

# Agenda Item 45.

Application Number	Expiry Date	Parish	Ward
211530	15 October 2021 (ext)	Shinfield	Shinfield South

<b>Applicant</b>	Bloor Homes Ltd., Bovis Homes Ltd. and Linden (Shinfield) LLP
<b>Site Address</b>	Land at Shinfield West, North of Beke Avenue, Shinfield
<b>Proposal</b>	Reserved Matters application pursuant to Outline planning permission VAR/2014/0624) (a variation of O/2010/1432) for the erection of 25 dwellings, 134.5m <sup>2</sup> of Class A1-A5 floorspace including access roads, parking spaces, open space and landscape treatment. (Access, Appearance, Landscaping, Layout and Scale to be considered)
<b>Type</b>	Reserved matters
<b>Officer</b>	Simon Taylor
<b>Reason for determination by committee</b>	Major application (>10 dwellings)

<b>FOR CONSIDERATION BY</b>	Planning Committee on Wednesday 13 October 2021
<b>REPORT PREPARED BY</b>	Assistant Director – Place

<b>SUMMARY</b>
<p>This application relates to land to west of Hyde End Lane, south of Church Lane and east of Hollow Lane, Shinfield within the designated South of the M4 Strategic Development Location (SDL).</p> <p>O/2010/1432 involved an outline application for a residential development of up to 1,200 dwellings, a further 150 units of specialist housing (including sheltered housing) for elderly persons, a local centre to include a 2,500m<sup>2</sup> food store (intended to be occupied by Lidl) 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.</p> <p>There have since been five reserved matters applications (RM/2013/0946, RM/2015/1375, 161189, 171151, 172450), delivering woodland planting, 69 dwellings, 517 dwellings, SANG and 473 dwellings respectively. The SANG and also the Eastern Relief Road are now both operational.</p> <p>The subject application involves the provision of a further 25 dwellings (revised down from 33 dwellings), retail floorspace, public domain works and associated infrastructure. It is located within and alongside the proposed local centre but excludes the food store which will be subject of a future reserved matters application.</p> <p>The principle of the development was established in the outline application and the subject application presents a further sustainable extension around the ongoing development of the local centre. There are no in-principle planning objections to the proposals as they are compliant with adopted policies and standards. Importantly the proposals do not prejudice delivery of the foodstore, the land for which has been safeguarded. It will provide one new shop unit, housing including affordable housing and high-quality public realm linking the community building on the site adjacent and bringing the Shinfield centre forward as was envisaged by the Supplementary Planning Document. The proposal will also remove the bus gate which will provide greater resilience to the highway network by dispersing traffic across the network and providing</p>

options for local residents. This will also help with the viability of the new shop units. It should be noted that the proposals retains the support of the Council's Trees and Landscape Officer, Highways Officer, Ecology Officer and Public Rights of Way Officer. It is recommended for approval, subject to specific conditions relating to the implementation of highways, drainage, ecological and landscaping requirements in the original outline permission as well as EV charging details (Condition 4), public art within the town square (Condition 5), how the hard landscaping relates to development to the north and south (Condition 6), accessibility details (Condition 7), details of materials and lighting (Conditions 8 and 9) and a Parking Management Plan (Condition 10).

<b>PLANNING STATUS</b>
<ul style="list-style-type: none"> <li>• Modest Development Location</li> <li>• Part within South of the M4 Strategic Development location (western side of site)</li> <li>• Shinfield Road Local Centre (eastern side of site)</li> <li>• Public Right of Way (Shinfield Footpaths 11 and 12 through site)</li> <li>• AWE Burghfield Detailed Emergency Planning Zone</li> <li>• Landfill gas consultation area</li> <li>• Flood Zone 1</li> <li>• Culverts across site</li> <li>• Surface water flood risk (1 in 30 year)</li> <li>• Bat roost suitability</li> <li>• Thames Basin Heath Special Protection Area (5km zone)</li> <li>• Adjacent to Shinfield Green Area of Special Character</li> <li>• Near to The School (Grade II listed building to the south)</li> <li>• Minerals consultation zone</li> <li>• Sand and gravel extraction consultation zone</li> <li>• Adjoins classified road</li> </ul>

<b>RECOMMENDATION</b>
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**That the committee authorise the GRANT OF APPROVAL OF THE RESERVED MATTERS APPLICATION subject to the following conditions and informatives:**

**Conditions**

1) Relationship with outline approval

Nothing herein contained shall be deemed to affect or vary the conditions imposed by outline planning permission 0/2010/1432 dated 8 November 2012 as varied by VAR/2014/0624 dated 22 October 2014 which conditions shall remain in full force and effect save in so far as they are expressly affected or varied by this permission.

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

2) Approved details

This permission is in respect of the following plans:

<b>Site Layout Plans (Job No. CONS160816)</b>			
<b>Numbered</b>	<b>Title</b>	<b>Dated</b>	<b>Received</b>

LP01 Rev B	<b>Location Plan</b>	14 September 2021	15 September 2021
SL.01 Rev G	Site Layout	24 September 2021	27 September 2021
RSL.01 Rev E	Refuse Strategy Layout	27 September 2021	27 September 2021
PSL.01 Rev E	Parking Strategy Layout	27 September 2021	27 September 2021
DML.01 Rev E	Dwelling Materials Layout	27 September 2021	27 September 2021
BML.01 Rev E	Building Materials Layout	27 September 2021	27 September 2021
CSL.01 Rev G	Coloured Site Layout	27 September 2021	27 September 2021
AFL.01 Rev E	Affordable Housing Layout	27 September 2021	27 September 2021

#### Hard and Soft Landscaping Plans

Numbered	Title	Dated	Received
RG-LD-102_1 Rev S	Hard Landscape GA	27 September 2021	27 September 2021
RG-LD-102_2 Rev S	Hard Landscape GA	27 September 2021	27 September 2021
RG-LD-102_3 Rev S	Hard Landscape GA	27 September 2021	27 September 2021
RG-LD-102_4 Rev S	Hard Landscape GA	27 September 2021	27 September 2021
RG-LD-103_1 Rev C	Local Centre GA Plan	21 September 2021	27 September 2021
RG-LD-103_2 Rev B	Local Centre GA Plan	26 January 2021	27 September 2021
RG-LD-200	External Works Landscape Details	21 July 2021	2 August 2021
RG-LD-201	External Works Landscape Details	21 July 2021	2 August 2021
RG-LD-202	External Works Landscape Details	21 July 2021	2 August 2021
RG-LD-203	External Works Landscape Section A-A	21 July 2021	27 September 2021
RG-LD-300_1 Rev D	Soft Landscape GA	21 September 2021	27 September 2021
RG-LD-300_2 Rev D	Soft Landscape GA	21 September 2021	27 September 2021
RG-LD-300_3 Rev D	Soft Landscape GA	21 September 2021	27 September 2021
RG-LD-300_4 Rev D	Soft Landscape GA	21 September 2021	27 September 2021
RG-LD-300_5 Rev D	Soft Landscape GA	21 September 2021	27 September 2021
RG-LD-300_6 Rev A	Soft Landscape GA	29 July 2021	27 September 2021

#### Engineering and Drainage Plans

Numbered	Title	Dated	Received
A127-LC-RM-101 Rev P7	General Arrangement	September 2021	27 September 2021
A127-LC-RM-103 Rev P6	Vehicle Swept Paths	September 2021	27 September 2021
A127-LC-RM-141 Rev P7	Engineering Layout	September 2021	27 September 2021
A127-LC-RM-142 Rev P8	Engineering Layout	September 2021	27 September 2021
A127-LC-RM-151 Rev P4	Drainage Layout	September 2021	27 September 2021
A127-LC-RM-152 Rev P8	Drainage Layout	September 2021	27 September 2021
A127-LC-RM-153 Rev P1	Drainage Details	January 2021	27 September 2021
A127-LC-RM-161 Rev P1	Highway Construction Details	January 2021	27 September 2021
A127-LC-RM-171 Rev P7	Highway Materials	September 2021	27 September 2021

#### Building Plans (Job No. CONS160816)

Numbered	Title	Dated	Received
HT.BUX(2blk).p Rev C	Buxton (2 Block) Floor Plans	15 September 2021	15 September 2021
HT.BUX(2blk).e Rev C	Buxton (2 Block) Elevations	15 September 2021	15 September 2021
HT.BUX(3blk).p Rev A	Buxton (3 Block) Floor Plans	22 April 2021	4 May 2021
HT.BUX(3blk).e Rev A	Buxton (3 Block) Elevations	22 April 2021	4 May 2021
HT.LAW.pe Rev B	Lawrence Plans and Elevations	15 September 2021	15 September 2021
HT.FOR(2blk).p Rev A	Forbes - 2 Block Floor Plans	22 April 2021	4 May 2021
HT.FOR(2blk).e Rev A	Forbes - 2 Block Elevations	22 April 2021	4 May 2021
HT.HOP.p Rev A	Hopkins Floor Plans	22 April 2021	4 May 2021
HT.HOP.e Rev A	Hopkins Elevations	22 April 2021	4 May 2021
P.20-25.p1 Rev B	Plots 20-25 Floor Plans	27 July 2021	2 August 2021
P.20-25.p2 Rev B	Plots 20-25 Floor Plans	27 July 2021	2 August 2021
P.20-25.p3 Rev B	Plots 20-25 Floor Plans	27 July 2021	2 August 2021
P.20-25.e1 Rev B	Plots 20-25 Elevations	27 July 2021	2 August 2021

P.20-25.e2 Rev B	Plots 20-25 Elevations	27 July 2021	2 August 2021
P.20-25.e3 Rev B	Plots 20-25 Elevations	27 July 2021	2 August 2021
SH.pe Rev A	Garden Shed Plans and Elevations	22 April 2021	4 May 2021
CSE.01 Rev D	Coloured Street Elevations	14 September 2021	15 September 2021
SE.01 Rev D	Street Elevations	14 September 2021	15 September 2021

The development shall be carried out in accordance with the approved details unless other minor variations are agreed in writing after the date of this permission and before implementation with the Local Planning Authority.

