



## **WOKINGHAM BOROUGH COUNCIL**

A Meeting of the **PLANNING COMMITTEE** will be held  
David Hicks 1 - Civic Offices, Shute End, Wokingham RG40  
1BN on **WEDNESDAY 12 DECEMBER 2018 AT 7.00 PM**

*Heather Thwaites*

Heather Thwaites  
Interim Chief Executive  
Published on 4 December 2018

This meeting will be filmed for inclusion on the Council's website.

Please note that other people may film, record, tweet or blog from this meeting. The use of these images or recordings is not under the Council's control.



## **WOKINGHAM BOROUGH COUNCIL**

### **Our Vision**

A great place to live, an even better place to do business

### **Our Priorities**

Improve educational attainment and focus on every child achieving their potential

Invest in regenerating towns and villages, support social and economic prosperity, whilst encouraging business growth

Ensure strong sustainable communities that are vibrant and supported by well designed development

Tackle traffic congestion in specific areas of the Borough

Improve the customer experience when accessing Council services

### **The Underpinning Principles**

Offer excellent value for your Council Tax

Provide affordable homes

Look after the vulnerable

Improve health, wellbeing and quality of life

Maintain and improve the waste collection, recycling and fuel efficiency

Deliver quality in all that we do

## MEMBERSHIP OF THE PLANNING COMMITTEE

### Councillors

Tim Holton (Chairman)	Chris Bowring (Vice-Chairman)	Carl Doran
John Jarvis	Malcolm Richards	Angus Ross
Rachelle Shepherd-DuBey	Wayne Smith	Bill Soane

ITEM NO.	WARD	SUBJECT	PAGE NO.
54.		<b>APOLOGIES</b> To receive any apologies for absence.	
55.		<b>MINUTES OF PREVIOUS MEETING</b> To confirm the Minutes of the Meeting held on 14 November 2018.	5 - 12
56.		<b>DECLARATION OF INTEREST</b> To receive any declaration of interest	
57.	Evendons	<b>APPLICATION NO 182236 - 8 MEDWAY CLOSE</b> <b>Recommendation:</b> Conditional Approval.	13 - 32
58.	Remenham, Wargrave and Ruscombe	<b>APPLICATION NO 182595 - KESTRELS, SCARLETTS LANE, HARE HATCH, RG10 9XD</b> <b>Recommendation:</b> Conditional Approval.	33 - 54
59.	Bulmershe and Whitegates	<b>APPLICATION NO 182892 - LAND BETWEEN THAMES VALLEY BUSINESS PARK AND NAPIER ROAD READING, SOUTH OF THE RIVER THAMES AND NORTH OF THE GREAT WESTERN MAIN LINE RAILWAY.</b> <b>Recommendation:</b> Conditional Approval Subject to Legal Agreement.	55 - 130
60.		<b>APPLICATIONS TO BE DEFERRED AND WITHDRAWN ITEMS</b> To consider any recommendations to defer applications from the schedule and to note any applications that may have been withdrawn.	

### Any other items which the Chairman decides are urgent

A Supplementary Agenda will be issued by the Chief Executive if there are any other items to consider under this heading.

### GLOSSARY OF TERMS

The following abbreviations were used in the above Index and in reports.

**C/A** Conditional Approval (grant planning permission)

<b>CIL</b>	Community Infrastructure Levy
<b>R</b>	Refuse (planning permission)
<b>LB</b>	(application for) Listed Building Consent
<b>S106</b>	Section 106 legal agreement between Council and applicant in accordance with the Town and Country Planning Act 1990
<b>F</b>	(application for) Full Planning Permission
<b>MU</b>	Members' Update circulated at the meeting
<b>RM</b>	Reserved Matters not approved when Outline Permission previously granted
<b>VAR</b>	Variation of a condition/conditions attached to a previous approval
<b>PS</b>	Performance Statistic Code for the Planning Application
<b>Category</b>	

#### **CONTACT OFFICER**

<b>Callum Wernham</b>	Democratic & Electoral Services Specialist
<b>Tel</b>	0118 974 6059
<b>Email</b>	<a href="mailto:democratic.services@wokingham.gov.uk">democratic.services@wokingham.gov.uk</a>
<b>Postal Address</b>	Civic Offices, Shute End, Wokingham, RG40 1BN



**MINUTES OF A MEETING OF THE  
PLANNING COMMITTEE  
HELD ON 14 NOVEMBER 2018 FROM 7.00 PM TO 8.45 PM**

**Committee Members Present**

Councillors: Tim Holton (Chairman), Chris Bowring (Vice-Chairman), Carl Doran, John Jarvis, Malcolm Richards, Angus Ross and Wayne Smith

**Officers Present**

Callum Wernham, Democratic & Electoral Services Specialist  
Connor Corrigan, Lead Specialist, Planning Delivery & Compliance  
Judy Kelly, Principal Highways Development Control Officer  
Neil Allen, Senior Lawyer & Team Leader

**Case Officers Present**

Laura Callan  
Nick Chancellor  
Stefan Fludger  
Christopher Howard  
Alex Thwaites

**45. APOLOGIES**

Apologies for absence were submitted from Councillors Rachelle Shepherd-DuBey and Bill Soane.

