

Agenda Item 67.

Development Management Ref No	No weeks on day of committee	Parish	Ward	Listed by:
150162	Planning Performance Agreement	Barkham, Finchampstead, Swallowfield, Arborfield	Barkham, Finchampstead, South, Swallowfield, Arborfield	N/A SDL Major Development

Applicant Crest Nicholson Operations Limited C/O Savills
Location Arborfield Garrison and adjoining land **Postcode** RG2 9LN
Proposal Reserved Matters application for the erection of 113 dwellings with access from Biggs Lane and Princess Marina Drive, with associated internal access road, parking, landscaping and open space, footpaths and sustainable Urban Drainage (Suds).
Type Reserved Matters
PS Category 7
Officer Alex Thwaites

FOR CONSIDERATION BY Planning Committee on 11/11/15
REPORT PREPARED BY Head of Development Management

SUMMARY

This application relates to land north of Biggs Lane within the designated Arborfield Garrison Strategic Development Location (SDL). Outline planning consent for the site was granted under planning application O/2014/2280 which established the principle of access to the site together with development parameters.

The principle of development in this location has been established through its allocation by policy CP18 of the Core Strategy and through the Spatial Framework Plan within the Arborfield Garrison Supplementary Planning Document together with the outline planning permission.

The overarching vision of the SDL is to provide a co-ordinated approach to the delivery of infrastructure and services ensuring that developments are of a high quality and are sustainable. This includes the provision of schools, community facilities, good quality open space and appropriate local transport and links. The outline application for Arborfield Garrison was supported by an Infrastructure Delivery Plan (IDP) which established how the necessary infrastructure could be delivered. A S106 legal agreement secured the proportion of infrastructure attributable to the development at Arborfield Garrison and triggers for its delivery.

This current application is for reserved matters application for 113 dwellings, which represents phase 1 of the Arborfield Garrison development. The application seeks permission for the details of appearance, landscaping and scale only. Conditions applications have also been submitted in parallel to the reserved matters which seek approval for other detailed matters such as flooding and drainage, It should be noted that a Flood Risk Assessment was submitted and approved as part of the Outline scheme for this site and the wider Arborfield Garrison.

The application is before the Planning Committee as it is a major development that is recommended for approval. It is considered that the development would be a sustainable development that represents the first stage of the Arborfield Garrison development and would not have a significant detrimental impact on the character of the area or on existing residents.

The site is located between Biggs Lane and Princess Marina Drive. The topography of the site varies, with the key aspects being the existing Lake to the east of the site and a mound in the centre of the site which contains mature vegetation. The masterplan has been designed in order to retain the mound and mature vegetation as well as utilising and improving views over the Lake. The open space to the centre of the development not only gives the development a more open feel but also acts as a link between the Suitable Alternative Natural Greenspace (SANG) to the west of the site and the Lakeside. The Sustainable Drainage Systems (SUDS) have been designed as part of the site layout and there is sufficient capacity within the site to accommodate the Parcel 01 development. It should be noted that the majority of this site lies outside of the floodplain with the exception of a small section at the corner with Princess Marina Drive. Development is located outside of the floodplain and work will be undertaken as part of this development to reduce flooding on Princess Marina Drive.

The proposal would provide for an adequate level of amenity for the future occupants of the dwellings together with an acceptable impact on ecology, traffic, highway safety and flood risk in addition to contributing to the delivery of infrastructure provided jointly by the wider SDL. Given the location of the site there is no impact resulting to existing residential amenities.

In design terms, the proposal meets all the council's standards, in particular internal space, garden depths and parking standards. When originally submitted, the proposed dwellings and apartments represented a more contemporary design with features that were common in the local vernacular. While the contemporary designs were acknowledged, concerns were raised over certain aspects and details of the original design. Following consultation amended plans were submitted to alleviate these concerns and provide designs that, while still contemporary, represented the local area in a more respectful fashion while still in accordance with WBC standards.

The proposals are considered to be acceptable and therefore it is recommended that Reserved Matters are approved subject to conditions outlined below

PLANNING STATUS

- Strategic Development Location (SDL)
- Modest Development Location
- Countryside
- Thames Basin Heaths Special Protection Area 5km – 7km Zone
- Site of Special Scientific Interest 500m Buffer - Longmoor Bog
- Affordable Housing Thresholds
- Farnborough Aerodrome Safeguarding Consultation Zone
- Potentially Contaminated Land - Sewage Works (Disused)
- TPOs Served
- Bat Roost

RECOMMENDATION

APPROVE RESERVED MATTERS subject to the following conditions:

1. Nothing herein contained shall be deemed to affect or vary the conditions imposed by planning permission O/2014/2280 dated 02/04/2015 which conditions shall remain in full force and effect save in so far as they are expressly affected or varied by this permission.

Plans

2. Approved plans – details to be submitted as part of members update (awaiting revised / updated plans)

Materials

3. Approved materials - details to be submitted as part of members update (awaiting revised / updated plans)

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

Landscape Maintenance and Management

4. Prior to the first occupation of the development a landscape maintenance and management plan, including long term design objectives, management responsibilities, timescales and maintenance schedules for all landscape areas, other than privately owned, domestic gardens, shall be submitted to and approved in writing by the local planning authority. The landscape maintenance and management plan shall be carried out as approved unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure that provision is made to allow continuing enhancement and maintenance and management of the landscaping hereby approved. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21.

Parking and turning space to be provided

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

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

Cycle parking to be provided

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

Reason: In order to ensure that secure weather-proof bicycle parking facilities are provided so as to encourage the use of sustainable modes of travel. Relevant policy: NPPF Section 4 (Sustainable Transport) and Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

Access surfacing

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

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

Bus Stop

8. No building shall be occupied until the bus stops have been constructed on each side of Biggs Lane north west of the main site access and routes between the site and these bus stops including the road crossing are constructed and open for use.

Reason: In order to provide access to bus services to residents within a reasonable walking distance and to ensure the provision of sustainable transport measures in accordance with NPPF, Wokingham Borough Core Strategy Policies CP1, CP6 and CP18.

Access onto Biggs Lane

9. No building shall be occupied until the access has been constructed in accordance with the approved plans.

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

Construction Access onto Biggs Lane

10. Development shall not be commenced until the enabling works site access onto Biggs Lane has been constructed in accordance with details to be submitted on sketch named 'Enabling Works Site Access (version P3)'.