*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) Timescale

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

*Reason: In pursuance of s.91 of the Town and Country Planning Act 1990 (as amended by s.51 of the Planning and Compulsory Purchase Act 2004)*

### 4) Electric Vehicle Charging

Prior to the commencement of development hereby permitted, full and final details for Electric Vehicle charging points serving the development shall be submitted to and approved in writing by the local planning authority. The Electric Vehicle charging points shall be implemented in accordance with such details as may be approved prior to the first occupation of the development hereby permitted and shall be permanently retained in the approved form for the charging of electric vehicles and used for no other purpose.

*Reason: In order to ensure that secure electric vehicle charging facilities are provided so as to encourage the use of sustainable modes of travel. Relevant policy: Core Strategy policies CP1, CP3 and CP6 and Managing Development Delivery Local Plan policy CC07.*

### 5) Public art strategy

Prior to the commencement of development hereby permitted, a strategy for the delivery of public art within the town square (or in a suitably agreed alternative location) shall be submitted to and approved in writing by the local planning authority. It shall set out principles for setting out principles for:

- a) Public engagement
- b) The nature of the artwork
- c) Number of pieces
- d) Broad locations
- e) Procurement
- f) Phasing of delivery

The strategy shall be implemented as approved, unless otherwise agreed in writing by the local planning authority.

6) Public domain works

Prior to the commencement of above ground works hereby permitted, full and final details of the public domain works in and around the town square (as specified in the detailed plans RG-LD-103\_1 Rev C, dated 21 September 2021 and RG-LD-103\_2 Rev B, dated 26 January 2021, shall be submitted to and approved in writing by the local planning authority. The details shall make specific reference to the landscaping, furniture and surfacing treatments between the hard and soft landscaping within the development hereby permitted and the community building to the south and to the future development to the north. The public domain works are to be implemented in accordance with the approved details prior to the first occupation of the retail unit.

*Reason: To ensure a coordinated approach to the landscaping works within the town square,*

*Relevant policies: NPPF Section 15, Core Strategy Policies CP1 and CP3.*

7) Accessibility

Prior to the commencement of above ground works, a scheme indicating disabled access to a minimum of four dwellings shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented prior to the occupation of the respective dwelling and shall thereafter be retained.

*Reason: To ensure the needs of the general population are met.*

*Relevant policy: NPPF Section 12 and Core Strategy policy CP2.*

8) External materials

Prior to the commencement of above ground works hereby permitted, final details of the materials, finishes and colours to be used in the construction of the external surfaces of the building/s shall be submitted to and approved in writing by the local planning authority. Development shall not be carried out other than in accordance with the approved details.

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

*Relevant policy: Core Strategy policies CP1 and CP3.*

9) External lighting

Prior to the commencement of installation of any external lighting, a lighting scheme within the public domain and on residential plots shall be submitted to and approved in writing by the local planning authority. Details shall include a layout plan, beam orientation, schedule of equipment and measures to avoid glare. The approved lighting plan shall thereafter be implemented as agreed.

*Reason: To limit the impact of light pollution from artificial light on nature conservation and residents.*

*Relevant policy: NPPF Sections 13 and 15, Core Strategy Policies CP1, CP3 and CP7.*

10) Parking Management Strategy

Prior to the first occupation of residential development, a Parking Management Strategy for the management of residential and on-street parking shall be submitted to and approved in writing by the local planning authority. The strategy shall include details of parking management of the parking spaces in front of the retail unit hereby approved and on the southern side of Beke Avenue alongside the existing community centre. The development shall be implemented in accordance with the agreed strategy.

If inconsiderate parking is identified as a problem on Beke Avenue during the first two years after first occupation, whether by the local planning authority or the developer or their managing company, the developer will bear the cost of a Traffic Regulation Order (TRO), to be first submitted to the local planning authority for review, for parking controls as appropriate and their implementation.

*Reason: To ensure satisfactory measures are in place to avoid inconsiderate parking of vehicles within the development.*

*Relevant policies: NPPF Section 9, Core Strategy Policies CP1, CP3 and CP6 and Managing Development Delivery Local Plan Policy CC07.*

11) Building efficiency

The development hereby permitted shall be implemented in accordance with the Energy and Sustainability Strategy Statement prepared by Briary Energy and dated April 2021 prior to first occupation of the development and shall remain operational for the lifetime of the development.

*Reason: To ensure developments contribute to sustainable development. Relevant policy: NPPF Section 14, Core Strategy policy CP1, Managing Development Delivery Local Plan policy CC05 & the Sustainable Design and Construction Supplementary Planning Document.*

12) Delivery of other works

The bin storage, cycle storage, car parking and vehicular access (bonded for the entire width) as provided in the plans listed in condition 2 above shall be implemented and delivered in accordance with the approved plans prior to the occupation of each respective dwelling and shall remain in place for the lifetime of the development.

*Reason: In the interests of visual and neighbouring amenities and a functional development. Relevant policy: Core Strategy CP1, CP3 and CP6 and Managing Development Delivery Local Plan policy CC04 and CC07.*

13) Delivery of hard and soft landscaping

The hard and soft landscaping details provided in the plans listed in condition 2 above shall be implemented and delivered in accordance with the approved plans. Any trees or plants which, within a period of five years after planting, are removed, die or become seriously damaged or defective, shall be replaced in the next planting

season with others of species, size and number as originally approved and permanently retained.

*Reason: In the interests of visual amenity and to ensure the proper planning of the site.*

*Relevant policy: Core Strategy policies CP1 and CP3*

14) Hours of work and deliveries

No work relating to the development hereby approved, including preparation prior to building operations, shall take place other than between the hours of 8am and 6pm Monday to Friday and 8am and 1pm Saturdays and at no time on Sundays or Bank or National Holidays.

No deliveries relating to the development hereby permitted shall be taken in or dispatched from the site other than between the hours of 8am and 6pm Monday to Friday and 8am and 1pm Saturdays and at no time on Sundays or Bank or National Holidays.

*Reason: To protect the occupiers of neighbouring properties from noise and disturbance outside the permitted hours during the construction period. Relevant policy: Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy CC06.*

15) Obscure glazing

The following windows hereby permitted shall be fitted with obscured glass and made non-opening (unless the parts of the window which can be opened are more than 1.7m above the finished floor level of the room in which the window is installed):

- The first-floor bathroom window to the eastern elevation of Dwelling 5
- The first-floor bathroom window to the southern elevation of Dwelling 7
- The first-floor bathroom window to the western elevation of Dwelling 8
- The first-floor bathroom window to the southern elevation of Dwelling 15
- The first-floor bathroom window to the northern elevation of Dwelling 16
- The first-floor bathroom window to the southern elevation of Dwelling 17

The above measures shall be permanently so retained.

Notwithstanding the provisions of the Town and Country Planning, (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no additional windows or similar openings shall be constructed in the first-floor level or above in any elevation of the buildings hereby permitted except for any which may be shown on the approved drawing(s).

*Reason: To safeguard the residential amenities of neighbouring properties.*

*Relevant policy: Core Strategy policy CP3.*

16) Retail use

The retail premises hereby approved shall be used only for retail use and for no other purpose, including any other non retail purpose.

*Reason: In granting this permission the local planning authority wishes to have the opportunity of exercising control over any subsequent alternative use in the interests of the character of the area.*

*Relevant policy: Core Strategy policies CP1 and CP3.*

**Informatives**

1) Pre commencement conditions

The applicant is reminded that this approval is granted subject to conditions which must be complied with prior to the development starting on site. This includes conditions within this permission and within the outline permission (as relevant to this phase of the development) in O/2010/1432, as varied by VAR/2014/0624 and modified by NMT/2014/1837.

Commencement of the development without complying with the pre-commencement requirements may be outside the terms of this permission and liable to enforcement action. The information required should be formally submitted to the Council for consideration with the relevant fee. Once the details have been approved in writing the development should be carried out only in accordance with those details. If this is not clear please contact the case officer to discuss.

2) Protected species

This permission does not convey or imply any approval or consent required under the Wildlife and Countryside Act 1981 for protected species. The applicant is advised to contact Natural England with regard to any protected species that may be found on the site.

3) Adoption

If it is the developer's intention to request the Council, as local highway authority, to adopt the proposed access roads etc. as highway maintainable at public expense, then full engineering details must be agreed with the Highway Authority 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 Section 38 of the Highways Act 1980.

4) Works affecting the public highway

Any works/ events carried out by or on behalf of the developer affecting either a public highway or a prospectively maintainable highway (as defined under s.87 New Roads and Street Works Act 1991 (NRSWA)), shall be co-ordinated and licensed as required under NRSWA and the Traffic Management Act 2004 in order to minimise disruption to both pedestrian and vehicular users of the highway.

Any such works or events, and particularly those involving the connection of any utility to the site must be co-ordinated by the developer in liaison with the Borough's



Street Works team (0118 974 6302). This must take place AT LEAST three months in advance of the intended works to ensure effective co-ordination with other works so as to minimise disruption.

#### 5) Discussion

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received. This planning application has been the subject of positive and proactive discussions with the applicant in terms of addressing highways, ecology, design and ecology concerns, - amended plans being submitted and extending the determination period of the application.

The decision to grant planning permission in accordance with the presumption in favour of sustainable development as set out in the NPPF is considered to be a positive outcome of these discussions.

