its influences from the existing and more formal form of the prevailing character along Basingstoke Road and will form the entrance to the site. This area has a mix of 2 storey and 2.5 storey house types. The design choice of this area has been applied to emphasise the entrance to

the site and is in keeping with the approved parameters plan for the outline planning consent.

20)The Rural Edge character area is predominately 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 edge of the development boundaries. This approach is considered to respond well to the existing residential development on the west of the site. The north rural edge consists of mostly detached units whereas the eastern rural edge consists of detached and semi-detached properties.

21)The Mews Areas are more simplistic in character and are defined by shared surfaces and courtyards. Two storey terraces and semi-detached houses are the main form along with the introduction of car parking courts with apartments over garages. The sensitive consideration of building heights, density and proposed landscaping helps to reduce the visual impact of the dwellings and provides a transition between the built form and adjacent countryside.

22)The proposed layout is designed as such so that there is a single access off Basingstoke Road in accordance with the outline planning permission and the internal road extends to the east boundary. On the west boundary the proposed houses would back onto existing dwellings along the boundary, however the existing hedgerow will be retained.

23)The Village Green, is in the centre of the site and will provide an area of greenspace as well as a focal point to the development.

### **Scale**

24)The development will be two to two and a half storeys in height, as per the predominant built form in the surrounding area and in line with the principles of the approved parameters plan. Larger buildings are located at key frontages to provide focal points within the development. Dwellings are generally traditional in design with materials informed by local vernacular, but with variations in architectural detailing to achieve distinctions between different character areas.

### **Design and Appearance**

25)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 found 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.

26)Throughout the site, the applicant has provided an acceptable range of housing types and styles, creating a development with a distinctive urban form influenced by the character of the adjoining neighbourhood. The palette of materials has taken reference from the local vernacular architecture and is predominately red and buff/grey brick, with contrasting brick heads and with blue/grey and red/brown roof tiles.

27) Spencer's Wood has a wide range of buildings and street patterns evolving from different periods and providing a mix of architectural styles and details. The surrounding properties range from detached bungalows, two storey detached dwellings, 2.5 storey semi-detached dwellings, two storey semi-detached dwellings and detached chalet bungalows.

28) The applicant has provided a good range of housing types and styles that ensures that there is diversity in the built form and a range of housing for future occupants of the dwellings. In addition, there is diversity in terms of the style of the dwellings which is achieved through the detailing such as heights, design and roof form. This helps to provide a clear and legible neighbourhood.

29) The quality of materials to be used will be secured through condition 3 of the outline consent; which requires samples to be submitted for the LPA's approval in advance of any development works.

### **Landscaping**

30) The applicant has carefully considered the landscaping within the site masterplan. Where possible a number of existing trees and hedgerows are to be retained as integral features of the development and additional tree planting is proposed. In accordance with condition 10 of the outline permission, a landscape and habitat management strategy has been submitted with the application. A hedgerow mitigation strategy has also been submitted in accordance with condition 15.

31) The proposed layout integrates existing landscape features and is enhanced by incorporating a village green in the centre of the site. 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 guidance provided in the South of the M4 SPD.

32) The open space within the development, including the dry attenuation basins in the north west and south east of the site, will be delivered and maintained for a year by the developer before being transferred to Wokingham Borough Council for management and maintenance thereafter. This arrangement is set out within the S106 agreement of the outline planning permission. The S106 has also secured a one off payment of £64,464 towards the cost of maintaining the open space.

### **Neighbouring Residential Amenity**

33) 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.

### **Use**

34) The development would not be introducing of a use or uses inappropriate to this location. The use has already been established as acceptable under the

determination of the outline planning permission.

#### Outlook, Daylight, Sunlight and Privacy

35) The development is sufficiently distant from all neighbouring properties such that it would not introduce unacceptable relationships of overlooking and loss of outlook, daylight or sunlight. Separation distances to existing dwellings, including to properties fronting onto Basingstoke Road, to properties in Hilltop Gardens to the west of site and to Parklands to the North of site, would all achieve rear to rear/flank to rear separations in excess of the standards set by the Borough Design Guide.

#### Impacts During Construction

36) Noise, disturbance and inconvenience during the construction period can be appropriately minimised as far as is reasonable through good practice and through the existing conditions and S106 obligations attached to the outline planning permission. In particular condition 16 of the outline permission requires the submission (for the Council's approval) of a Construction Environmental Management Plan, whereas condition 17 restricts the hours of construction activity.

#### Amenity Conclusions

37) For the reasons set out above, in terms of its impact upon neighbouring residential amenity the development need not fail against the relevant policies of the Development Plan; namely Core Strategy Policies CP1 and CP3 and policy CC06 of the MDD.