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

Highway construction details: on site

11. Prior to the commencement of development of the dwellings, full details of the construction of roads, cycleways and footways, including levels, widths, construction materials, depths of construction, surface water drainage and lighting shall be submitted to and approved in writing by the local planning

authority. The roads, cycleways and footways shall be constructed in accordance with the approved details to road base level before the development is occupied and the final wearing course will be provided within 3 months of occupation, unless otherwise agreed in writing by the local planning authority.

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

Flooding and Drainage

12. Within 12 months from the commencement of development, detailed proposals to reduce the extent of existing flooding on Princess Marina Drive north of the lake shall be submitted to the Local Planning Authority. The detailed proposals will be agreed by the Local Planning Authority prior to the first occupation of any dwelling in Phase 1b as defined in the Site Layout Plan drawing 1272-D-1300 Revision Y. The detailed proposals shall be implemented in accordance with the approved scheme and thereafter retained unless otherwise agreed in writing.

Reason: To prevent increased flood risk from surface water run-off. Relevant policy: NPPF Section 10 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Core Strategy policy CP1 and Managing Development Delivery Local Plan policies CC09 and CC10

Informatives

1. The development accords with the policies contained within the adopted development plan and there are no material considerations which warrant a different decision being taken.
2. This permission should be read in conjunction with the legal agreements under Section 106 of the Town and Country Planning Act that relates to the site, the contents of which relate to this development.
3. The 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: (e.g.):
 - addressing the evolving planning policy context;
 - a full pre-application process was undertaken by the applicant;
 - planning issues relating to ecology;
 - addressing concerns relating to highway safety;
 - extending the determination period of the application to allow for a bat survey to be undertaken and submitted for consideration;
 - amended plans being submitted by the applicant to overcome concerns relating to neighbour amenity;

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.

4. The Corporate Head of Environment at the Council Offices, Shute End, Wokingham should be contacted for the approval of the access construction details before any work is carried out within the highway. This planning permission does NOT authorise the construction of such an access.
5. Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on adjacent highways. For further information contact Corporate Head of Environment on tel: 0118 974 6302.
6. If it is the developer's intention to request the Council, as local highway authority, to adopt the proposed access roads etc. as highway maintainable at public expense, then full engineering details must be agreed with the Corporate Head of Environment at the Council Offices, Shute End, Wokingham. The developer is strongly advised not to commence development until such details have been approved in writing and a legal agreement is made with the Council under S38 of the Highways Act 1980.
7. Any works/events carried out either by, or at the behest of, the developer, whether they are located on, or affecting a prospectively maintainable highway, as defined under Section 87 of the New Roads and Street Works Act 1991, or on or affecting the public highway, shall be coordinated under the requirements of the New Roads and Street Works Act 1991 and the Traffic management Act 2004 and licensed accordingly in order to secure the expeditious movement of traffic by minimising disruption to users of the highway network in Wokingham.
8. Any such works or events commissioned by the developer and particularly those involving the connection of any utility to the site, shall be co-ordinated by them in liaison with Wokingham Borough Council's Street Works Team, (telephone 01189 746302). This must take place at least three month in advance of the works and particularly to ensure that statutory undertaker connections/supplies to the site are coordinated to take place wherever possible at the same time.
9. The attention of the applicant is drawn to the requirements of Section 60 of the Control of Pollution Act 1974 in respect of the minimisation of noise on construction and demolition sites. Application, under Section 61 of the Act, for prior consent to the works, can be made to the Environmental Health and Licensing Manager.
10. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer,

prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

11. Licences, consents or permits may be required for work on this site. For further information on environmental permits and other licences please visit <http://www.businesslink.gov.uk/bdotg/action/layer?r.s=tl&r.lc=en&topicId=1079068363>

12. The applicant is advised that the Council seeks that employers or developers within the borough commit to using local labour / contractors where possible. This should include:

- Advertisement of jobs within local recruitment agencies / job centres;
- Recruitment and training of residents from the local area;
- Seek tender of local suppliers or contractors for work.

13. Construction Noise. The applicant or the operator is advised to submit to the Council's Environmental Health Team a 'prior consent' application under s.60 of the Control of Pollution Act 1974.

14. The applicant is advised that a Full Secured by Design Award Accreditation should be carried out. This includes Layout and Physical Security, specifically relating to communal doors, house doors, windows and glazing. This should include ensuring that the applicant supplies certification for the doors and windows and that a visual inspection of the glazing is carried out.

PLANNING HISTORY		
SO/2010/0611	EIA scoping opinion	23/4/2010
O/2013/0600	Outline application for 2000 dwellings and supporting infrastructure.	Withdrawn 19/11/2013
O/2014/2280	OUTLINE PERMISSION FOR: Demolition of buildings and phased redevelopment of Arborfield Garrison and adjoining land for: Up to 2,000 new dwellings (including up to 80 units of extra care housing). District centre comprising a foodstore up to 4,000 sqm gross with up to a further 3,500 sqm (gross) floor space within Classes A1, A2, A3, A4, A5, B1, D1 and D2 (with residential above - Class C3)), and transport interchange, village square, car parking, servicing and drop off area. Up to a further 1,500 sqm (gross) floor space within Classes D1 and D2. Neighbourhood centre to provide up to 300 sqm (gross) floor space within Classes A1, A2, A3, A4, A5, B1, D1 and D2, with parking/servicing area. Secondary school for up to 1,500 pupils (Class D1) including sports pitches, flood-lit all-weather pitch, and indoor	Approved 02/04/2015

	<p>swimming pool and parking areas. Up to three-form primary school (Class D1) with sports pitch and parking areas. Associated phased provision of: car parking; public open space including sports pitches, informal/incidental open space, children's play areas including multi-use games area (MUGA), skate park, community gardens/allotments; landscaping/buffer areas; boundary treatments; new roads, footpaths, cycleways and bridleways; sustainable urban drainage systems, including flood alleviation works.</p> <p>PART 2 - FULL PERMISSION FOR phased development of: Creation of two new areas of Suitable Alternative Natural Greenspace (SANGS) (In the north-eastern part of the application site ("Northern SANGS") and at West Court ("West Court SANGS") including car parking areas, path/walkways, fencing and associated landscaping; re-use of existing MoD gymnasium for sports/community uses/centre (Classes D1/D2; new roundabout junction to A327 Reading Road; junction improvements to Langley Common Road, Baird Road and Biggs Lane; junction improvements and new access at Biggs Lane/Princess Marina Drive; re-use and improvements to existing site accesses from Biggs Lane.</p>	
152156	<p>Application for submission of details to comply with condition 32 of planning consent O/2014/2280: 32. Walking, cycling and equine strategy.</p>	Replied 12/10/15
152158	<p>Application for submission of details to comply with condition 6 of planning consent O/2014/2280: 6. Phasing strategy.</p>	Replied 12/10/15
152235	<p>Application for submission of details to comply with condition 13 of planning consent O/2014/2280: 13. Landscape strategy.</p>	Replied 05/10/15
152305	<p>Application for submission of details to comply with condition 27 of planning consent O/2014/2280 in relation to parcel o1: 27. Construction access.</p>	Replied 19/10/15
C/2015/1338	<p>Application for submission of details to partially comply with part of condition 69 of planning consent O/2014/2280: 69. Archaeological impact assessment.</p>	Replied 16/06/15
C/2015/1452	<p>Application for submission of details to</p>	Withdrawn 30/09/15