### **PLANNING HISTORY**

<b>SITE AND IMMEDIATE AREA</b>		
<b>App Number</b>	<b>Proposal</b>	<b>Decision</b>
O/2003/8531	45 dwellings (outline)	Approved 3 October 2003
O/2010/1432 (outline)	1,200 dwellings, 150 units of specialist housing (including sheltered housing) for elderly persons, local centre including 2,500m <sup>2</sup> food store and other retail and office uses, community building, extension of existing primary schools, new primary school, public open space, sports pavilion, SANG, access and landscaping	Non determined
A/11/2151409/NW	Appeal against non-determination of O/2010/1432	Allowed 8 November 2012
RM/2013/0946	Advance woodland planting along boundaries of greenspace	Approved 11 August 2014
NMT/2014/1837	NMA to O/2010/1432 to allow changes to affordable housing	Approved 23 October 2014
RM/2015/1375 (RM to O/2010/1432)	69 dwellings, access roads, garages, parking, open space and landscape treatment of Phase 1a	Approved 4 September 2015
VAR/2014/0624	Variation to O/2010/1432 to allow removal of Condition 48 (Travel Plan)	Approved 22 October 2014 subject to implementation in s106
160183	Primary infrastructure including roads, SuDS ponds and drainage	Approved 15 April 2016
161189 (RM to O/2010/1432)	517 dwellings, access roads, garages, parking, open space and landscape treatment of Phase 1	Approved 21 July 2016
170035	Two form entry primary school, play areas, parking and attenuation pond	Approved 11 May 2017

171151 (RM to O/2010/1432)	Ridge SANG, SANG extension and Greenspace including remodelling	Approved 20 October 2017
172450 (RM to O/2010/1432)	473 dwellings, access roads, garages, parking, open space and landscape treatment for Phase 2	Approved 14 December 2017
180757	68 bed care home with parking and access	Approved 20 June 2018
180758	Care home with 80 extra care units with parking and access	Approved 20 June 2018
210672	Screening Opinion for 35 dwellings, 2500m2 food store, retail floorspace, roads, parking and open space	Replied 2 June 2021

<b>SOUTH OF M4 SDL</b>		
<b>App Number</b>	<b>Proposal</b>	<b>Decision</b>
F/2005/4827	Eastern Relief Road including bridge over M4 and under Cutbush Lane	Appeal withdrawn 31 October 2006
O/2007/2268	Residential development at 30 dph, with pedestrian and cycle access and open space	Approved 25 February 2008
O/2009/1027	Phase 1 of Science and Innovation Park	Approved 27 October 2010
F/2010/1428	Eastern Relief Road including bridge over M4 and under Cutbush Lane	Appeal allowed 8 November 2012
F/2010/1434	SANG and vehicular access	Appeal allowed 8 November 2012
O/2011/0204	126 dwellings, sports pavilion, open space and landscaping	Appeal allowed 8 January 2013
O/2013/0101	126 dwellings, open space, play area and access at Cutbush Lane	Approved 24 December 2013
O/2013/0346	Up to 900 dwellings, primary school, open space, SANG and landscaping	Approved 24 December 2013
F/2013/0347	276 dwellings and open space	Approved 24 December 2013
O/2013/0565	100 dwellings and open space	Approved 10 April 2014
VAR/2013/0602	Variation of O/20110204	Approved 17 June 2013
F/2014/2323	9 dwellings	Approved 23 March 2015
RM/2014/2062	126 dwellings, sports pavilion and open space	Approved 30 June 2017
RM/2014/2561	126 dwellings, open space, play areas and access at Cutbush Lane	Approved 24 June 2015
RM/2015/0630	Gateway building at Phase 1A of Thames Valley Science Park	Approved 26 August 2015
153435	Sports pavilion, parking and open space	Approved 26 May 2016
161255	32 dwellings, access and parking	Approved 15 August 2017
162818	Car park in Phase 1 of Thames Valley Science Park	Approved 8 December 2016
162829	175 dwellings, access roads, parking, open space, allotments and play areas	Approved 1- March 2017

162841	Cancer treatment centre as part of Phase 1B of the Thames Valley Science Park	Approved 8 December 2016
163457	Spine road, SuDS ponds and drainage	Approved 23 May 2017
163609	Research and development and innovation floorspace (57110m <sup>2</sup> ) in Phase 2 of the Thames Valley Science Park	Approved 6 July 2017
170010	363 dwellings, access roads, parking, SuDS attenuation, open space and play areas	Approved 15 September 2017
170239	Transport link for buses, emergency vehicles, pedestrians and cyclists	Approved 7 December 2017
173287	Gateway building 2 of Phase 1 of the Thames Valley Science Park	Approved 14 February 2018
181366	86 dwellings with access, parking, SuDS attenuation, open space, play area and allotments	Approved 13 September 2018
181499	249 dwellings, open space, attenuation and access at Cutbush Lane	Appeal allowed 10 March 2020
181631	21.7 ha of SANG with car park	Appeal pending
201002	49 dwellings with access and open space	Pending determination
203560	23 dwellings, community hall, access and open space	Refused 16 April 2021 Appeal pending
210210	TV studio building with studio space workshop and offices	Approval subject to completion of legal agreement
211841	Science Park Creative Media Hub with film stages, workshops, offices and ancillary space	Pending determination

<b>SUMMARY INFORMATION</b>			
	<b>Outline</b>	<b>Subject site</b>	
		<b>Approved</b>	<b>Existing</b>
Site area	80 hectares	1.41 hectares	
Land use	Residential, retail, offices, community facility, schools, open space, sports pavilion and SANG	Originally open space/farmland, now part of wider fenced site compound	Mixed (residential and retail) with town centre paved open space
Dwellings	1,200	Nil	25 (19 dwellings and 6 flats)
Retail	2,500m <sup>2</sup> food store +	Nil	1 unit (135m <sup>2</sup> )
Open space (approximate)	17 ha of open space 30 ha of SANG 10 ha of sports fields 1 ha of allotments 0.26 ha of town square 2.6 ha school fields	Nil	Approximately 1400m <sup>2</sup> of paved town square

Affordable units	Min 16.6% (200 dwellings, no flats) with commuted sum to 35%	Nil	6 flats (3 x 1-bed, 3 x 3-bed)
Car parking	At minimum standards	No formal parking	58 spaces (includes 5 visitor and 4 kerbside spaces with 23 EV points)
Density	30-60 dph (average 35.7 dph)	N/A	32 dph (dwellings) 68 dph (flats) 43 dph (average)
Heights	Up to 15m	N/A	9.8m max (dwelling) 12m (flat building)

<b>CONSULTATION RESPONSES</b>	
WBC Highways	No objection, subject to EV charging and a Parking Management Plan in Conditions 4 and 10 as well as outline permission obligations.
WBC Ecology	No objection with no conditions. Outline conditions remain relevant.
WBC Public Rights of Way	No objection (further details will be forthcoming with the food store application).
WBC Economic Prosperity	There are reservations with the provision of affordable flats where the permission requires provision of dwelling houses. However, it is otherwise acceptable, subject to additional details as required in Condition 15 of the original outline permission.
WBC Trees and Landscaping	No objection, subject to tree protection details as required in Condition 23 of the outline approval. Other landscaping obligations remain as part of this phase as specified in the outline permission.
WBC Flood Risk	No objection, subject to final drainage and SuDS details by condition 32 of the original permission. These are required as part of the outline permission requirements for this phase.
WBC Conservation	No objection.
WBC Green Infrastructure	No comments received.
WBC Emergency Planning	
WBC Education	
WBC Growth and Delivery	
WBC Property Services	
WBC Env. Health	
WBC Waste	
Berkshire Archaeology	No objection.
Thames Water	No objection in terms of foul or surface water.
Natural England	No objection (standing advice applies).
Southern Gas Networks	No objection (no assets affected though low-pressure mains runs along southern boundary).
ESP Utilities Group	No objection (no assets affected).

Neos Networks	No objection (no assets affected).
Office for Nuclear Regulation	No objection.
Ramblers Association	No comments received
Crime Prevention	
National Grid	
Wildlife Trust	
Open Spaces Society	
Fire Service	
NHS Wokingham	

<b>REPRESENTATIONS</b>	
Shinfield Parish Council	<p>The following comments were noted:</p> <ul style="list-style-type: none"> <li>• Bus only restriction should be maintained</li> </ul> <p><u>Officer comment:</u> The Council's Highways Officer raises no objection with the removal of the bus only restriction, as noted in paragraph 78.</p> <ul style="list-style-type: none"> <li>• Recycling and burger van should be located in between the community centre and the Beke Avenue</li> <li>• Realignment of footpath 11 should take account of safety through the car park</li> </ul> <p><u>Officer comment:</u> This is outside of the subject application and would be resolved in a future reserved matters application for the future food store.</p> <ul style="list-style-type: none"> <li>• Pedestrian crossing should be aligned with footpath 11</li> </ul> <p><u>Officer comment:</u> The initial layout shows the crossing of the link roadway in alignment with the future route of footpath through the future food store site.</p>
Ward Member	No comments received.
Neighbours	<p>The application was consulted to surrounding residents from 18 May to 19 June 2021 with submissions received from the following properties:</p> <ol style="list-style-type: none"> <li>1) 12 Fairmead Road, Shinfield RG2 9DL</li> <li>2) 7 Oatlands Road, Shinfield RG2 9DW</li> <li>3) 59 Gloucester Avenue, Shinfield RG2 9GA</li> </ol> <p>The submissions raised the following issues:</p> <p><b>Retail/community space</b></p> <ul style="list-style-type: none"> <li>• Not consistent with the Local Centre Development brief with a 40% reduction in in retail and office space, with only a single retail unit unlikely to be an attractive proposition. This will result in additional</li> </ul>

travel to get to other non-residential opportunities, which are not suitably concentrated in the one area and a loss of a village centre identity, which is particularly important given the number of people working from home

- Supermarket is not part of the application

Officer comment: There has been a reduction in the amount of retail and office floorspace within the village centre but this is not opposed and based on market testing, as noted in comments in paragraph 12. The supermarket remains subject to a future reserved matters application and this development does not prejudice its delivery.