**46. MINUTES OF PREVIOUS MEETING**

The Minutes of the meeting of the Committee held on 10 October 2018 were confirmed as a correct record and signed by the Chairman.

**MEMBERS' UPDATE**

There are a number of references to the Members' Update within these minutes. The Members' Update was circulated to all present prior to the meeting. A copy is attached.

**47. DECLARATION OF INTEREST**

Chris Bowring declared that he had listed application number 182236 (item 53) should it be recommended for approval. He stated that he wanted the opportunity for the application to be discussed in detail by Members and was interested in hearing the views of the other Committee Members. He added that he went in to the meeting with an open mind and would listen to all evidence and viewpoints before making a decision.

**48. APPLICATIONS TO BE DEFERRED AND WITHDRAWN ITEMS**

There were no applications recommended for deferral, or withdrawn.

**49. APPLICATION NO 182059 LAND TO THE SOUTH OF CUTBUSH LANE,  
SHINFIELD (ADJACENT TO THAMES VALLEY SCIENCE PARK)**

**Proposal:** Hybrid planning application in respect to:

- 1) Full planning application for a 15,628sqm research and storage facility (Sui Generis Use for the British Museum); 80 parking spaces; landscaping and surface water drainage.
- 2) Outline planning application for up to 15,000sqm research and storage facility (Sui Generis Use for the British Museum) all matters reserved.
- 3) Demolition of two existing residential dwellings.

**Applicant:** British Museum

The Committee received and reviewed a report about this application as set out in agenda pages 13 to 76.

The Committee were advised that the Members' Update included:

- Various additions to approved plans and documents with regards to condition 3;
- An alteration to the wording of recommendation A;
- A replacement of condition 6;
- A replacement of condition 8;
- An update to the text of condition 14;
- An amended timeframe for reviewing the community engagement with regards to condition 6;
- Additional Ecology conditions;
- An additional condition for Thames Water;
- Additional informatives to the set;
- Amendments to the alternative recommendation for refusal.

Jonathan Williams, on behalf of the applicant, spoke in favour of the application. He stated that the 'Ark' was a new partnership in conjunction with the University of Reading. He added that the primary function of the proposed facility would be to store artefacts and exhibits that were not currently on display at the British Museum. Jonathan stated that the proposed facility would open up the opportunity for research projects within the University of Reading. He added that the site was ideally placed with good motorway access routes and close proximity to Heathrow Airport which would allow for the transportation of artefacts around the world. Jonathan explained that the proposed facility would allow local school and communities to have access to view the artefacts by appointment.

Nick Paterson-Neild, agent, spoke in favour of the application. He stated that a globally significant collection of artefacts would be stored at the proposed facility, and that it would provide an essential site to that would allow for safe storage of the irreplaceable set of collections. Nick emphasised that the proposed site would open up various research opportunities in conjunction with the University of Reading and that it would allow for community engagement by appointment. Nick added that the proposed development would be adjacent to the Thames Valley Science Park and would raise the profile of the Borough and would help contribute to the Borough's economic development.

Carl Doran queried whether there would be any changes to the usage of Cutbush Lane as a result of the proposed application, and whether the proposed site would have any road access to Cutbush Lane. Judy Kelly, Principal Highways Development Control Officer, stated that there would be a Traffic Regulation Order (TRO) with regards to works on Cutbush Lane. She added that the main access route to the proposed development would be via the adjacent Thames Valley Science Park (TVSP). Judy stated that the TVSP already had an emergency access route via Cutbush Lane and that the proposed plans included an emergency access route for the British Museum storage facility. Judy added that the goal would be encourage all traffic to go via the TVSP.

Angus Ross asked whether the public right of way would be maintained on Cutbush Lane. Christopher Howard, Case Officer, confirmed that the public right of way would be maintained for pedestrian usage and cyclists.