<p>comply with the following conditions of planning consent O/2014/2280 (Parcel 01 only):10. Samples and details of materials (part discharge).14. Hard and soft landscaping scheme (part discharge).26. Detailed design of roads (part discharge).40. Detailed scheme of compensatory storage for flood water (part discharge).41. Updated design floodplain modelling (part discharge).42. Safe pedestrian access/egress (part discharge).43. Offsite drainage strategy (part discharge).44. Surface water drainage scheme (part discharge).45. Full details of drainage system (part discharge).46. Wetland features (part discharge).59. Noise insulation for dwellings (part discharge).69. Archaeology (part discharge).</p>	
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SUMMARY INFORMATION	
For Residential	
Site Area	3.47 ha
Existing units	MOD Sergeants Mess
Proposed units	113
Proposed density - dwellings/hectare	32.5 d/ha
Number of affordable units proposed	23 (20%) and 15% commuted sum
Previous land use	Brownfield site (MOD)
Proposed parking spaces	162 allocated spaces (excluding garages) and 47 unallocated spaces

CONSULTATION RESPONSES	
Arborfield Parish	<p><u>Original Consultation:</u> The Parish Council is generally in support of the proposal however there are still some areas of concern that the Parish feel needs to be addressed:</p> <ul style="list-style-type: none"> • Design of the dwellings not in keeping with the local vernacular and established appearance of Arborfield. • The elongated profile of the windows and use of opaque glazing for the bottom half of the windows is not in keeping. • Elevations of the properties are considered to be generally quite bland and flat without much detailing on the smaller house types. • Overuse of weather boarding on some dwellings, in particular on apartment blocks, which is not keeping with the surrounding area. • Large prominent balconies on the residential units are a contrast in comparison with the rural character of the surrounding area. • High number of 'landmark buildings' that lack in individuality. In particular the large apartment blocks at the gateway are out of scale with the lower residential dwellings.

	<ul style="list-style-type: none"> • The public transport strategy condition that covers the whole of the outline site needs to be discharged before detail on the reserved matters is considered. • Over reliance on proposed tandem parking on the site that will be inconvenient for the future residents and increase the chances of on-street parking. Preference for parallel parking. • The Parish is concerned that there is significant hedgerow removal – as these are important for biodiversity and the character of the area. • Replacement hedgerows must be native English hedgerow species and of a decent size (1m) when planted. • Concerns over the loss of a known bat roost following the demolition of the Sergeants Mess – mitigation needs to be in place at the time of demolition. <p><u>Following re-consultation and submission of amended plans:</u></p> <ul style="list-style-type: none"> • ‘We are pleased to see that the revised application is a vast improvement on the original one and has taken into consideration comments raised’
Finchampstead Parish	<p><u>Original Consultation:</u> ‘Level of detail in the plans is disappointing, no actual elevations, heights or design shown. Infrastructure should be planned in, for the provision of a high speed fibre optic network serving all residential, commercial and public premises.’</p> <p><u>Following re-consultation and submission of amended plans:</u> ‘Infrastructure should be planned in for the provision of a high speed fibre optic network serving all residential, commercial and public premises.’</p>
Barkham Parish	<p><u>Original Consultation:</u> Barkham Parish Council are pleased with many of the elements of the plans produced, including a strong focus on landscape design and sustainable transport however there are a number of concerns:</p> <ul style="list-style-type: none"> • The public transport strategy condition that covers the whole of the outline site needs to be discharged before detail on the reserved matters is considered. • The Parish Council would like to see a more frequent bus service on the site which will be particularly important during term time following the construction of the new school. • Regarding greenways, it is not feasible to provide a safe greenway adjacent to the southernmost part of Barkham Street as the highway boundary is narrow. It would be better to provide a safe crossing adjacent to BR11 and then to use this bridleway through to Barkham Church. • The layout in the areas of the Commonfield Lane/Barkham Street/Barkham Ride junction needs to be improved to facilitate a safe crossing, ideally by providing a roundabout

	<p>as a traffic calming feature.</p> <ul style="list-style-type: none"> • Safe crossings of all main roads need to be given proper consideration. • Regarding the design, the houses shown on the covers of the Design & Access Statement (DAS) and the Design Codes, which are presumably meant to be flagship designs for the whole development, are ponderous and uninspiring • A study of local vernacular is included in the DAS. This identifies various local styles, although they mainly refer to Wokingham town centre rather than the local areas. That said, the currently proposed designs do not seem to present much resemblance to the styles identified. • With regard to Arboricultural issues, the submitted report is comprehensive from an arboricultural method and data point of view, but its tone and conclusions are very much from a housing developer's point of view. There is not great detail about or identification of the trees that are to be felled, as only seven trees are discussed in any detail. • Reserved matters is already too late to resolve SuDS, deferring these decisions even later could result in large costs for the council because they have to adopt inappropriate SuDs schemes which could cause flooding both on and off-site. • Finally must point out yet again that Crest Nicholson need to come forward urgently with a proper name for the development. The description of the place varies as Arborfield or Arborfield Garden Village is causing great confusion given that most of the development is actually in Barkham. <p>Following re-consultation and submission of amended plans:</p> <ul style="list-style-type: none"> • No comments received.
WBC Members	No comments received.
Archaeology	No objection
Berks, Bucks and Oxon Wildlife Trust	No objection subject to conditions
Biodiversity Officer	No objection
Building Control	No comments received.
Children Services	No comments received.
Community Infrastructure	No comments received.
Conservation Officer	No objection
Crime Prevention Design	No objection – subject to condition [<i>Officer note – see paragraph 45 & 46</i>]
Education Services	No comments received.
Environment Agency	The Environment Agency originally requested some additional information to ensure that that the principles set out in the Flood Risk Statement are adhered to, that is all residential development