- Village centre was promised as part of Phase 1 and is yet to be delivered
- Village square is too urban and unattractive
- Village square is uninviting and will result in increased traffic
- Square was originally proposed for markets, outdoor cinema etc and given the limited space, this is no longer possible
- There is no clear connection to School Green and it is cut in half by the road

Officer comment: Part of the village centre forms part of this application and it is acceptable in terms of size, design, appeal and connectivity. Detailed design will be covered by the approved documents in Condition 2 and as expanded in further details in Condition 6. Refer to comments in paragraphs 26-31. There will be direct connection via the right of way to the south to School Green.

### **Parking**

- Number of car parking spaces has been halved
- Delivery problems arising from the loss of the delivery bay, posing safety implications for lorries manoeuvring within the car park
- Increased traffic
- Increased pollution

Officer comment: The parking provision is in accordance with the parking standards, as outlined in paragraphs 67-70. There will be additional traffic but it is within the capacity of the local junctions and the highway network, noting additional infrastructure delivered as part of this application and the outline permission. The retail unit is afforded one delivery space at the rear, which has sufficient manoeuvring space and the Council's Highways Officer raises no objection. Refer to comments in 'Access and Movement'.

### **Landscaping**

- Lack of green space and tree planting (no green wall and lack of trees in the car park)
- Loss of green space
- Loss of habitat, vegetation and wildlife

Officer comment: The development will provide hard and soft landscaping in the town square and across the wider site which is considered acceptable and to the satisfaction of the Council's Trees and Landscape Officer and Ecology Officer.

**Other**

- There is no additional need for housing

Officer comment: The additional housing will contribute towards meeting the Council's five-year housing land supply and has already been approved in principle by the outline approval.

- Over development for a village

Officer comment: The pattern, layout and scale of development is as anticipated in the outline approval. This is discussed in paragraphs 17-25.

- Lack of affordable housing

Officer comment: Affordable housing across the wider site remains in accordance with the approved scheme. The provision of flats in this application is considered acceptable in this location which is well served by local amenities and public transport. Refer to comments in paragraphs 41-45.

- Lack of sustainability measures in the dwellings

Officer comment: Refer to comments in paragraph 95, which satisfies policy requirements. In addition, there is a surplus provision of EV charging within the development.

- Excessive runoff imposing on the river system

Officer comment: The Council's Drainage Officer raises no objection, subject to comments in paragraphs 103-104 and final details as part of the obligations in Conditions 32-37 of the outline permission.

- No recycling facilities in the car park as promised

Officer comment: The food store car park is subject to a future reserved matters application where this could be provided.

**APPLICANT'S POINTS**

It is considered that the Local Centre has been carefully designed to reflect the local landscape and history of Shinfield. Emphasis has been placed on quality of design through use of materials and soft landscaping treatments which can be seen throughout this proposal.

Through a combination of pre-application discussions with the Council and the Parish as well as comments made through the public consultation the Local Centre phase, the key design changes include (but not limited to):

- Reduction in number of dwellings to safeguard foodstore;
- Change to foodstore size and location;
- Provision of and location of visitor parking spaces;
- Increase in green infrastructure by way of additional planting;
- Widening of existing footpaths FP11 and FP12;
- Additional windows on dwellings to increase natural surveillance;
- Changes to the location of the boundary treatment; and
- Integration of Community Building access ramp.

The local centre will be an integral part of Shinfield Village and will be connected to the existing vehicular and pedestrian/cycle network with the primary access is off the improved junction to the A327 and School Green (B3349).

The reserved matters application is considered to align with the over principal concept as set out in the approved Local Centre Development Brief. The principal concept seeks to integrate any new facilities with the existing local centre and provide Shinfield with one comprehensive Village Centre. The concept will build on the existing character and uses and create new spaces that will add to the existing offer, creating variety, flexibility and contrast.

There is a strong link between Shinfield Local Centre and School Green by way of pedestrian and cycle linkages; integrating key community spaces. Emphasis has been placed on landscape treatment to ensure that the Local Centre, like School Green is landscape focussed and visually connected.

With regard to the built form, the proposed development is in accordance with the parameter plans and promotes active frontages and focal points across the development. Elevational treatment of the dwelling are considered to be complimentary to not only Phase 1 and 2, but also the periphery-built form, both existing and under construction. Appearance principles are required by the Development Brief to be varied whilst having regard to character.

The Local Centre has a community focus and has been positive shaped through the preapplication and public consultation processes. The scale, type and density and is appropriate for a Local Centre location and will provide for a vibrant centre.

It is considered that this reserved matters application is wholly in accordance with the Outline permission including the parameter plans, the approved Local Centre Development Brief and the Development Plan.

<b>PLANNING POLICY</b>		
National Planning Policy Framework 2021	Chapter 5	Delivering a Sufficient Supply of Homes
	Chapter 7	Ensuring The Vitality of Town Centres
	Chapter 8	Promoting Healthy and Safe Communities
	Chapter 9	Promoting Sustainable Transport
	Chapter 10	Making Effective Use of Land
	Chapter 12	Achieving Well-Designed Places



	Chapter 14	Meeting the Challenge of Climate Change, Flooding and Coastal Change
	Chapter 15	Conserving and Enhancing The Natural Environment
	Chapter 16	Conserving and Enhancing The Historic Environment
Core Strategy 2010	CP1	Sustainable Development
	CP2	Inclusive Communities
	CP3	General Principles for Development
	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
	CP13	Town Centres and Shopping
	CP17	Housing Delivery
CP19	South of the M4 Strategic Development Location	
Managing Development Delivery Local Plan 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
	CC09	Development and Flood Risk
	CC10	Sustainable Drainage
	TB05	Housing Mix
	TB07	Internal Space Standards
	TB15	Major Town, and Small Town/District Centre Development
	TB17	Local Centres and Neighbourhood and Village Shops
	TB20	Service Arrangements and Deliveries for Employment and Retail Use
	TB21	Landscape Character
TB23	Biodiversity and Development	
TB24	Designated Heritage Assets	
Borough Design Guide SPD 2012	Section 4	Residential
	Section 5	Streets and Spaces
	Section 6	Parking
	Section 7	Non-Residential
	Section 8	Rural and Residential Edge
South of the M4 SPD 2011	Section 4.1	Landscape Framework
	Section 4.2	Village Expansion Areas
	Section 4.3	Character
	Section 4.4	Centres and Primary Schools
	Section 4.5	Access and Movement Framework
	Section 4.6	Phasing
	Section 5.2	Land Use and Travel
	Section 5.2	Layout and Orientation
Section 5.2	Surface Water	
	Chapter 5	Requirement for affordable housing on residential developments

Affordable Housing SPD 2011	Chapter 6	Design, Distribution and Phasing of Affordable Housing
	Chapter 7	Types and Sizes of Affordable Homes
	Chapter 8	Tenure Mix for Affordable Housing
Infrastructure Delivery and Contributions SPD 2011	Full document	
Sustainable Design and Construction SPD 2010	Full document	
Shinfield Neighbourhood Plan 2017	Policy 1	Location of Development
	Policy 2	General Design Principles
	Policy 3	Sustainable Development
	Policy 4	Accessibility and Highway Safety
	Policy 5	Parking Provision
	Policy 6	Trees, Hedgerows and Woodland
	Policy 7	Biodiversity
	Policy 8	Flooding
	Policy 9	Community Assets
	Policy 11	Commercial Development
Technical Housing Standards 2015	Full document	

## PLANNING ISSUES

### Description of Development

1. The application, as most recently amended on 17 September 2021, involves the following:
  - 19 dwelling houses in the form of three detached dwellings (one x 3-bed and two x 4-bed), ten x 3-bed semi-detached dwellings and six x 3-bed terraced dwellings
  - Three storey flat building comprising 3 x 1-bed units, 3 x 2-bed units and a 135m<sup>2</sup> of retail floorspace on the ground and first floor
  - Hard and soft landscaping across the site, including in and around a proposed town square
  - Through link road from Hollow Lane roundabout in the east to Westall Street in the west, providing access to the dwellings and retail space, existing medical centre and community centre and a future food store and including a paved roadway adjacent to the town square and associated pavement and cycle access through the site
  - Associated infrastructure including a bus stop adjacent to a future food store
2. The application has been amended twice since first submission, to include the following:
  - Deletion of seven dwellings and parking to the east to safeguard delivery of the future food store

- Amendment road treatment to the local centre area of the main through road to better facilitate pedestrians
  - Variations to species mix and locations of tree and hedge planting
  - Various highways amendments to satisfy Council requirements
  - Deletion of the approved bus gates at either end of the main through road
3. The application forms part of outline permission O/2010/1432, since varied by VAR/2014/0624 for a 1200 residential dwellings and associated development in Shinfield, which forms part of the wider South of the M4 Strategic Development Location. The application does not include a food store, which is intended to be occupied by Lidl and will form part of a future reserved matters application. It is shown on the application plans for indicative purposes only.

### **Description of Site**

4. The site is of an irregular shape, generally flat, measures 1.41 hectares in size and occupies land extending from School Green and the original settlement of Shinfield in the east to recently constructed residential development at Westall Street and Beke Avenue in the west. It originally formed farmland and open space but as part of the ongoing redevelopment of the area, has been used for site compound and contractor parking in recent years.
5. Residential development predominates to the north and west, with a medical centre and community centre, primary school and a care home under construction to the south. There are a mixture of retail, residential and pub uses within the original settlement limits to the east. A public footpath runs through the centre of the site and along but outside of the northern boundary. There is vegetation along the perimeter of the site but little landscaped character to the site itself.