Malcolm Richards asked what types and volumes of traffic could be expected at the proposed new development. Christopher Howard stated that due to the nature of the facility (which was primarily as a storage facility) there would be a low volume of traffic to and from the site. He added that there would be the occasional coach from school trips and large vehicles conducting deliveries and pickups from the site.

A number of Members commented on what a prestigious and great asset to the Borough and the community that the proposed development would be.

Tim Holton queried whether the sites' rights would be specific to the British Museum. Christopher Howard stated that the rights would be specific and tied to the British Museum via a Section 106 agreement.

Wayne Smith stated that although he recognised that the proposed development would be a great asset to the Borough, his concern was how the proposed development site would impact the already congested roads and highways in the area. In response, Judy Kelly stated that it was estimated that the site would have 41 vehicle related journeys at peak hour, and that this was not a significant amount compared to the whole Borough. Judy added that not all infrastructure in the area was currently developed.

Wayne Smith queried when would the described infrastructure be delivered, and stated that residents had asked for highways infrastructure to be delivered before major projects in the past. Judy Kelly stated that the 10 major highways project schemes within the Borough were scheduled to be completed by 2021.

Carl Doran reiterated that the proposed development would be prestigious for the Borough, but stated that the application was not compliant with CP11. He added that he felt in this instance that the benefits would outweigh the negatives. Tim Holton stated that he had similar concerns and that an amendment within the Members' Update regarding community involvement had been added as a result.

**RESOLVED:** That application 182059 be approved subject to conditions and informatives as set out in agenda pages 15 to 23, and various amendments and replacements to conditions and informatives as set out in the Members' Update.

#### **50. APPLICATION NO 181422 - HOGWOOD FARM, SHEERLANDS ROAD, FINCHAMPSTEAD**

**Proposal:** Application for approval of Reserved Matters pursuant to Outline Planning Consent O/2014/2179, as varied by application 181194. The Reserved Matters comprise details of 178 dwellings with access from Sheerlands Road and the proposed Nine Mile Extension (NMRE), associated internal access roads, parking, landscaping, open space, footpaths/cycleways and Sustainable Urban Drainage (SuDs). Details of access, appearance, landscaping, layout and scale to be determined.

**Applicant:** Legal and General Homes.

The Committee received and reviewed a report about this application as set out in agenda pages 77 to 114.

The Committee were advised that the Members' Update included:

- A decision date for the application;
- Inserting of approved plans;
- Amendment of wording to condition 8;
- Amendment of wording to condition 10;
- Insertion of new condition 13;
- Insertion of new informative 14;
- A correction and clarification to paragraph 34 of the report;
- Appended plans which superseded the original plans contained in the report.

Ruth Hopkins, on behalf of the applicant, spoke in favour of the application. She thanked Officers for their professional manner in dealing with the application. Ruth stated that Legal General Homes (the applicant) had welcomed and taken on board all comments from Finchampstead Parish Council and had made amendments to the scheme based on these comments. Ruth continued by thanking every member of the public who attended the open events related to this application. Ruth stated that Legal and General Homes would be on site for at least 10 years and would deliver a high quality scheme that met Wokingham Borough's high standards.

Malcolm Richards asked whether all roads within the proposed developments would be the same width. Judy Kelly, Principal Highways Development Control Officer, stated that the main roads through the site would be approximately 6 metres wide, with some of the smaller cul-de-sacs being slightly thinner in places.

Malcolm Richards asked what the plan was with regards to electric vehicle charging point layout on the proposed site. Nick Chancellor, Case Officer, stated that there was a condition for an electric vehicle charging strategy to be considered prior to development of the site.

Carl Doran commented that he was delighted that the proposed development would meet its 35% affordable housing completely on site and added that the spread of the housing tenure was also very good. He queried why 6 gardens on the proposed site would be 1 metre below the recommended garden depth. Nick Chancellor clarified that as all gardens had rear access this had resulted in 6 properties losing out on 1 meter of garden due to the space requirements of the rear garden access.

Angus Ross queried whether there would be a loss of trees due to SUD installation, whether the SUDs would be managed by the Council and whether it had been considered that the power supply would need to be upgraded to sustain a high uptake of electric vehicle charging. Connor Corrigan, Lead Specialist Planning Delivery & Compliance, stated that underground SUDs required a lot of land to operate and Wokingham Borough Council's (WBC) policy states that the Council will not take management responsibility of underground drainage crates. Nick Chancellor stated that there would be some tree loss on the site, but these would be replaced by a large number of new trees due to be planted across the site. Nick clarified that the electric vehicle charging strategy would take in to account issues such as power requirements. Connor Corrigan added that the issue of power supply for electric vehicle charging was a national issue and the WBC had been consulting on this issue.