	<p>will be located outside of the 1 in 100 year plus climate change flood extent and that no significant loss of floodplain storage will occur during the 1 in 100 year plus climate change flood event. This was submitted to the EA.</p> <p>The Environment Agency are pleased that the surface water run-off rates will be restricted to Greenfield rates in line with the principles set out in site wide Flood Risk Assessment (FRA).</p> <p>The Environment Agency advise they are generally satisfied that the changes to the scheme proposals detailed in the Flood Risk Statement will result in no significant flood risk impact and that the site-wide proposals will lead to a reduction in flood risk overall compared to the existing situation.</p> <p><i>[Officer Note: The Environment Agency has requested further information as above; these issues are being dealt with conditions outside of the reserved matters application under separate conditions applications. As advised in the report, flooding and drainage were fully assessed at outline stage, the Council and the EA were satisfied that the site has sufficient storage capacity and that the provision of SUDs, which will incorporate flood attenuation ponds, can be accommodated on-site and will mitigate the impacts of the development. Within the Reserved Matters the site has been assessed and any flooding issues on the highway have been conditioned. No housing development is located within areas that flood apart from one small section of the Apartment Block 6 which is being conditioned to secure appropriate mitigation]</i></p>
Environmental Health	No objection
Flooding & Drainage	No objection
Health and Wellbeing	No comments received.
Highways	No objection – subject to conditions
Highways England	No objection
Historic England	No objection
Land Use and Transport (Policy)	No objection
Landscape and Tree	No objection – subject to conditions
Libraries	No comments received.
Natural England	No objection
Network Rail	No objection
Public Rights of Way	No comments received.
Royal Berkshire Fire	No comments received.
South East Water	No comments received.
South West Train	No comments received.

Southern Gas Networks	No comments received.
Sport England	Objection – on the basis of a net loss of one playing field. [<i>Officer note: this playing field was located on MOD land therefore not used by the public. Additionally, there are plans within the outline and secured by the s106 to provide playing pitches within the Arborfield Garrison development.</i>]
SSE Power Distribution	No comments received.
Thames Valley Police	No comments received.
Thames Water	Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application
Waste Services	No objection

REPRESENTATIONS

One representation received regarding:

- The cycle and footpath route running South from the BOAT (Bridleway Open to All Traffic no 22 Finchampstead and 18 Barkham on the Parish maps) to the MFT development/West Court be re considered as a Bridleway/Multi-user route.
- Upgrade part of Footpath 28 to Bridleway to link this route to Park Lane, not just for Horse Riders but for Cyclists, allowing teenagers from the southern area of Finchampstead a safer off road route to the new school.
- How dangerous the roads are becoming for equine use and how desperately local riders need more off road routes.
- Use of Pegasus crossings on the Arborfield Garrison Site.

PLANNING POLICY

National Policy

National Planning Policy Framework 2012
 Technical Guidance to the National Planning Policy Framework 2012

South East Plan 2009

Saved policy NRM6 - Thames Basin Heaths Special Protection Area

Wokingham Borough Core Strategy policies:

CP1 - Sustainable Development
 CP2 - Inclusive Communities
 CP3 - General Development Principles
 CP4 - Infrastructure Requirements
 CP5 - Housing Mix, Density and Affordability
 CP6 - Managing Travel Demand
 CP7 - Biodiversity
 CP8 - Thames Basin Heaths Special Protection Area
 CP9 - Scale and Location of Development Proposals
 CP10 - Improvements to the Strategic Transport Network
 CP11 - Proposals outside Development Limits (including countryside)

CP13 – Town Centres and Shopping
CP17 - Housing delivery
CP18 – Arborfield Garrison Strategic Development Location

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

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

CC01 – Presumption in Favour of Sustainable Development
CC02 – Development Limits
CC03 - Green Infrastructure, Trees and Landscaping
CC04 - Sustainable Design and Construction
CC05 - Renewable energy and decentralised energy networks
CC06 - Noise
CC07 - Parking
CC08 - Safeguarding alignments of the Strategic Transport Network & Road Infrastructure
CC09 - Development and Flood Risk (from all sources)
CC10 - Sustainable Drainage
TB05 - Housing Mix
TB07 – Internal Space Standards
TB08 - Open Space, sport and recreational facilities standards for residential development
TB09 – Residential accommodation for vulnerable groups
TB12 – Employment Skills Plan
TB15 – Major Town, and Small Town/District Centre development
TB16 – Development for Town Centre Uses
TB20 – Service Arrangements and Deliveries for Employment and Retail Use
TB21 - Landscape Character
TB23 - Biodiversity and Development
TB24 – Designated Heritage Assets (Listed Buildings, Historic Parks and Gardens, Scheduled Ancient Monuments and Conservation Areas)
TB25 - Archaeology
TB26 – Buildings of Traditional Local Character and Areas of Special Character
SAL05 - Delivery of Avoidance Measures for the Thames Basin Heath Special Protection Areas

Supplementary Planning Documents

Arborfield Garrison Strategic Development Location Supplementary Planning Document (October 2011)
Infrastructure Delivery and Contributions Supplementary Planning Document (October 2011)
Wokingham Borough Design Supplementary Planning Document (2012)
Wokingham Borough Affordable Housing Supplementary Planning Document (July 2013)
Sustainable Design and Construction Supplementary Planning Document (28 May 2010)
Planning Advice Note, Infrastructure Impact Mitigation, Contributions for New Development (Revised 2014)
Barkham Village Design Statement (re-adopted as an appendix to the Borough Design Guide SPD in May 2012)

Emerging Arborfield and Newland Village Design Statement (post-consultation, now being considered for adoption)