### **Principle of Development**

6. Policy CP17 of the Core Strategy refers to a requirement for at least 13,487 new dwellings with associated development and infrastructure between 2006 and 2026 (although total delivery fluctuates with the Council's obligations under its review of its five-year housing land supply). The majority of this new development will be in four Strategic Development Locations (SDLs). The application site forms part of the South of the M4 Strategic Development Location, an 80-hectare area of land designated under Policy CP19 of the Core Strategy. It is anticipated to deliver approximately 2,500 dwellings and associated infrastructure including appropriate employment and retail facilities. 1,200 dwellings were granted approval in outline permission O/2010/1432 and 1,059 dwellings have thus far been approved.
7. The South of the M4 Supplementary Planning Document establishes the principles and guidelines in delivering a sustainable, well-designed, mixed-use development and makes clear that a co-ordinated approach to the development of the SDL will be required to deliver the necessary infrastructure, facilities and services to meet the needs of the expanded community. The development brief envisaged a village centre extending east to west in an area generally defined by the subject site.
8. 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.

9. The principle of development has been established in the outline approval. 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.
10. The subject site fell within Phase 2 Local Centre as part of the Interim Phasing Master Plan. An application for the key infrastructure within the site followed with the approval of application 160183. This identified the principal internal roads within the site, drainage features and key areas of landscape. Design principle 2a(i) of the South of the M4 SPD always envisaged expansion of the village centre to the west of Shinfield.
11. The current planning application will deliver a further 25 dwellings and reflects the principles identified above and follows the established street patterns. Whilst the overall delivery of housing will remain below what was anticipated within the outline approval (1,200 dwellings), the density and layout in the subject application represents an appropriate outcome.
12. The retail floorspace falls below what was envisaged in the Development Brief and nor has any office floorspace been provided. On that aspect, Policy TB15 of the MDD indicates that retail development is to be of a scale that is compatible to the centre in which it is located. The reason for the change to the brief in terms of the retail units and office space on offer is that the market has changed significantly since the plans were first envisaged ten years ago. It is apparent that the continuing commercial trend is towards a reduction in both retail and office space both locally and nationally. Following review and testing of the market, it is determined that the location would not support the original envisaged centre given the proximity of larger established centres in surrounding areas and that a single small shop unit and medium sized food store is more likely to be viable in this location. The key element is the supermarket which the Council is safeguarding.
13. The proposal also remains in accordance with Condition 61 of the outline permission, which was that the non-food retail uses shall not exceed 750m<sup>2</sup> gross internal floorspace or 200m<sup>2</sup> individually. Condition 16 prohibits any change of use to non retail use but the original outline permission allowed any use within Class A1-A5, which includes drinking establishments or hot food/takeaway and so there is no mechanism available to the Council to further restrict the use.

## **Character of the Area**

### Density

14. 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 indicates an average density of

30-35dph across the SDL and this is reinforced at Principle 2(a)(ix). The South of M4 SPD also refers to a density of 40-45dph on the primary street (page 47).

15. Policy CP5 of the Core Strategy and Policy TB05 of the MDD Local Plan require an appropriate dwelling density and R10 of the Borough Design Guide SPD seeks to ensure that the development achieves an appropriate density in relation to local character.
16. The density varies between 32 dwellings per hectare for the dwelling houses and 68 dwellings per hectare for the flat building, giving an average density of 43 dwellings per hectare across the site. A marginally higher density alongside the town square is entirely supportive of the masterplan and SPD and no objection is raised. Higher densities in centres also helps with local footfall which helps with the viability of shops.

### Built form and siting

17. Policy CP3 of the Core Strategy states that development must be appropriate in terms of its scale, mass, layout, built form, height and character of the area and must be of high-quality design. R1 of the Borough Design Guide SPD requires that development contribute positively towards and be compatible with the historic or underlying character and quality of the local area. Design principle 3c refers to the importance of landmark buildings
18. The current planning application reflects the principles identified above and follows the established street patterns. The dwellings reflect the alignment of the approved linking road with nine dwellings addressing the street.
19. R9 and NR5 of the Borough Design Guide SPD note that height, bulk and massing should respond to the local context and the prevailing heights in the area. There is a strong emphasis achieved with the three-storey height of the flat building occupying the main intersection within the linking road. It also enables a level of screening to the rear which includes an expanse of parking on the street and within a parking court. The building then steps down to two storeys for the retail component and this would transition positively to the anticipated height of the future food store.
20. The other dwellings are two storeys in height, with steeply pitched roofs. Dwellings 8-13 have loft spaces although it is not unlikely that the other dwellings could comprise similar roofspace in the future. At this height, there is compatibility with the desired future character envisaged in the Development Brief and there is no adverse dominance within the streetscene.
21. R2 of the Borough Design Guide requires development to respond to context, including orientation and relating to neighbours, R3 and R4 require housing to relate to the network of streets and spaces and R7 requires a consistent building line relative to existing buildings. Design Principle 2b(ii) reinforces this aspect by ensuring a well-defined frontage development. Similar provisions apply for non-residential development.
22. There is consistency in the building line across the site although much of the development is built close to the footpath. On average, the dwellings are setback less than 2m to the main linking road although this reduces to 1m for Dwellings 15-19. In

each case, however, the prominence of the development is indicative of the desired density for the area and the town centre location. There would be little benefit in increasing front setbacks given the ramifications for rear garden depths and the immeasurable improvements that would arise in the streetscape. Dwelling 2 occupies a prominent corner location at the intersection with Westall Lane but it achieves a suitable presentation to both frontages.

23. By positioning the parking between properties, there is adequate building separation in the street and no overwhelming sense of terracing across the development. There is 1m separation between the semi-detached building at Plots 15/16 and the terraces at Plots 17-19 but is positioned in a relatively open area of the site whereby it will not have any significantly adverse impression.
24. The retail frontage splays away from the road, allowing for a forecourt to the frontage, which could be landscaped and complement the main town square on the southern side of the road. The resulting activation to the shopfront accords with the intent of the Masterplan SPD and the Borough Design Guide, where there should be a positive relationship to the footway space.
25. R20 of the Borough Design Guide SPD requires consideration of external elements including the bin and cycle storage to avoid proliferation of clutter. The provision of sheds in rear gardens of each of the dwellings and as part of the flat building itself is achieved in an inconspicuous manner without harm to the character of the street.

#### Public domain works

26. Design Principle 2a(vii) states that the layout of each village expansion area should be designed so that access to new and existing centres is direct, easy and safe with the first priority given to the safety, comfort and convenience of pedestrians. Design Principle 5a also states that the layout and design should promote easy and efficient movement, balanced with high levels of residential amenity and an attractive environment. Generous pedestrian footpaths should be created along both sides with tree planting along both sides of the street should be achieved.
27. The main linking road is identified as a primary street which is intended to carry through traffic from the existing road network within the original village of Shinfield to the west as well as public transport. Indeed, two bus stops are part of the proposal (which were first approved in the Infrastructure reserved matters application) and these are sited near the future foodstore. There remains a strong pedestrian focus via the use of a paved road surface extending for a 130m length of the link road from the flat building in the west to the car park in the east. It provides a positive character to the town square by maintaining the traffic flow without creating a shared pedestrian zone and providing a market feel, much in the same manner that has been achieved within Wokingham Town Centre.
28. The foodstore remains key to the centre and it is shown in an indicative manner in this application but remains subject to a future reserved matters application. It will provide a focal point to the centre on the northern side of the road, linking with the existing community centre on the southern side of the road, with a 1400m<sup>2</sup> expanse of hard and soft landscaping in between forming the town square. This will be complemented with other pedestrian routes leading from it, including along the main access road, next to the shop unit and the future foodstore and to the north of the

community building to the south. All of these elements will be designed to be high quality and are to the satisfaction of the Council's Trees Officer, subject to how it is integrated between these sites to the north and south in Condition 6.

29. The shape of the site, site constraints and requirement to secure a foodstore have meant that the area is different than that which was envisaged in the original brief. However the area has and will be designed in a successful manner, with pedestrians accommodated within the overall design and vehicles not given obvious priority over pedestrians. A cycle lane along the northern side of the linkway will aid in achieving this. This will ensure that the site links with the wider area, the health centre and community building to the south and to School Green to the south east.
30. On street parking will also be provided in this area to assist with drop offs and short shopping trips.
31. Design Principle 3f seeks the provision of public art as an integral component of the built form in order to reinforce local identity. A strategy should be prepared and should be explicit about timing, funding and delivery arrangements. Condition 5 makes this a requirement so as to ensure that the town centre has a focalised feel and appearance. Space constraints would play some role in what type of art is commissioned but it would not render any such scheme unfeasible.

#### Fencing

32. Plots are defined internally by 1.8m close boarded or timber fences which is acceptable. Timber fencing would extend along the side boundaries where fronting onto a road but would still be within the scope of what is acceptable for a residential scheme. The two exceptions to this are a 1.8m brick wall framing the side boundary with Plot 14 and a 1m high metal rail fence surrounding the mixed-use flat building. Both are acceptable approaches when balconing privacy, security and character. In particular, the prominence of the flat building in a corner location is enhanced with the metal fencing. Whilst it would allow for some overlooking to the ground floor unit, there remains an adequate setback from the frontage and no objection is raised.

#### Parking

33. P2 of the Borough Design Guide SPD ensures that parking is provided in a manner that is compatible with the local character and Design Principle 3e of the South of the M4 SPD reinforces this point, requiring a coordinated and consolidated approach to delivery. Parking is provided in a manner where it does not dominate the streetscene. The parking for the flat building is located to the rear and most of the parking is provided to the side of the respective dwelling. Dwellings 15-19 have parking bays forward of the dwelling but it is the exception rather than the norm, it is well complemented by landscaping and open space opposite and it is not within a prominent part of the site. Parking is also provided along the main access road at the community building.