John Jarvis stated that the electric board had no current plans to increase the power supply to accommodate for a vastly increased demand in electric vehicle charging. Connor Corrigan stated that it was unlikely that there would be a 100% uptake of electric vehicles

in the foreseeable future, and reiterated that the power supply issue was a nationally recognised issue.

**RESOLVED:** That application 181422 be approved subject to conditions and informatives as set out in agenda pages 78 to 83, and amendments to conditions 8 and 10, insertion of new condition 13 and new informative 14 as set out in the Members' Update.

**51. APPLICATION NO 181982 - PARCEL M, PRINCESS MARINA DRIVE  
ARBORFIELD**

**Proposal:** Reserved Matters application for Parcel M only following Outline Planning Permission O/2014/2280 for the erection of 37 dwellings. Matters seeking approval: Access, Appearance, Landscaping, Layout and Scale (Parcel M).

**Applicant:** Millgate Homes C/O Savills.

The Committee received and reviewed a report about this application as set out in agenda pages 115 to 142.

The Committee were advised that the Members' Update included:

- A revised comment from Finchampstead Parish Council;
- An alteration to condition 2;
- An alteration to the wording of condition 6.

Eleanor Kind, Agent, spoke in favour of the application. She stated that this application was from Millgate Homes, who were part of the Countryside Group. She added that the group were excited to bring a high quality development to the Borough and were hopeful that Members would support the application.

Tim Holton raised a point from Barkham Parish Council querying what would be done to shield and protect the Ancient Stables from the proposed development. Alex Thwaites, Case Officer, stated that a range of landscaping and 'double planting' of hedges would be completed to obscure the site from the view of the Ancient Stables.

Carl Doran commented that not all of the 35% affordable housing would be delivered on site, with part of it being a commuted sum. He felt that the site could have provided more affordable housing rather than as a commuted sum.

Angus Ross asked whether the overall character of the SDL area would be consistent as different developers were responsible for different developments within the area. Alex Thwaites stated that developers had to make sure that the design of their development was compliant with the overall character of the area, and that each developer was required to submit a design guide brief with links to the design and access statement which referenced the design brief agreed at outline.

**RESOLVED:** That application 181982 be approved subject to the conditions and informatives as set out in agenda pages 116 to 119, and alterations to conditions 2 and 6 as set out in the Members' Update.

**52. APPLICATION NO 181694 - LAND OFF BLAGROVE LANE**

**Proposal:** Application for the variation of condition 1 (names of residents) and condition 2 (number of pitches) of appeal reference 3085493 dated 15/1/18.

**Applicant:** Mr B and CM Maughan.

The Committee received and reviewed a report about this application as set out in agenda pages 143 to 166.

Neil Allen, Senior Lawyer & Team Leader, clarified to the Committee that this item was before the Committee under Section 73 of the Town and Country Planning Act. He added that the Committee was there to correct a mistake made by the planning inspector at appeal. Neil stated that only the material issues regarding the name of the occupant and the number of pitches could be considered by Members.

Chris Bowering felt that this was a matter of natural justice and that it was the Committee's job to implement what the inspector intended to do.

Wayne Smith commented on the inspector's errors, stating that they had made a fundamental error and it was now the responsibility of the local planning authority to remedy it.

Malcolm Richards queried when the occupants would have to restore and vacate the site by. Laura Callan, Case Officer, stated that the occupants needed to comply with the condition that the site would be restored to its original setting (by removing the structure on the site) by the end of the 2 year occupancy.

Carl Doran queried whether there would be a designated area for the occupants to go in 2020, when they must vacate this site. Connor Corrigan, Lead Specialist Planning Delivery & Compliance, stated that the housing land supply accounted for Gypsy and Traveller sites.

**Resolved:** That application 181694 be approved subject to the conditions and informative as set out in agenda pages 144 to 145.

### **53. APPLICATION NO 182236 - 8 MEDWAY CLOSE, WOKINGHAM**

**Proposal:** Householder application for proposed erection single storey front extension, first floor front and side extensions, conversion of existing garage to provide habitable accommodation and internal alterations.

**Applicant:** Mr and Mrs Hira.

The Committee received and reviewed a report about this application as set out in agenda pages 167 to 180.