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

PLANNING ISSUES

Principle of Development and Infrastructure Delivery

1. The application site forms part of a larger area designated under the Wokingham Borough Core Strategy as the Arborfield Garrison Strategic Development Location (SDL).
2. Wokingham Borough Core Strategy policy CP17 establishes a requirement to provide at least 13,487 new dwellings with associated development and infrastructure in the period 2006-2026. The majority of this new residential development will be in four SDLs, of which Arborfield Garrison is one of these. Policy CP18 identifies that the Arborfield Garrison SDL will deliver a sustainable, well designed mixed use development of around 3,500 dwellings and associated infrastructure.
3. Core Strategy Policy CP18 is amplified by Appendix 7 of the Core Strategy, the Arborfield Garrison Strategic Development Location Supplementary Planning Document (SPD) and Infrastructure Delivery and Contributions SPD, which address the associated infrastructure impacts across the whole borough. These documents establish a requirement for a sustainable, well designed, mixed use development and make clear that a co-ordinated approach to the development of the SDL will be required to deliver the necessary infrastructure, facilities and services to meet the needs of the expanded community.
4. Outline planning permission for the site was granted by Wokingham Borough Council on 02/04/2015. This established the principle for development for the site together with access for up to 2,000 new dwellings, district centre, neighbourhood centre, secondary school, primary school and two Suitable Alternative Natural Greenspace (SANGS). These were considered against the relevant Core Strategy policies and Local Plan policies. The current application seeks reserved matters approval for appearance, layout, landscaping and scale. Other issues such as updating the Flood Risk Assessment and Phasing are being considered under separate conditions applications.
5. The outline consent included an Infrastructure Delivery Plan and S106 legal agreement. The legal agreement secures the coordinated delivery of the infrastructure necessary to support the development and fair share of the SDL wide infrastructure. These included contributions towards off-site infrastructure and services such as roads, education, sports facilities, community facilities and green infrastructure. In addition, it secured an affordable housing contribution in accordance with the Core Strategy and Infrastructure Delivery and Contributions Supplementary Planning Document.
6. The details approved under the outline planning consent established parameters for the development including general site layout including the quantum of development, indicative location of housing, open space, density and general heights of buildings. Access to the site was also established.

Site Description

- 7. The application site relates to an area of land within the Outline application that lies to the north of Biggs Lane and to the south of Princess Marina Drive, adjacent to the existing lake.
- 8. As described in the Outline application the existing land use of the site comprises of the soon-to-be vacated Arborfield Garrison (MOD use), which is currently not accessible to the public.

Dwelling Mix:

- 9. MDD LP Policy TB05 requires an appropriate housing mix which reflects a balance between the character of the area and the current and projected needs of households.
- 10. The accommodation on the site would be provided within both apartments and houses. The mix of dwelling types allows for a mix of smaller units, like for example 2 bed dwellings, with larger houses and apartment buildings which allows for an appropriate housing mix which reflects a balance between the character of the area and the current and projected needs of households on the market.
- 11. The table below shows a breakdown of the mix of dwelling types and units on the first phase.

		Private	Affordable	Total
Apts	1 bed	1	4	5
	2 bed	36	7	43
Houses	2 bed	10	5	15
	3 bed	21	6	27
	4 bed	19	1	20
	5 bed	3	0	3
	Total	90	23	113

- 12. The proposal is considered acceptable and provides a good balance of accommodation on the site.

Masterplan – Layout

- 13. Core Strategy Policies CP1, *Sustainable Development* and CP3, *General Principles for Development* requires high quality design that respects its context. This requirement is amplified by MDD LP Policies CC03, *Green Infrastructure, Trees and Landscaping* and TB21, *Landscape Character* and Arborfield Garrison SPD which requires development proposals to protect and enhance the Borough’s Green Infrastructure, retaining existing trees, hedges and other landscape features and incorporating high quality - ideally native – planting as an integral part of any scheme, within the context of the Council’s Landscape Character Assessment.
- 14. Core Strategy policy CP18, *Arborfield Garrison Strategic Development Location* sets out the concept rational for the design parameters for the Arborfield Garrison SDL and these are outlined in further detail in Appendix 7 of the Core Strategy.

This states that:

The attractive rural setting, which requires a design response to ensure the development, is absorbed into the landscape, taking account of natural features including watercourses, and to ensure a sense of the landscape permeates the development through an open space strategy

15. Further design guidance is provided by the Arborfield Garrison SPD in section 4. Design principle 3 is concerned with character and states that there should be diversity and distinction in the SDL which should be enhanced through the application of character typologies.
16. It is important to set out the site in the context of the wider planning permission for Arborfield Garrison. The application parcel itself forms a discrete part of the Arborfield Garrison planning unit. In order to ensure consistency of design for the entire development, the Arborfield Garrison planning consent established design principles including indicative parameter plans for development limits, density and building heights. Further design guidance was also included within the Design and Access Statement.
17. To build upon these principles, a requirement of the outline planning permission was for the applicant to submit a design code with the submission of reserved matters applications. The purpose of the design code is to ensure continuity of development across the site and the application of Garden Village principles in the design. In accordance with this requirement, the applicant has provided these details which have demonstrated the overarching principles for the entire site and are acceptable. The design principles outlined in the code will be expected to be incorporated to the wider Arborfield Garrison planning unit.
18. The submitted masterplan recalls the principals within the outline planning application and design code. To reflect this and inform diversity of development, the applicant has applied three different character areas to the layout (*Green Edge, Lakeside Edge and Green Grid and Village Street*). Within these areas, differing street typologies, building heights and landscaping have been applied to promote variety and also manage vehicle speeds throughout the site. In addition, consideration has been applied to the relationship of the site and the constraints of the surrounding area through the application of these differing character areas and each of the character areas are further discussed below.
19. The 'Green Grid and Village Street' character area is a varied streetscape, consisting of terraced, semi-detached and detached dwellings with 2 & 3 storey apartment blocks acting as 'waymarkers'. The area is most recognisable as the character area that links Biggs Lane and Princess Marina Drive through the parcel of development. The street width of this route is also wider than the other character areas in order to emphasise this principal route and the architecture emphasises the entrance to the site with the gateway buildings in place.
20. The 'Green Edge' character area encompasses the green landscape space at the heart of the development parcel with existing mature trees and the edge of the SANG. The Green Edge is characterised by a more spacious and informal character. This road is slightly narrower than the Main Street which would provide an indication of a change in street hierarchy. This is reinforced with the

use of a different shared surface material with softly landscaped verges. The scale of the dwellings will reflect this change with generally two storey designs with some 2.5/3 storey dwellings to create gateways.

21. The 'Lakeside Edge' is located along the east side of the existing lake that sits between Biggs Lane and Princess Marina Drive. The Lakeside Edge is characterised by a linear park and two to three storey dwellings facing out into the public space.
22. These character areas are considered to work well within the site and offer diversity and interest to the layout.

Masterplan – Density

23. Design principles 3 (a-g) are outlined in the Arborfield Garrison SPD and are concerned with the character of the development, including the density of development. The Core Strategy approach for the Arborfield Garrison SDL in respect to density is outlined in Appendix 7 which indicates an average density of 30-35 dwellings per hectare (d/ha) across the SDL. Equally the Arborfield Garrison planning consent established 'Parcel O1' to be of 'medium density' (27-37 d/ha).
24. The overall density proposed by the application is 32.5 d/ha. The masterplan shows that density would be greater in towards the centre of the site diminishing towards the edges. Higher density in the centre would define the Green Grid and Village Street character areas which would provide a good degree of legibility between the development parcel and wider Arborfield Garrison development when this is brought forward. The application of lower density development in the 'Green Edge' and 'Lakeside Edge' character areas responds well to both the constraints of the site and the edge of development. This would provide a strong transition between the built forms and surrounding SANG.
25. This approach is considered consistent with the advice provided by the SPD, the previously approved outline application and the overall density of development is in line with Appendix 7 of the Core Strategy and is therefore acceptable.