#### Materials

34. Design Principle 3d of the South of the M4 SPD requires high quality materials to firmly establish the character and identity of the SDL, both in respect of the public realm and the built form of buildings and structures. The development utilises a good

contrast of materials that will add to architectural interest through the site. It includes the use of three different roof tiles and two different brick types for the dwellings. The mixed-use flat building utilises additional cladding and render to its façade. Broadly, the use of materials is in keeping with the wider area and is complemented by the hard landscaping in the public domain. This is secured by Condition 8.

## Heritage and Conservation

35. Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that development must ensure the preservation of any nearby listed building, including its setting, The NPPF requires consideration of the harm to the significance of a designated heritage asset and Policy TB24 of the MDD Local Plan requires the conservation and enhancement of Listed Buildings, including their views and setting and Policy TB26 requires consideration of any impact upon Areas of Special Character.
36. The site lies to the immediate north of the School Green Area of Special Character, which also includes the Grade II listed School building. The Council’s Heritage Officer has reviewed the proposal and has not identified any adverse harm to the character, setting or views to the listed item or the Area of Special Character and on this basis, no objection is raised.

## Archaeology

37. Policy TB25 of the MDD Local Plan requires the retention of archaeological sites in situ. The original outline approval required a written scheme of investigation and the obligations of these requirements have been satisfied. However, as this area is not covered in the submitted reports for the overall scheme, Berkshire Archaeology initially raised concern with the lack of information. However, they have also stated that given the previous land uses and disturbances, there is little potential for archaeology to survive over much of the site. There are unrelated investigations carried out in the eastern area of the site showing no archaeological result, which suggests a lower archaeological potential than might have been expected.
38. On the basis of the above, Berkshire Archaeology are content that the site has been demonstrated to be of low archaeological potential, and no archaeological mitigation is needed.

## Dwelling Mix

39. Policy CP5 of the CS and Policy TB05 of the MDD require an appropriate dwelling type and tenure for affordable housing schemes. 2b(i) of the South of M4 SPD requires a full range of house types, including apartments, small and larger family homes, homes for the elderly and homes for people with special needs and disabilities. The Berkshire (including South Bucks) Strategic Housing Market Assessment (February 2016) identified future housing need for the Wokingham Borough. Table 107 (on page 295) identifies the following:

No of beds	1 bed	2 bed	3 bed	4+ bed	Total
Dwellings required	934	3488	5605	2862	12889
	7.2%	27.1%	43.5%	22.2%	100%
Subject application	3	3	17	2	25
	12%	12%	68%	8%	100%



40. The intent of Council's policies are to provide a mix of accommodation to cater for the varied needs of the community and to ensure that it is provided where it is needed. The mix proposed above is broadly consistent with the desired mix across the borough and in this instance, the provision of additional 1-bed and 3-bed dwellings is reflective of the high density of the flat building adjacent to the town square and the predominance of detached and semi-detached dwellings across the wider site. No objections are raised on these grounds.

### **Housing Affordability**

41. Policy CP5 of the Core Strategy, Policy TB05 of the MDD Local Plan and the Affordable Housing SPD specify an affordable housing rate of 35%. The South of the M4 SPD also seeks to ensure inclusivity in Design Principle 2b.
42. Affordable housing was addressed at outline stage and approval was granted for 16.6% on site provision (200 dwellings) with a commuted sum delivering the balance of 35% provision. Condition 15 of the outline permission stated that no development shall commence until an Affordable Housing Strategy is submitted. The affordable housing shall be provided in accordance with the approved scheme. Part (b) of the same condition (as subsequently amended by NMT/2014/1837) also required an affordable housing dwelling mix of 45% 2-bedroom houses, 35% 3-bedroom houses and 20% 4-bedroom houses, unless otherwise agreed in writing by the local planning authority (emphasis added).
43. The subject application proposes six flats (three x 1-bed and three x 2-bed), which is 24% of the delivery within this reserved matters application. It is also wholly concentrated within the flat building, which although different to the agreed mix, which was for the provision of 2, 3 and 4 bed affordable dwellings rather than flatted development.
44. The Council's Affordable Housing Officer had initial reservations with this approach because of the Council's own experiences with the housing register showing demand is much higher for 2 bed houses over 2 bed flats with suggestions that outdoor space is a primary factor. However following discussions, it is considered that the mix is appropriate in this location. It is noted that the provision of flats more than ten years after the delivery of the outline permission is warranted given changes in demand. Further, the sustainability of the location promotes itself for flatted development being well served by local amenities such as the community building, health centre, shops and school. It is also noted that Vivid who have been secured as the affordable housing provider, have confirmed that they would prefer the flats as affordable housing and that they can find occupiers for the type of units on offer.
45. As there is clear registered provider support for this approach and on this basis, the Council's Affordable Housing Officer agrees to the provision of flats as part of the affordable housing provision, subject to Condition 16 of the outline permission requiring further discussion relating to tenure and prioritisation for certain demographics and groups prior to 10% occupation of this phase. There was no legal agreement securing the affordable housing obligations and this application provides the agreement otherwise agreed by the Council and therefore allows for the departure from that originally agreed.

## Accessibility (incorporating The Public Sector Equality Duty (Equality Act 2010))

46. The Equality Act 2010 outlines the key equalities protected characteristics as age, disability, gender, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief. Policy CP2 of the Core Strategy and Design Principle 2b(ii) and 2c of the South of the M4 SPD also seeks to ensure that new development contributes to the provision of sustainable and inclusive communities, including for aged persons, children and the disabled. 10–20% of all dwellings should be to Lifetime Homes standards in accordance with Policy CP5 of the Core Strategy and Policy TB05 of the MDD Local Plan. In this case, this is between 3 and 5 units.
47. Although the Lifetime Homes standard has been replaced by the new national technical housing standards, the need to design and build accessible and adaptable accommodation remains integral to future neighbourhood planning. Indeed, Design Principle 2b aims to be inclusive and plan for people with special needs and disabilities.
48. The dwellings have an open plan form and there is an ability to ensure that many of the dwellings are accessible or at least adaptable. On that basis, there is no immediate indication or evidence that persons with protected characteristics as identified by the Act will be adversely affected. However, Condition 7 requires an accessibility plan prior to the commencement of works demonstrating that at least five of the units

## Housing Amenity

### Internal amenity

49. Policy TB07 of the MDD and R17 of the SPD require adequate internal space to ensure the layout and size achieves good internal amenity with the Technical Housing Standards requiring internal floorspace of between 50m<sup>2</sup> and 97m<sup>2</sup>. All dwellings comply with the minimum standard. The proposal also accords with the minimum bedroom sizes (single and double) and storage and for the guidelines relating to living space.

House	Type	Bed rooms	Occu pancy	Area	Bed 1	Bed 2/3	Living Space	Storage
1-2	Hopkins	4	5	115m <sup>2</sup>	12.5m <sup>2</sup>	> 7.5m <sup>2</sup>	34m <sup>2</sup>	2m <sup>2</sup>
3-5	Buxton	3	4	85m <sup>2</sup>	12m <sup>2</sup>	> 7.5m <sup>2</sup>	27m <sup>2</sup>	1.5m <sup>2</sup>
6-7 15-19	Buxton	3	4	85m <sup>2</sup>	12m <sup>2</sup>	> 7.5m <sup>2</sup>	27m <sup>2</sup>	1.5m <sup>2</sup>
8-13	Forbes	3	4	97m <sup>2</sup>	15m <sup>2</sup>	> 7.5m <sup>2</sup>	23m <sup>2</sup>	2m <sup>2</sup>
14	Lawrence	3	4	87m <sup>2</sup>	12m <sup>2</sup>	> 7.5m <sup>2</sup>	25m <sup>2</sup>	1.5m <sup>2</sup>
20/2/4	Flats	1	2	51m <sup>2</sup>	12m <sup>2</sup>	NA	20m <sup>2</sup>	1.5m <sup>2</sup>
21/3/5	Flats	2	3	65m <sup>2</sup>	11.5m <sup>2</sup>	7m <sup>2</sup>	19m <sup>2</sup>	2m <sup>2</sup>

50. R18 of the SPD requires sufficient sunlight and daylight to new properties, with dwellings afforded a reasonable dual outlook and southern aspect. The proposal takes good advantage of the southern aspect by positioning windows and habitable spaces with access to direct sunlight through the day. All of the flats have a southern aspect and 50% have three aspects, which affords sunlight and ventilation through the day. Nine of the dwellings have a southern aspect and orientation to the street and of those that do not, there is a generous eastern and western aspect allowing for

morning and afternoon sunlight. The design and layout of the dwellings is therefore acceptable.

### External amenity

51. R16 of the SPD requires a minimum depth of 11m for rear gardens and a 1m setback from the site boundary to allow access thereto. All of the dwellings are afforded garden depths of at least 11m, with the sole exception of Dwelling 2 which extends to 10m. No objection is raised, however, because the garden width is 12.6m which allows for an area of more than 100m<sup>2</sup>, which is ample.
52. R16 of the Borough Design Guide SPD stipulates that each unit should have amenity space and it should retain and protect privacy, benefit from sunlight and be able to accommodate 2–4 chairs and a small table. Although the flats do not have access to private amenity space, whether in the form of balconies or ground level open space, there is 150m<sup>2</sup> of amenity space with a mix of hard and soft landscaping at the rear of the building and comprising and the above ground flats are each afforded a south facing juliette balcony. In terms of maintaining a degree of internal and external amenity, and when recognising the proximity to the town square, the balance of amenity space for the occupants within the flat building is acceptable.
53. The amenity space should receive direct sunlight and be capable of accommodating play, clothes drying and storage. The space provided for Dwellings 3-14 is to the immediate north of the dwelling as is the communal space for the flat building. This would compromise the level of sunlight afforded to the garden areas but it is not sufficient to warrant refusal. The spaces are afforded a combination of ample depth and open aspects to the west and east to ensure the maximisation of sunlight through the morning and afternoon periods. They are also complemented with good southerly aspects to the dwelling, ensuring a high level of internal amenity. On this basis, no objection is raised.