Richard Kind, neighbour, spoke in objection to the application. He stated that the current design of the proposed 1<sup>st</sup> floor extension would make the property overly dominant when compared with its neighbouring dwelling. He added that the extension would be build right up to the boundary line of the property. Richard stated that there would be a loss of soft landscaping due the creating of a new car parking space at the front of the proposed extension. Richard stated that the quantity and quality of the daylight received by his property would be reduced as a result of the proposed development. Richard explained that due to the proposed extensions' 75° angle to his property this would cause an approximate 50% light loss compared with the current situation. Richard stated that the front extension was out of keeping and not of a similar design with other properties on the

estate. Richard added that there were 2 windows included in the proposed extension and that these would create a loss of privacy for his property. Richard felt that the proposed extension would be dominant compared to its' host dwelling.

Pauljit Hira, applicant, spoke in favour of the application. He stated that he, his wife and 3 children resided in the property. He added that his family had grown from 3 persons to 5 over the years and the family needed to maximise the space potential from their home. Pauljit described how he and his family liked the neighbourhood and felt safe there, stating that it was a great community and Borough to live in. Pauljit felt that the application was in current keeping with the surrounding neighbourhood.

Tim Holton noted key points raised by Mr Kind, which included the dominant nature of the extension (compared to its host and neighbouring dwelling), the reduction of soft landscaping, the loss of daylight to the neighbouring property and the proposed side windows. Stefan Fludger, Case Officer, responded to the raised points. He stated that there was a varied and mixed design on the street and therefore the front extension would not be out of keeping with the local scene. He stated that there would be a loss of soft landscaping as a consequence of creating a new parking space, but clarified that this would not be a significant change to the character of the area. Stefan stated that as the side rooms of the neighbouring dwelling were not habitable (bar 1 side room which had another source of natural light through arches in the conservatory) and the natural light to these rooms were already heavily impacted by the neighbouring property, the impact of the loss of light as a result of the proposed extension was not significant. Stefan clarified the proposed 1<sup>st</sup> floor en suite window was restricted to being obscured glass. Stefan stated that the only planning concern was with regards to the habitable room of the neighbouring property which had another natural light source.

Chris Bowring stated that having reviewed the photographs of the property and listening to the evidence presented, he was of the view that the impact on the neighbouring property was minimal when considering the impact of the current dwelling.

A number of Members commented that they felt a site visit to the property would have been very useful to make a better judgement on all issues raised by the objector. These Members felt that that they did not have enough information to make a judgement on the application at the meeting.

Wayne Smith proposed that the application be deferred and a site visit organised to assess the impact on the street scene and the impact on neighbouring boundaries that the proposed development would have. This was seconded by Malcolm Richards and upon being put to a vote it was:

**RESOLVED:** That application 182236 be deferred and a site visit organised to assess the impact on the street scene and the impact on neighbouring boundaries that the proposed development would have.

This page is intentionally left blank



Application Number	Expiry Date	Parish	Ward
182236	13/12/2018	Wokingham Town	Evendons;

<b>Applicant</b>	Mr and Mrs Hira
<b>Site Address</b>	8 Medway Close, Wokingham, RG41 3TP
<b>Proposal</b>	Householder application for proposed erection of single storey front extension, first floor front and side extensions, conversion of existing garage to provide habitable accommodation and internal alterations.
<b>Type</b>	Full
<b>PS Category</b>	21
<b>Officer</b>	Stefan Fludger
<b>Reason for determination by committee</b>	Listed by Councillor Chris Bowring

<b>FOR CONSIDERATION BY</b>	Planning Committee on Wednesday, 12 December 2018
<b>REPORT PREPARED BY</b>	Assistant Director – Place

ADDENDUM REPORT
<p><u>Background:</u></p> <ol style="list-style-type: none"> <li>1. The determination of this application was deferred by the Planning Committee on 14<sup>th</sup> November 2018 in order that a site visit could be made to assess the impacts of the development on the adjacent neighbour and the character of the area. The application was originally listed by Councillor Chris Bowring in the event it was recommended for approval.</li> </ol> <p><u>Additional information:</u></p> <ol style="list-style-type: none"> <li>2. Following the application being deferred, the development proposal has not changed. However, additional information has been submitted to address concerns regarding a neighbouring objection from the occupants at number 9 Medway Close, specifically relating to loss of light. Chartered surveyor's letter dated 21/11/2018 agrees with the assessment made in the original officers report, that sufficient daylight distribution would be retained in the neighbouring habitable room should this application be approved and the proposal would not result in harm contrary to BRE Guidance. Additionally it is agreed that approved development on the side of the neighbour would inevitably take light from the applicant's site.</li> <li>3. It is considered that the additional information provided further supports the application. The reason for deferral was to undertake a site visit to assess the impacts of the development on the adjacent neighbour and the character of the area. Following this, the application is recommended for approval.</li> </ol>

## RECOMMENDATION

**That the committee authorise the GRANT OF PLANNING PERMISSION subject to the following:**

### **Conditions and informatives:**

#### *Conditions:*

1. 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).