Masterplan – Design and Appearance

26. In terms of the detailed design of the buildings, the Arborfield Garrison SPD recommends that the existing built form should be used to inform the design. The Design and Access Statement and Design Code include a character analysis of the surrounding area and picks out themes that are common in the locality. These have been used to help inform the design style of the dwellings which generally take on a more contemporary form of design that take clear character references from the local vernacular architecture. The design should also be influenced and consistent with the Garden Village Principles.
27. Throughout the site, the applicant has provided a good range of housing types and styles ensuring that there is diversity in the built form and a range of housing for future occupants. The application of character areas outlined above also helps provide variety throughout the site. In addition, there is diversity in the style of the dwellings achieved through detailing such as rendering on some house types and brick work details on others. This helps to provide a clear and legible neighbourhood.

28. It should be noted that during the process, the application has been subject to revised plans. While the original application was considered to be uncharacteristic in comparison to the surrounding area, particularly by the Parishes as highlighted through the comments received, the revised plans addressed this issue by introducing designs and details that are more commonly found in the area but still modern in their appearance. For example, the amended plans reduced the amount of weatherboarding on the dwellings and apartments as well as introducing features such as gable roof pitches that are more common in the surrounding local vernacular and the re-design of the proposed balconies.
29. Whilst the proposal introduces a more modern design into the SDL, the NPPF states *planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness*. The proposal, whilst modern in design, consisted of more features that are found in the local vernacular. It is considered that the applicant has carefully considered the design in the context of the surrounding area and proposes a design that is respectful to the character of the area while not replicating the homogenous design styles of other modern housing estates.
30. The overall design approach for all of the dwellings is considered appropriate and successful in its approach and respects the context of the site location and in accordance with the advice provided by the NPPF, policies CP1 and CP3 together with the Arborfield Garrison SPD and Supplementary Planning Guidance. The proposal is therefore considered acceptable.

Masterplan – Landscape

31. The landscape character of the site should be driven by the Garden Village Principles, the internal character areas described above and in accordance with Condition 13 of the original outline permission, the *Overarching Landscape Strategy*.
32. The proposed layout retains existing landscape features including existing mature trees in the central open space, the lakeside area and elsewhere where possible and is enhances access to the SANG. These mature trees and landscaping will help to soften the built development from the outset.
33. Within the development, landscaping is proposed throughout the character areas. For instance the Green Edge character area shall provide a tree lined route for the public from the SANG parkland through the development to the Lakeside Edge and the significant existing trees in the SANG shall be retained to give the development a soft edge. More informal plating is proposed in the other character areas which include trees and low level planting. These measures together with the proposed boundary treatments would reduce and mitigate the proposed development's impact on the landscape and is generally consistent with the advice provided by the Arborfield Garrison SPD. Equally, in the case of protected or mature trees that are to be lost, appropriate replacement planting is proposed and is found satisfactory by the Landscape Officer. As well as the vegetation that immediately abuts the Lakeside, that is to be thinned out to make a more attractive setting that highlights the more significant and mature existing

trees.

34. One of the key landscape assets that is to be retained is the existing mound at the centre of the site that overlooks the lakeside area. The submitted plans consist of a sizeable earth sculpture, an 'amphitheatre', which addresses this lakeside landscape. Given this mound is an existing landscape feature we consider appropriate to be designed from the start, a reduction in its size would result in the loss of existing mature large trees which are important to the overall appearance and visual amenities of the site and its ecology and the local area.
35. Where possible existing trees are to be retained and there would be no loss of any species considered significant by the Landscape Officer. New vegetation is proposed within the site layout which would help soften the built form and provide a verdant character along the areas of public open space. The Landscape Officer has assessed the submitted plans and documents and is satisfied with the proposal at this stage subject to a condition relating to the landscape management and maintenance of the landscaping.

Masterplan – Conclusion

36. The design approach taken to inform the layout and appearance of the buildings is considered to respond well to the existing landscape features, context of the site and surrounding area. The applicant has satisfactorily demonstrated a comprehensive approach to the delivery of the dwellings under consideration by this reserved matters application. This has been achieved through applying the principles of the design code in the proposed layout and the principles of the Garden Village.
37. Overall, it is considered that the proposal would not have a significant detrimental impact on the character of the area and is broadly in accordance with the principles of the relevant planning policies and supplementary planning advice.

Residential Amenity – Impact upon Neighbouring Properties

38. Core Strategy policy CP3 requires that new development should be of a high quality of design that does not cause detriment to the amenities of adjoining land users. Separation standards for new residential development are set out in section 4.7 of the Borough Design Guide.
39. The site is located away from existing residential development on the north side of Biggs Lane and therefore the nearest neighbouring properties are located in Buttenshaw Avenue, Parsons Close or on Commonfield Lane. Given the size of the separation distances and the onsite conditions, it is considered that there would be no significant impacts to existing residents in terms of overlooking, loss of light and overbearing.

Residential Amenity – Noise

40. Whilst it is acknowledged that there would be a greater level of activity in the area arising from the delivery and future occupation of the housing, this would not be to an extent that is unusual in a residential area. As the site has been identified as being suitable for housing, the principle of residential development in this area has been established. The outline permission also secured via condition and s106 the Construction Management Plan and construction routes for the proposal in order to keep disruption to a minimal. Construction activities would be

temporary and Condition 68 of the Outline Planning consent controls the hours of operations to 0800-1800 on Mondays to Fridays and 0800-1300 on Saturdays.

41. It is considered that the proposal would not result in any significant harm to the amenity of the existing residents and is in accordance with policies CP1 and CP3 and supplementary planning guidance.

Residential Amenity – The Amenity of Future Occupants of the Development

42. The Borough Design Guide and MDD LP policy TB07 set out minimum thresholds for private amenity space and internal space standards which new residential development should be assessed against.

Private Amenity Space

43. The Borough Design Guide sets a minimum garden depth of 11.0 metres. In terms of the submitted masterplan, the proposed layout complies with these requirements with all houses meeting the minimum threshold. For some of the proposed houses, the garden areas are wide which increases the area of amenity space. Overall, it is considered the development will provide acceptable levels of private amenity space for the future occupants of the dwellings and is in accordance with policy.