#### **Thames Basin Heath Special Protection Area, Open Space & Ecology**

38) 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 5-7km 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 Strategic Access Managing and Monitoring (SAMM) contributions and the provision of Suitable Alternative Natural Greenspace (SANG) is being provided. These matters were considered in detail at the outline application stage wherein SAMM contributions and SANG contributions (in this latter regard towards provision and maintenance of the Clare's Green Field SANG) were secured under the S106 agreement.

#### **Ecology/Impact on Wildlife/Biodiversity**

39) 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.

40) The application is accompanied by various supporting documents, including an

overarching landscape and habitat management strategy for the entire development (Condition 10 of the outline consent), a scheme to deal with the ecological permeability of the site (condition 13), a scheme to deal with the eradication of Japanese Knotweed (condition 14) and a Hedgerow Mitigation Strategy (condition 15). The Reserved Matters development broadly follows the principles established under the indicative drawings of the outline consent and Wokingham's Biodiversity Officer has assessed the application and is satisfied that there would be no significant impact on ecology.

### **Access and movement**

- 41) The planning application established at the outline stage the principles of the access points to the site and was accompanied with a full Transport Assessment. It was demonstrated at that time 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 point approved under the outline planning application.
- 42) All vehicles are proposed to access off Basingstoke Road on a simple priority junction with the Avenue connecting into the site. This layout was agreed in principle at the outline stage. Meanwhile, the detail design of the junction has been the subject of discussion to ensure it can accommodate the tracking required for a refuse vehicle and also to allow for pedestrian and cyclists.
- 43) To the east of the site is Footpath 20 which connects Spencers Wood to the south and Three Mile Cross to the north. The site has direct connections to this path both to the north east and south east corners of the site. For those walking or cycling these will be an important segregated links to the rest of Spencers Wood, Three Mile Cross and Shinfield. Notably these will ensure safer routes to the proposed primary school at Croft Road, Spencers Wood and Oakbank School on Hyde End Lane.

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

- 44) 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 Basingstoke Road. The Avenue has been designed to be 5.5m wide and at the entrance is slightly widened to ease access into the site for larger vehicles. Bus stops are located on Basingstoke Road near to the site entrance which ensures good connectivity for the development site with public transport. Footpaths along the Avenue have been designed to be 2m wide on one side and 3m on the other as far as the village square so it is shared with cycles in order to segregate pedestrians and cycles from traffic movements.
- 45) The Rural Lanes that loops around the edge of the site are 4.8m wide shared surface. These sections of road are short in length and have tight corners which will ensure low vehicle speeds within these areas. There is a Village Green in the middle of the development which has The Avenue along one side and to south a local access road to housing south of the Green and the Mews which connects to the Rural Lane.

46) At this time the proposals include several sections of service margins which are 1m in width, when the standard required fronting a dwelling is normally 2m. This is on the south side of the Green, the east of the Mews and along plot frontages 76-84. The developer has not yet demonstrated how this can work in an acceptable manner as the narrow margins result in utilities cutting across the highway for each house. This is being worked on and a planning condition on this matter has been added to ensure this matter is addressed satisfactorily.

#### **Access and movement - Car parking**

47) In line with Core Strategy Policy CP6, Managing Travel Demand and MDDL Policy CC07: Parking, condition 19 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.

48) The application proposes a total of 285 spaces, of which, 196 are allocated non garage spaces, 65 garage spaces and 24 are visitor spaces. When the garage parking is assumed to be worth half a space (assuming 50% usage), then the 'usable' number of spaces available is 253, with 229 (196 + 33) allocated and 24 visitor. This level equates to 2.53 spaces per dwelling, which is in accordance with the WBC parking demand calculator 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 located in relation to the dwelling it is intended to serve.

49) It should be noted that there are some 45 plots with tandem parking and 41 of these are in front of a garage. This could further reduce the parking usage of garages and if these garages were assumed not be used for parking, then the average spaces would reduce to 2.32 per dwelling, still within the standards. 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. The level of parking provided should limit demand for on street parking along the Avenue and throughout the development.

50) In addition, condition 22 of the outline planning permission requires that, prior to the first occupation of any dwelling, a Parking Management Strategy for the management of on-street parking shall be submitted to and approved in writing by the local planning authority. Through that condition the LPA will be able to ensure that the development makes suitable provision for visitor parking whilst appropriately discouraging indiscriminate parking practices.

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

51) Consistent with Core Strategy Policies CP1, Sustainable Development and CP6, Managing Travel Demand, which expect development to make provision to support sustainable travel, Condition 18 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. 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**

52)The South of M4 Public Transport Strategy identified a high frequency (up to 15mins) bus service that operates along Basingstoke Road in a loop in and out of Reading along the A327 or A33 corridors. This 'loop' approach is being reviewed and it is now expected that the Greenwave service from Reading along the A33 and to the Mere oak Park and Ride will extend to Spencers Wood and along Basingstoke Road. Interchanges to other services will be available at Mere oak and Shinfield. Overall, this is expected to make the bus an attractive service for many destinations, notably Green Park, Reading centre, Shinfield and the University.