2. This permission is in respect of the submitted Location Plan, received by the local planning authority on 06/08/2018 and revised plan and drawing named 'Site Plan' REV A, received by the Local Planning Authority on 23/10/2018 and revised plan numbered 01 REV C, received by the Local Planning Authority on 24/10/2018 The development shall be carried out in accordance with the approved details unless otherwise agreed in writing by 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. The materials to be used in the construction of the external surfaces of the extension hereby permitted shall be of a similar appearance to those used in the existing building unless otherwise agreed in writing by the local planning authority.

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

4. 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 the north east elevation of the extensions 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

5. The 2 en-suite windows in the north east elevation of the development hereby permitted shall be fitted with obscured glass and shall be permanently so-retained. The windows shall be non-opening unless the parts of the window which can be opened are more than 1.7 metres above the finished floor level of the room in which the windows are installed and shall be permanently so-retained.

Reason: To safeguard the residential amenities of neighbouring properties. Relevant policy: Core Strategy policy CP3.

6. The hard surfacing hereby permitted shall be constructed from porous materials or provision shall be made to direct water run-off from the hard surface to a permeable

or porous area within the curtilage of the development, and the hard surfacing shall thereafter be so-maintained.

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) and Managing Development Delivery Local Plan policies CC09 and CC10

*Informatives:*

1. The development hereby permitted is liable to pay the Community Infrastructure Levy. This is a matter for the developer. The Liability Notice issued by Wokingham Borough Council will state the current chargeable amount. Anyone can formally assume liability to pay, but if no one does so then liability will rest with the landowner. There are certain legal requirements that must be complied with. For instance, whoever will pay the levy must submit an Assumption of Liability form and a Commencement Notice to Wokingham Borough Council prior to commencement of development. For more information see - <http://www.wokingham.gov.uk/planning/developers/cil/cil-processes/>.
2. 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 and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development as set out in the NPPF.

## Appendix 1 – Officer Report:

Application Number	Expiry Date	Parish	Ward
182236	15/11/2018	Wokingham Town	Evendons;

<b>Applicant</b>	Mr and Mrs Hira
<b>Site Address</b>	8 Medway Close, Wokingham, RG41 3TP
<b>Proposal</b>	Householder application for proposed erection single storey front extension, first floor front and side extensions, conversion of existing garage to provide habitable accommodation and internal alterations.
<b>Type</b>	Full
<b>PS Category</b>	21
<b>Officer</b>	Stefan Fludger
<b>Reason for determination by committee</b>	Listed by Councillor Chris Bowring

<b>FOR CONSIDERATION BY</b>	Planning Committee on Wednesday, 14 November 2018
<b>REPORT PREPARED BY</b>	Assistant Director – Place

<b>SUMMARY</b>
<p>The application is before the committee as it has been listed by Councillor Chris Bowring in the event it is recommended for approval because of concerns relating to neighbouring amenity.</p> <p>The application property is a 2 storey, detached dwelling on Medway Close in Wokingham Town. It is within the settlement boundary. The proposal is for a first floor side/front extension, and single storey front/rear extensions.</p> <p>The report concludes that the proposal is in accordance with relevant policy regarding the character of the area, neighbour impacts, highways impacts, landscape impacts and ecological impacts. Therefore the proposal is recommended for conditional approval.</p>

<b>PLANNING STATUS</b>
<ul style="list-style-type: none"> <li>• Major development location</li> <li>• Wind turbine safeguarding zone</li> <li>• Special Protection Area –7 km</li> <li>• Minerals consultation zone</li> </ul>

<b>RECOMMENDATION</b>
<p><b>That the committee authorise the GRANT OF PLANNING PERMISSION subject to the following:</b></p> <p><b>Conditions and informatives:</b></p> <p><i>Conditions:</i></p>

1. 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).*

2. This permission is in respect of the submitted Location Plan, received by the local planning authority on 06/08/2018 and revised plan and drawing named 'Site Plan' REV A, received by the Local Planning Authority on 23/10/2018 and revised plan numbered 01 REV C, received by the Local Planning Authority on 24/10/2018 The development shall be carried out in accordance with the approved details unless otherwise agreed in writing by 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. The materials to be used in the construction of the external surfaces of the extension hereby permitted shall be of a similar appearance to those used in the existing building unless otherwise agreed in writing by the local planning authority.