Internal Space Standards

44. With respect to internal floor space of the units, since 1st October 2015 national space standards have been in place as the Technical housing Space Standards. As this proposal was submitted before the 1st October the proposal must be considered against and is compliant with policy TB07 of the MDD. While the standards in the Borough Design Guide are very similar to new DCLG national space standards, only a small number of units approximately 7% of the dwellings are impacted by this. However, this proposal was submitted before the 1st October the proposal is fully compliant with policy TB07 of the MDD and is therefore acceptable.

Security

45. The layout takes into account security and all of the communal areas of open space are well overlooked by the proposed housing, as are the areas of parking. The layout also means that there are back to back relationships which restrict access to private amenity space.
46. The Crime Prevention & Design Advisor is satisfied that the proposal is compliant with 'Secured by Design' principles however they have asked for a condition to be placed on the application ensure the proposed development will achieve the Full Secured by Design Award Accreditation. While this would be ideal, it is not considered reasonable enough to secure this via condition and therefore can be dealt with via an informative to the application as well as now being covered within Building Regulations.

Noise

47. Core Strategy Policy CP1 and MDD LP Policy CC06 direct development away from areas where noise would impact upon amenity and require mitigation where noise cannot be completely avoided. The Environmental Health officer is satisfied with the application and therefore there is not considered to be significant impacts to the occupants of the proposed dwellings

Sustainable Design and Construction

48. Due to the replacement of the Code for Sustainable Homes with national standards in Building Regulations, the proposal is not required to meet Code 4 in line with Policy CC04 of the MDD. However, the policy does require that all development should incorporate suitable waste management facilities including on-site recycling (composting). It is considered that sufficient internal and external storage could be provided to accommodate this.
49. Additionally, there is a condition in the outline permission to secure low and zero carbon technologies, so to demonstrate how the development will achieve a 10% reduction in carbon emissions beyond the minimum requirement of 'Part L: Building Regulations'.

Access and Movement

50. The outline planning permission established the access points to the site and was accompanied with a full Transport Assessment. This involved modelling the potential impacts of the development by using the Wokingham Strategic Transport Model which included a review of this development site, the Arborfield Garrison SDL and the wider Core Strategy development proposals. It was demonstrated that there would be no significant harm caused by additional houses to both local and the wider transport networks, subject to the delivery of the Transport Interventions that were identified and secured through a legal process. The current reserved matters application does not deviate from the established access points approved under the outline planning application. It should be noted that most of the highways related matters are being assessed in detail under separate conditions applications.
51. The main site access onto Biggs Lane was operationally assessed at the outline stage and identified to function satisfactorily. A Road Safety Audited was also undertaken. These outline proposals also include pedestrian, cycle and equestrian facilities along the site frontage.

Access and Movement – Site Layout

52. As outlined above, the use of character areas ensures that there is a variety of street hierarchy proposed for the site. The principle accesses to the site would be from Biggs Lane and Princess Marina Drive. The 'Green Grid' / 'Village Street' character area covers the road that acts as the main street in the development that links Biggs Lane to Princess Marina Drive. The road has been designed to be 5.5 metres in width with a minimum 2.0 metre wide service margin. As buses are not planned to run through this part of the site the 5.5 metres width is appropriate. On entering the site from Biggs Lane there is also a landscape strip with trees which is 3 metres in width. This means that the entire street/public highway width will be a total of 9.5 – 12.5 metres, including footways, (also service margins) carriageway and on some sections an extra 3 meters of landscaping.
53. The 'Green Edge' and 'Lakeside Edge' consist of tertiary streets that vary between 4.8 metre and 5.5 metre carriageway widths. On the majority of streets, pavements have been provided on both sides of these roads for good pedestrian access within the site and future phases of development in the wider Arborfield Garrison development. On these tertiary streets, without frontage housing the

service margin will be a minimum of 0.5m without street lights and 1.0 with street lights.

54. Additionally, the proposal includes shared surfaces and private drives off the tertiary streets that provide access to some residential dwellings. These areas of road are short in length and often consist of turning heads which will ensure low vehicle speeds within these zones. This is considered an acceptable approach to the highways within developments.

Access and Movement – Car Parking

55. In line with Core Strategy Policy CP6, Managing Travel Demand and MDDL Policy CC07: Parking, condition 40 requires reserved matters to incorporate car parking in line with the Council's standards. The standards require allocated parking to be supplemented with unallocated or visitor parking.
56. The application proposes a total of 213 spaces for 113 dwellings (48 flats and 65 houses), of which 41 spaces unallocated or visitor spaces. For clarity the figures exclude all garage spaces, including double garages. This level equates to an average of 1.88 spaces per dwelling and 2.30 spaces per dwelling when including all 47 garage spaces at 44 of the dwellings with a garage.
57. This parking is in accordance with the WBC parking standards (WBC demand calculator assumes that garage accommodation accounts for 0.5 spaces per dwelling) and the amount of parking is proportionate to the size of dwelling that it is intended to serve. The parking for the proposed dwellings is provided on plot with apartment parking also being located on plot. Parking spaces on the driveways have been set out so vehicles that footways are unlikely to be blocked. Visitor parking is also well distributed through the development and this is provided in bays which are off-set from the carriageway to reduce the level of on carriageway parking.
58. On this basis, the level of parking provided and its location should limit demand for on street parking along the primary street and throughout the development. As such the proposed parking is considered acceptable on the site.

Access and Movement – Pedestrian, Cycle & Equine Access

59. The layout provides for pedestrian access with 2m footways on both sides of the main access road within the site. The side roads are either tertiary streets which include footway or shared surface for the minor accesses.
60. There are excellent connections to pedestrian and cycle routes, with the Biggs Lane greenway across the site frontage, the link across the middle of the site between the lake and the SANG to the south east and the pedestrian / cycle route parallel with Princess Marine Drive. Conditions within the outline application have secured connections from the site although this will come in later phases as per the phasing strategy. This pedestrian and cycle route connects to the Greenways linking to Finchampstead to the east, Barkham to the north and the Garrison redevelopment westwards.
61. The footway/cycleway/bridleway connection along Biggs Lane is secured by Condition 32 of the outline permission. The proposal consists of a 4.0 or 5.0 metre wide shared route on approaches to the site's entrance off Biggs Lane.

Either side of this site access it is split by existing trees into a separate 2.0 metre bridleway and / or 2.5 metre footway/cycleway.