### Acoustic amenity

54. Policy CC06 and Appendix 1 of the MDD Local Plan requires that development protect noise sensitive receptors from noise impact. Room types within the flat buildings are stacked appropriately with high noise sources positioned above each other, minimising potential for noise transfer. Similarly, the dwellings that share a party wall have a mirrored layout such that the non-habitable spaces are positioned along the party wall. Within the flat building, there is a bedroom adjoining the living room of the adjoining unit but given the requirements in the building regulations, it is not sufficient to warrant any adverse concern on noise transfer grounds. Similar measures would ensure that there is no adverse outcome between the retail unit and the neighbouring flat.

### **Neighbouring Amenities**

55. Policy CP3 of the Core Strategy aims to protect neighbouring amenity and R23 of the Borough Design Guide SPD requires that extensions relate to neighbouring properties.

## Overlooking

56. R15 of the Borough Design Guide SPD requires the retention of reasonable levels of visual privacy to habitable rooms, with separation of 22-30m to the rear and 10-15m to the street. R23 notes that the side walls must not contain windows, especially at first floor level.
57. No pressing concerns of overlooking are identified whether in the separation afforded to the dwellings or within and around the flat building. There is at least 15m building separation across streets, 12m for flank to rear and 22m rear to rear when measures at ground and first floor. Dwellings 8-13 have front facing dormers and rear facing rooflights but for the dormers are more than 15m to the nearest property across the street and the rooflights are to ensembles with a sill height of 1.5m where the extent of overlooking will be minimal.
58. First floor side facing windows to the dwellings are limited in their number and where they exist, they are to non-habitable spaces (bathrooms or staircase). In the case of Dwellings 1 and 2, there is a relatively limited sightline from the staircase (which is acceptable) and at Dwelling 14, it opens onto the street and meets the 15m separation standard. There are six instances where bathroom windows open onto neighbouring properties and Condition 15 requires fixed obscure glazing to minimise overlooking.
59. The design and layout of the flat building is such that there are no above ground habitable windows overlooking the communal space to the rear of the flat building. The only south facing habitable window is to the western end of the building where its outlook is over the bin and bike store below and the car park beyond.

## Overbearing and Sense of Enclosure

60. R16 of the Borough Design Guide SPD requires separation distances of 1.0m to the side boundary and 11m to the rear boundary. There is compliance with the 11m setback for each of the dwellings and aside from the terraced and semi-detached development, there are adequate setbacks to ensure that there is no undue level of dominance or sense of enclosure between properties. In the case of Dwellings 16 and 17, there is only 1m separation between the dwellings but there are no habitable spaces affected and no issue is raised.

## Sunlight and Daylight

61. R18 of the Borough Design Guide SPD aims to protect sunlight and daylight to existing properties, with no material impact on levels of daylight in the habitable rooms of adjoining properties.
62. The dwellings are adequately spaced, sited and orientated to ensure that sufficient levels of sunlight are afforded to each of the dwellings. The flat building is the tallest of the buildings and it is sited alongside the food store and sufficiently removed from neighbouring dwellings not to raise concern. To the rear of the flat building is the car parking area with overshadowing of this area not unacceptable.

## Noise disturbance

63. Policy CC06 and Appendix 1 of the MDD Local Plan requires that development protect noise sensitive receptors from noise impact. The density of the development is appropriate and there are no identifiable acoustic issues with the proposal. The flat building is located to the immediate west of the future food store but it is not alongside any of the plant area. Further, the food store would form part of a future reserved matters application and any amelioration would be required as part of that application to ensure that there is no noise disturbance of the adjoining units. Indeed, Condition 25 of the outline permission requires a mitigation scheme showing attenuation that ensures internal ambient noise levels for habitable rooms are acceptable.
64. Construction activities would be temporary and in order to reduce the impact for the surrounding residents, a Construction Environmental Management Plan was required by Condition 11 of the original outline permission and it is required for this phase of the development.
65. Further, Condition 63 of the outline permission requires a noise mitigation scheme for delivery vehicles to the commercial premises prior to the commencement of works. Hours of use are also required prior to occupation in Condition 58 of the outline permission.

## Light Spill

66. The design of the road network and the locations of the allocated car parking spaces is such that there is unlikely to be any inappropriate headlight glare or light spillage. Street lighting was approved in the Infrastructure reserved matters application (160183) and is limited to six light columns on the main link road only. There is one light outside the retail unit and one adjacent to Dwelling 14 both of which are unlikely to pose any significant concern. Nonetheless, Condition 9 will seek full details of external lighting across the site and Condition 59 of the outline permission requires details of external lighting for non-residential development prior to occupation.

## **Access and Movement**

### Car Parking

67. Policy CC07 and Appendix 2 of the MDD Local Plan stipulates minimum off street parking standards, including provision for charging facilities. Parking is in accordance with the Council's standards. Each of the dwellings are afforded allocated parking spaces via a mix of off-street spaces or consolidated parking areas (at the rear of Dwellings 3-5 or within a parking court at the rear of the flat building. There is a total of 47 allocated spaces, 5 visitor spaces, 2 garages and 4 unallocated spaces. This is an additional unallocated space over the above standards which is acceptable.
68. There are two visitor spaces to the west of the site and three spaces to the east and the Council's Highways Officer is satisfied with this distribution. Retail (unallocated) parking is provided on-street opposite the future food store and is supplemented by one space at the rear. This is also acceptable to Highways.

69. It is proposed that there will be 23 electric vehicle charging points across the site (4 active and 19 passive spaces) which exceeds the standards by eight passive spaces. With this excess provision, the distribution across the site is acceptable. Dwellings with private driveways and garages could accommodate their own charging provision which would be in line with government guidance. There are 28 off plot spaces within the residential part of the development and these would be provided with 19 passive charging points, which is welcomed. Final details are subject to Condition 4.
70. If inconsiderate parking does occur on the primary street during the first two years after first occupation, the developer will pay for the Traffic Regulation Order (TRO) for parking controls and implementation. This is outlined in a revised Parking Management Plan in Condition 10.

### Cycle Parking

71. Cycle parking for the dwellings is provided in sheds in rear gardens or in detached garages for Dwellings 1 and 2. Access is afforded alongside driveway parking and Dwelling 4, which has no side access, is afforded with rear access. The dimensions of the garages for Dwellings 1 and 2 is sufficient for cycle storage.
72. The flat building is provided with a separate cycle store at the rear of the ground floor alongside the bin store. It is acceptable for accommodating the eight cycle spaces required for the six units. Separate short term cycle parking for the retail unit, in the form of three Sheffield stands, has been provided at the front of the retail unit. Further visitor parking for the flat building is provided at the rear and this is also acceptable.

### Access

73. There are no objection to the layout of the site roads. Dropped kerbs, corduroy and tactile paving and crossings have all been provided, ensuring good site accessibility. The link road from the flat building to the east of the future entrance to the food store car park is to consist of block paving as a feature to complement the town centre rather than to operate as a shared zone. This approach is not opposed, particularly on urban design grounds.
74. A cycle way extends the northern side of the linking road for its entire length. This is acceptable. Details have already been approved as part of the Primary Infrastructure reserved matters application. The revised Layout shows a 5m setback at the central access and treatment of the cycleway at the entrance to the main retail car park will be determined as part of the separate reserved matters application for the food store. All other access points are crossovers.
75. An eastward and westward bus stop is incorporated into the town square design and this was first envisaged in the Infrastructure reserved matters application (160183). This is supportive of Design Principle 5c, which aims for easy and efficient use of public transport. Implementation of these facilities are subject to future discussion with the highways department.
76. Swept paths for a refuse lorry and a fire tender have been submitted and adequate manoeuvring is achieved. Visibility Splays for the accesses and pedestrian (2m x 2m)

splays for the private drives are also compliant. Where the cycle way passes the five residential driveways, sufficient sightlines are provided.

77. The roads will be offered for adoption and this would be subject to legal agreement with final details subject to future consideration. Other highways considerations relevant to this phase of the development are contained within Conditions 39-41 and 52 of the outline permission.

#### Other matters

78. Whilst Highways previously agreed that a bus gate would be incorporated in the design, it is now of the opinion that a road narrowing would not be effective to manage the traffic and has no benefit to the highway network. A strategic modelling exercise was instead carried out to assess the impact of its removal. This modelling showed that there was some traffic diverted to Beke Avenue away from Westall Street and northward to Church Lane to approach Hollow Lane roundabout from the west, instead of from the north. There was no apparent impact on the operation of this roundabout. The removal of the bus gate will help provide greater resilience across the network and will help with the viability of the retail and future food store. Importantly, the design of section of highway through the local centre will be of a shared surface type area to make this area more pedestrian friendly and slow down traffic through the area. Accordingly, Highways would recommend that the bus gate be removed.
79. Construction management and street lighting was dealt with at outline stage and the reserved matters application for infrastructure respectively and no further comments are necessary.