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

4. 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 the south west elevation of the extensions 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*

5. The 2 en-suite windows in the south west elevation of the development hereby permitted shall be fitted with obscured glass and shall be permanently so-retained. The windows shall be non-opening unless the parts of the window which can be opened are more than 1.7 metres above the finished floor level of the room in which the windows are installed and shall be permanently so-retained.

*Reason: To safeguard the residential amenities of neighbouring properties.  
Relevant policy: Core Strategy policy CP3.*

6. The hard surfacing hereby permitted shall be constructed from porous materials or provision shall be made to direct water run-off from the hard surface to a permeable or porous area within the curtilage of the development, and the hard surfacing shall thereafter be so-maintained.

*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) and Managing Development Delivery Local Plan policies CC09 and CC10*

*Informatives:*

1. The development hereby permitted is liable to pay the Community Infrastructure Levy. This is a matter for the developer. The Liability Notice issued by Wokingham Borough Council will state the current chargeable amount. Anyone can formally assume liability to pay, but if no one does so then liability will rest with the landowner. There are certain legal requirements that must be complied with. For instance, whoever will pay the levy must submit an Assumption of Liability form and a Commencement Notice to Wokingham Borough Council prior to commencement of development. For more information see - <http://www.wokingham.gov.uk/planning/developers/cil/cil-processes/>.
2. 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 and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development as set out in the NPPF.

#### RELEVANT PLANNING HISTORY

Application Number	Proposal	Decision
27676	Single storey extension	Approved – 12/06/1987
180182	Householder application for proposed erection single storey front extension, first floor front and side extensions, conversion of existing garage to provide habitable accommodation and internal alterations.	Withdrawn – 16/04/2018

#### SUMMARY INFORMATION

**For Residential**

Site Area: 0.0366 hectares

Existing parking spaces: 3

Proposed parking spaces: 3

#### CONSULTATION RESPONSES

WBC Biodiversity	No objection.
WBC Highways	No objection.
WBC Tree & Landscape	No objection.

#### REPRESENTATIONS

**Town/Parish Council:** No comments received

**Local Members:** Cllr Chris Bowring has listed this application for committee as he believes that there may be an adverse impact on neighbouring property 9 Medway Close, with respect of loss of daylight, overbearing and overlooking impacts.

**Neighbours:** Objections received from the occupants at number 9 Medway Close regarding the following:

- The first floor side/front extension would cause shading to the south west side of number 9 including the kitchen, cloak room and utility room on the ground floor and the upstairs bathroom and en-suite on the first floor, as well as the rear garden. Number 9 benefits from a right to light. The applicant has submitted insufficient information to assess the impact of the proposal on light levels reaching their property and a full daylight/sunlight assessment should be submitted. These issues are addressed in paragraphs 8, 9 and 10.
- The proposed upstairs side facing windows would overlook the en-suite and family bathroom and will cause noise disturbance to side windows. These issues are addressed in paragraph 14.
- The proposed front and side extensions would be overbearing to number 9. This issue is addressed in paragraphs 11, 12 and 13.
- The proposed front and side extensions would not be in keeping with the character of the area, including a lack of separation between upper floors, a lack of subservience and over development of the site. This issue is addressed in paragraph 5.
- The removal of the lawn for additional parking will erode the character of the area. This issue is addressed in paragraph 6.
- The proposed rear extension would overhang the boundary. This issue is addressed in paragraph 19.
- There are trees on the side of number 9 which would be negatively impacted by the development. This issue is addressed in paragraph 16.
- The property would not have sufficient amenity space. This issue is addressed in paragraph 17.
- The validity of the application is questioned as no arboricultural impact survey, daylight/sunlight assessment or SuDS plan have been submitted, the application plans do not have a scale bar and the materials to be used in the new hard surfacing has not been indicated. These issues are addressed in paragraph 19.

#### **APPLICANTS POINTS**

- None made.