53)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**

54)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.

55)The drainage strategy includes dry basins in the north west and south east of the site and demonstrates that the surface water run-off generated up to and including the 1 in 100 plus an allowance for climate change critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The development therefore will not exacerbate flood risk over its lifetime. Both WSP (on behalf of the WBC) and Thames Water have reviewed the drainage strategy for the site and are satisfied with the details. The drainage strategy, whilst submitted to support the Reserved Matters Application, will in due course need to be formally agreed under a separate application pursuant to conditions 35-39 of the outline consent.

### **Land Contamination**

56)The site is agricultural in use and low risk in terms of land contamination. Matters of contamination will be considered and mitigated pursuant to the requirements of conditions 25 and 26 of the outline permission and do not need further consideration under this Reserved Matters Planning Application.

### **Sustainable Design and Construction**

57) Core Strategy Policy CP1 requires development to contribute towards the goal of achieving zero carbon development by including on-site renewable energy features and minimising energy and water consumption. MDD LP policies CC04, CC05 and the Sustainable Design and Construction Supplementary Planning Document (May 2010) also emphasise this. The proposal shall adhere to this standard.

58) The development has been designed to meet the requirements of condition 28 of the outline permission, with dwellings designed to meet Code for sustainable Homes Level 3 and affordable homes meeting Code Level 4. Other sustainability measures incorporated into the design include water efficiency measures, low emission heating systems and recycling facilities.

59) The Energy Strategy for the Proposed Development has been formulated to discharge Condition 29, which requires a 10% reduction in Regulated CO2 Emissions over Building Regulations Part L (2013). This has been achieved by reducing the initial demand by energy efficiency, and then considering renewable energy technologies. Through energy efficiency measures alone, the development will achieve a 5.3% reduction in Regulated CO2 emissions over the 2013 Building Regulations baseline. In addition, use of PVs will achieve a further 6.3% reduction in emissions over the 2013 Building Regulations baseline. In total therefore the combination of energy efficiency and renewable energy measures will result in a 11.6% reduction in Regulated CO2 emissions over the 2013 Building Regulations baseline. This exceeds the prescribed requirements set out in condition 29 of the outline planning permission.

#### **Listed Buildings and Conservation Areas**

60) Policy TB24 of the MDD sets out that the Borough Council will conserve and seek the enhancement of designated heritage assets in the Borough and their settings. There are no designated or undesignated heritage assets within the site, although there are nine listed buildings within the wider 500m study area.

61) It was established at the outline application stage that the development, subject to the height parameters approved at that time and brought forward here, would not have a detrimental impact upon the special interest or setting of any neighbouring Listed Buildings and Conservation Areas. There is nothing within the current plans that would alter that conclusion.

#### **Archaeology**

62) Condition 23 of the outline planning permission requires that no development shall take place within the site other than in accordance with a detailed programme of archaeological work, written details of which must first be submitted to and approved in writing by the LPA.

63) Berkshire Archaeology have reviewed and are satisfied with the Written Scheme of Investigation that has been submitted with the application. They are satisfied that the archaeological evaluation which has been carried out to date has shown the potential for further archaeological remains to be very low. Berkshire

Archaeology therefore agrees that no investigations further to those identified in the Written Scheme of Investigation are merited.

64) Wokingham Officers accept the findings of the assessment and Berkshire Archaeology's expert advice on this matter. The submissions are sufficient to satisfy the submission requirements of condition 23 of the outline planning permission.

#### **Substation**

65) At the time of writing, SSE had advised the applicant that there are some problems with the location of the substation adjacent to plot 67. SSE has advised that they would not take transfer of the substation here as it is within 5m of the boundary wall of the plot. The location near to plot 85 on the western side of the site is therefore being looked at further as an alternative. In the circumstances, a condition is recommended in order that the matter may be dealt with appropriately in due course.

#### **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. This is a sustainable development that offers substantial public benefit in meeting the housing needs of the community and delivering on Wokingham's development aspirations for the South of M4 SDL. The application will deliver high quality development in accordance with the Council's spatial strategy and there are no other material planning considerations of significant weight that would dictate that the application should nevertheless be refused. Officers are therefore recommending the application for approval, subject to the conditions listed above.

#### **CONTACT DETAILS**

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

#### **APPENDICES**

- A. Outline Planning Permission Decision Notice**
- B. Outline Parameter Plans**
- C. Application Drawings**

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