62. Near to the existing green overbridge, a Pegasus crossing is proposed on Biggs Lane to accommodate equestrian use. The details of this design will be secured by condition and refined and it is expected that it will be traffic signal control when demand for the crossing increases as a connection to the District Centre and school. It is being constructed with the wiring, trunking and inductive loops for efficient and easy conversion to traffic signals at the appropriate time.

63. Given Parcel O1 is the first phase of the wider Arborfield Garrison development it is acknowledged that permeability across the wider area remains limited at this early stage. However the applicant and the Council are working to ensure links are established early on in the development process to help promote sustainable routes across the wider area and that future residents can move between parcels easily.

Access and Movement – Cycle Storage

64. Consistent with Core Strategy Policies CP1, Sustainable Development and CP6, Managing Travel Demand, which expect development to make provision to support sustainable travel, Condition 29 of the outline planning consent requires cycle parking and storage in line with the Council's standards at the time. These are set out in MDDL Appendix 2: the requirement is for provision of at least one cycle space for dwellings with three or fewer habitable rooms, two spaces for dwellings with four or five habitable rooms and three cycle spaces for larger dwellings.

65. Cycle parking is provided on site both within garages and sheds. Garages have a minimum length of 7.0 meters in length to be included as cycle space. All dwellings and apartments have been provided with sufficient space for cycle storage/parking in accordance with the above requirements and as such the proposals are considered acceptable on this basis

Access and Movement – Access to Public Transport

66. In order to ensure good public transport to the site, a public transport strategy has been secured by Condition 33 of the outline planning consent. A new bus stop will be provided on Biggs Lane which is within 400m of all the houses. This provides access to the existing Leopard services to Reading and Wokingham. These services are phased will become more frequent with additional subsidised services as set out in the public transport strategy.

67. In the longer term when the Nine Mile Ride Extension is completed, buses are not expected to route along Biggs Lane past the site, but will instead route through the development north of Biggs Lane to the west of the lake. There will be new bus stops located in the development west of the lake on Princess Marina Drive and near to Biggs Lane in order that the dwellings in O1 are within 400m of a bus stop. Safe and attractive pedestrian links will also be provided to these to encourage bus usage across the site.

Flooding and Drainage

68. Core Strategy Policy CP1 and MDD DPD Policies CC09 and CC10 establish that new development should avoid increasing and where possible reduce flood risk

and Arborfield Garrison SPD generally requires provision of a comprehensive system for water management, which takes account of existing features and includes proposals for effective sustainable urban drainage (SUDS), measures to avoid flood risk and new ponds.

69. At the outline stage, the applicant undertook a Flood Risk Assessment which determined that the residential part of the outline site is not located within areas shown to be at risk of flooding, as indicated by Flood zone 1 on the Environment Agency's Flood map. No housing development is located within areas that flood apart from one small section of the Apartment Block 6 which is being conditioned to secure appropriate mitigation. Equally, only a small area that is the access to the North West of the site on Princess Marina Drive has some flooding issues. It should be noted however that this does not prevent development on Parcel O1 coming forward. The Council, EA and Crest are working up solutions for this as part of the wider development proposals. As such this area has been phased and conditioned to be developed / occupied towards the end of the development on this parcel in order to allow time for the flood improvement measures to be agreed and to secure the reduction of flooding in this area.

70. Drainage was fully assessed at outline stage, the Council and the EA were satisfied that the site has sufficient storage capacity and that the provision of SUDs, which will incorporate flood attenuation ponds, can be accommodated on-site and will mitigate the impacts of the development. The benefit of SUD's over the existing field use is that these should improve the current situation by preventing water from running off the land too quickly.

71. However in order to ensure no harm occurs a surface water drainage scheme for the site, based on sustainable drainage principles is required to be submitted for review as part of the conditions imposed. This is being assessed under a separate condition application (Condition 41 of O/2014/2280) however there is sufficient capacity within O1 to accommodate the SUDS for this development.

72. Given flooding and drainage issues will be considered in detail under separate condition submission and mitigation can be accommodated within the site, there is no objection to the proposed layout in respect to the reserved matters submission.

Thames basin Heaths Special Protection Area

73. The Thames Basin Heaths Special Protection Area (SPA) was designated under European Directive due to its importance for heathland bird species. Core Strategy policy CP8 establishes that new residential development within a 7km zone of influence is likely to contribute to a significant impact upon the integrity of the SPA. The Arborfield Garrison SDL falls within this zone of influence and, in accordance with Core Strategy policy CP17 and Design Principle 1c (vi), mitigation in the form of Suitable Alternative Natural Greenspace (SANG) is being provided.

74. The development will be mitigated by the provision of the Suitable Alternative Natural Greenspace (SANGS) In the north-eastern part of the outline application site ("Northern SANGS") and at West Court ("West Court SANGS"). This has been designed to provide sufficient space required to compensate for the growth in resident numbers associated with this phase of the Arborfield Garrison

development. Planning permission for the SANGs has been granted under the outline consent (Ref: O/2014/2280) and as such this meets the Natural England's 'Guidelines for the Creation of Suitable Alternative Natural Greenspace' (SANG) (2008) in terms of having all the essential features required to attract recreational users away from the SPA. Natural England and the Biodiversity Officer are satisfied with this approach. The SANG will be open prior to first occupation.

Ecology

75. Core Strategy Policy CP7, carried forward by MDD LP Policy TB23, requires appropriate protection of species and habitats of conservation value. Design Principle 1b (i-ii) is concerned with protection of ecological habitat and biodiversity features, together with mitigation of any impacts that do arise. The Biodiversity Officer has assessed the application and is satisfied that there would be no significant impact on ecology. It was considered important that the existing mound in the middle of this site was retained in order to promote ecology within the site. Removing it would mean loss of some mature trees.

Archaeology

76. Core Strategy Policy CP3 and MDD LP Policy TB25 require the archaeological impact of development to be taken into consideration. An Archaeological Evaluation report for the proposal was submitted and Berkshire Archaeology are satisfied that, given the nature of the features encountered, no further archaeological investigation will be required on this parcel.

Affordable and Specialist Housing

77. Core Strategy Policy CP5 requires a mix of tenures, including up to 50% affordable housing. The Infrastructure and Contributions SPD states that development within the SDLs should seek 35% affordable housing which echoes Appendix 7 of the Core Strategy

78. The application proposes 15 units of affordable housing on site of which 8 units are shared ownership (intermediate). Under the Outline permission the applicant sought a commuted sum for the provision of off-site affordable housing in order to secure the 35% affordable housing required for the application. The onsite provision is considered acceptable.

CONCLUSION

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

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