#### **Landscape and Trees**

80. Policy CC03 of the MDD Local Plan aims to protect green infrastructure networks, retain existing trees and establish appropriate landscaping and Policy TB21 requires consideration of the landscape character. Design Principle 1d of the South of the M4 SPD states that the design of the village landscape will contribute to the sustainability, ecology, and amenity of the development.
81. A Tree Survey, Retention and Removal Plan was submitted with the application. The most significant trees are a Category A Veteran Oak and Category A Oak, but these now fall well outside the boundaries of the amended red line site.
82. Other individual trees are shown to be retained on the south-eastern boundary adjacent to Shinfield House and again these can be properly retained. Other vegetation within the site is made up of a number of tree groups and scrub which had limited arboricultural merit. The existing hedgerow belt on the northern boundary (HR9004) comprises of elm and dense bramble and it is proposed to remove this entire group as it has a limited life expectancy and replace with a native rich hedgerow and tree planting. The Council's Trees Officer has no objection as the land use will be changing adjacent to the scrubby hedgerow which will be difficult to effectively manage as a long-term landscape feature within a housing development.
83. An Arboricultural Method Statement and tree protection plan will need to be submitted in accordance with Condition 23 of the outline approval.

84. The remaining hard and soft landscaping across the square and through the site are to the satisfaction of the Council's Trees Officer. The detailing achieves a satisfactory urban realm and ensures a landscape character that suits the town square location. Approval is subject to a full landscape specifications, supervision and responsibilities in Condition 23 as required in the outline permission. Conditions 17-22 of the outline permission are also of relevance to this phase of the development.
85. There remains a lack of detail relating to how the proposed food store relates to the public realm area as identified in the Development Brief, especially as the Shinfield Square includes part of the supermarket site. Careful consideration of the interface between the public realm area of Shinfield Square is needed and this is required in Condition 6. These details will also form part of the reserved matters application for the food store upon its imminent submission.

### **Public Rights of Way**

86. Paragraph 100 of the NPPF seeks to protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails. Policy CC03 of the MDD Local Plan aims to promote accessibility, linkages, and permeability between and within existing green corridors including public rights of way such as footpaths, cycleways, and bridleways. Policy CP6 of the Core Strategy aims to enhance facilities for pedestrians and cyclists, including provision for those with reduced mobility, and other users. Design Principle 1e of the South of the M4 SPD also states that the landscape framework should include high levels of connectivity between areas of open space, green infrastructure, sports and play areas in order to ensure good access and use.
87. Shinfield Footpaths 11 and 12 run through this site although the revised red line plan has been reduced such that the proposal will not affect any existing access. Diversion applications under the Town and Country Planning Act 1990 will be required as the proposed routing of the path is different (albeit to a minor degree) to the existing legal line of the paths. However, this will occur as part of the reserved matters application for the food store.
88. As an aside, Shinfield Byway 34 runs to the south of this site around the perimeter of School Green and it will be indirectly impacted with increased pedestrian traffic walking to the food store and for drop off and pick up. Upgrading of the surface would be required Improve the existing infrastructure network but, again, this would form part of the food store application as the justification for this upgrade falls within the scope of the food store proposal.

### **Ecology**

89. Policy CP7 of the Core Strategy states that sites designated as of importance for nature conservation are to be conserved and enhanced and inappropriate development will be resisted.
90. Policy TB23 of the MDD Local Plan requires the incorporation of new biodiversity features, buffers between habitats and species of importance and integration with the wider green infrastructure network.



91. The majority of ecological matters required to be resolved through condition applied at outline application have already been resolved. The translocation of seed beds from School Green Gravel Pits is specific to this part of the Shinfield West site and has already taken place (albeit to the strategic greenspace rather than Ridge SANG). The remaining consideration is the Environmental Management Plan (EMP) for this phase. A Landscape Management Plan has been submitted and fulfils the EMP requirement. The application as proposed, including tree species selection in the hedgerow and hedgerow buffer along the northern border of the parcel is to the satisfaction of the Council's Ecology Officer and no further conditions are required to make the application ecologically acceptable. Condition 30 of the outline permission requires an Environmental Management Plan prior to the commencement of this phase of the development.

### **Thames Basin Heaths Special Protection Area**

92. Policy CP8 of the Core Strategy states that where development is likely to have an effect on the Thames Basin Heaths Special Protection Area (TBH SPA), it is required to demonstrate that adequate measures to avoid and mitigate any potential adverse effects are delivered.
93. The subject application includes a net increase of 25 dwellings on a site that is within 5km of the TBH SPA. Policy CP8 states that where there is a net increase in dwellings within 5km of the SPA, an Appropriate Assessment is required to be undertaken.
94. Mitigation has already taken place in the form of the provision of the Loddon and Ridge SANGs which have been designed to provide sufficient space to compensate for the growth in resident numbers associated with this phase of the Shinfield West development. Planning permission for the Loddon SANG has been granted under F/2010/1434 and Ridge SANG under 171151. Both will have met 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.
95. Natural England and the Biodiversity Officer raise no objection on these grounds.

### **Sustainable Design/Construction**

96. Policy CC04 of the MDD Local Plan and the Sustainable Design and Construction SPD require sustainable design and conservation and R21 of the Borough Design Guide SPD requires that new development contribute to environmental sustainability and the mitigation of climate change. Policy CC05 of the MDD Local Plan encourages renewable energy and decentralised energy networks, with encouragement of decentralised energy systems and a minimum 10% reduction in carbon emissions.
97. An Energy and Sustainability Strategy Statement (Briary Energy, April 2021) deals with the sustainable design and construction aspects of the development. It refers to a water management strategy to achieve 105L or less per person per day water consumption and a 10% reduction in carbon emissions above the requirements of

Part L of the Building Regulations. This is in accordance with policy and forms part of Condition 11.

## **Waste Storage**

98. Policy CC04 of the MDD Local Plan requires adequate internal and external storage for the segregation of waste, recycling, green waste and composting and an appropriate area for ease of collection.
99. The mixed use (residential and retail) building is provided with a bin store at the rear of the ground floor capable of accommodating 4 x 1100L bins. It is integrated into the design of the building and allows for direct access onto the street. It is of a suitable design and adequate capacity for residential and retail use.
100. A refuse strategy plan has also been provided for all dwellings and it demonstrates adequate storage and collection arrangements and that distances to kerbside collection are within the expected maximums. Dwelling 4 does not have side access but there is a collection point at the rear of the site. The arrangements are acceptable and form part of the approved details in Condition 2.

## **Flooding and Drainage**

101. Policy CC09 of the MDD Local Plan requires consideration of flood risk from historic flooding. The site and access thereto is located within Flood Zone 1 and the proposal represents no additional flood risk or vulnerability. Residential development in this location is acceptable in principle and supportive of Policy CC09.
102. Policy CC10 of the MDD Local Plan requires sustainable drainage methods and the minimisation of surface water flow. The Council's own modelling indicates surface water flooding has been identified within the site, with a risk of a 1 in 30-year event.
103. The application was accompanied by a Drainage Statement which the Council's Drainage Officer has reviewed and raises no in-principle objection. The drainage strategy involves a network of trapped gullies and pipes collecting surface water run-off from roads, roofs and driveways with the system that can be checked, cleaned, and maintained efficiently. All the connections are to attenuation storage tanks. Discharge is into the existing adoptable sewer at a rate of 5L/s for all storms up to and including the 1 in 100 year plus 40% climate change event separately for both the east and west connections with a combined discharge rate of 10L/s. The pipes will be approved by Thames Water and offered for adoption under a Section 104 agreement where applicable. Calculations supporting the above reviewed drainage system are also presented to justify there is no flooding events and that the capacity of the storages are sufficient.
104. The Council's Drainage Officer raises no objection subject to further details by condition, including identification of the destination of discharge with appropriate justification for the selection with related drawings/sketch and approval for the specific discharge amount from the system owner and details demonstrating how any SuDS for this development would be managed throughout the lifespan of the development and who will be responsible for maintenance. These are contained within Conditions 32-27 of the outline permission and are applicable to this phase.

## **Environmental Health**

105. There is no known contamination of the site and the Council's Environmental Health Officer has not raised objection to the proposal.

## **Security**

106. The layout considers security and all of the communal areas of open space are well overlooked by the proposed housing, as are the areas of parking. The parking area to the rear of the flat building is alongside the communal amenity area for the flat building and the secondary entry to the building, being alongside the cycle store. The parking area to the rear of Dwellings 3-5 is also well overlooked by Dwellings 6 and 7 and poses no adverse concern. Further, on this aspect, the Crime Prevention Officer as Thames Valley Police was consulted but did not respond.

## **Atomic Weapons Location**

107. Policy TB04 of the MDD allows development in the vicinity of the Atomic Weapons Establishment at Burghfield but only where the increase in density can be safely accommodated. The site is within the outer zone, which is 3-5km from the establishment. Policy TB04 states that further details are required where more than 500 people can be accommodated on the site. The subject application is a reserved matters application whereby the increased population density has already been considered. Nonetheless, the application would result in a density significantly less than 500 additional persons.

## **Community Infrastructure Levy**

108. 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, transportation (MyJourney) education, sports facilities, community facilities and green infrastructure.

## **Employment Skills**

109. There is no requirement for an employment skills plan under the reserved matters application.

## **CONCLUSION**

110. The development delivers a net increase of 25 dwellings (in a mix of 1, 2, 3 and 4 bed dwellings) and retail floorspace. The delivery of additional residential housing is anticipated as part of the outline planning permission and envisaged in the Development Plan. It delivers good quality accommodation with a varied mix of smaller units (with affordable provision) and larger family homes whilst achieving a positive relationship with the public realm. There is a reduced provision of retail floorspace when compared with the initial Development Brief but alongside the establishment of the town square, it still provides a positive focal point for Shinfield West. Importantly, officers are safeguarding the land for the foodstore.

111. The proposal will continue the economic growth, job creation and expenditure in the area and the housing is supported by continued investment in the infrastructure in the wider area. There are acceptable environmental benefits, already mitigated elsewhere in previous applications.
112. The reserved matters are adequately 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.