#### **PLANNING POLICY**

National Policy	<b>NPPF</b>	National Planning Policy Framework
Adopted Core Strategy DPD 2010	<b>CP1</b>	Sustainable Development
	<b>CP2</b>	Inclusive Communities
	<b>CP3</b>	General Principles for Development
	<b>CP4</b>	Infrastructure Requirements
	<b>CP6</b>	Managing Travel Demand
	<b>CP7</b>	Biodiversity
	<b>CP9</b>	Scale and Location of Development Proposals
Adopted Managing Development Delivery Local Plan 2014	<b>CC01</b>	Presumption in Favour of Sustainable Development
	<b>CC02</b>	Development Limits

	<b>CC03</b>	Green Infrastructure, Trees and Landscaping
	<b>CC04</b>	Sustainable Design and Construction
	<b>CC07</b>	Parking
	<b>CC10</b>	Sustainable Drainage
	<b>TB01</b>	Development within the Green Belt
	<b>TB05</b>	Housing Mix
	<b>TB23</b>	Biodiversity and Development
Supplementary Planning Documents (SPD)	<b>BDG</b>	Borough Design Guide – Section 4
		DCLG – National Internal Space Standards

## PLANNING ISSUES

### Description of Development:

1. This application involves the extension of an existing dwelling at number 8 Medway Close, Wokingham, which is a detached property with parking to the front and a garden to the rear. The extensions consist of a single storey front extension, a first floor front extension, a first floor side extension, a single storey rear extension and the conversion of the existing garage to form habitable accommodation. The single storey front extension would be approximately 2.6 metres deep by 2.6 metres wide. The first floor element would be approximately 1.7 metres deep by 6 metres wide. The first floor side element would be approximately 1.8 metres wide and would run the full depth of the house. The single storey rear extension would be 3.2 metres long and 5.7 metres wide.

### Principle of Development:

2. The National Planning Policy Framework has an underlying presumption in favour of sustainable development which is carried through to the local Development Plan. The Managing Development Delivery Local Plan (MDD) Policy CC01 states that planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise.
3. Policy CC02 of the MDD sets out the development limits for each settlement as defined on the policies map and therefore replaces the proposals map adopted through the Core Strategy, as per the requirement of policy CP9. Policy CP9 sets out that development proposals located within development limits will be acceptable in principle, having regard to the service provisions associated with the major, modest and limited categories. As the site is within a major/modest/limited development location, the proposal is acceptable in principle.

### Character of the Area:

4. Policy CP1 of the Core Strategy states that planning permission will be granted for development proposals that *'maintain or enhance the high quality of the environment'*. Policy CP3 of the Core Strategy states planning permission will be granted if development is *'of an appropriate scale of activity, mass, layout, built form, height, materials and character to the area together with a high quality of design'*



*without detriment to the amenities of adjoining land users including open spaces or occupiers and their quality of life’.*

5. The neighbour at number 9 has objected to this proposal on the basis that they believe it would be harmful to the character of the area. Medway Close is typical of an area of formal suburbia in the Borough, with detached homes being set at varying angles to the cul-de-sac, with variation in plot shape and building style but repetition in building designs over the wider area. The Borough Design Guide suggests that extensions should usually be subservient to the host dwelling, however sometimes a seamless continuation is more appropriate. In any case, the design of the proposal should complement the existing building or provide a carefully considered contrast. In this instance the first floor side and front extensions are not typically subservient to the dwelling by virtue of not being set down from the roof of the existing house. However, by virtue of its modest width, the proposal is still subservient to the host dwelling. The setback of 1 metre from the side boundary further aids its subservience. Additionally it is suggested in the guide that front extensions are generally only acceptable where the proposal is set further back in the street than the prevailing building line and in a large plot. However, extensions must be assessed in their specific context. The surrounding properties have similar front protruding sections and therefore the proposed first floor front extension would not appear out of keeping and by virtue of its width compared to the main house, would appear subservient. The setback of the first floor side extension from the boundary would also prevent harmful terracing impacts. There is no established building line and neither of the front elements would protrude forwards of the neighbouring property, the single storey front extension being quite modest in size and scale and clearly subservient. It is therefore considered that these elements of the proposal would have an acceptable impact on the character of the area and are in accordance with the relevant policy.
6. The single storey rear extension would not attract significant public views and would be clearly subservient to the host dwelling and its design clearly reflects the design of the host dwelling. Therefore it is considered that this element of the proposal would have an acceptable impact on the character of the area and it is therefore in accordance with relevant policy. The applicant has demonstrated an additional parking space, which would result in the loss of an area of lawn. This is a modest change to the character of the area and would not result in significant harm.

#### **Residential Amenities:**

7. **Loss of Light:** All aspects of the proposal would be in relatively close proximity to number 9. The single storey rear element of the proposal would run alongside the adjacent conservatory at number 9, however this conservatory has a brick side wall with no windows and this means that no harmful loss of light would occur to this room. The rear wall of number 8 protrudes slightly beyond the rear wall of number 9 and therefore so would the proposed first floor side extension. However, reference to BRE loss of light guidelines using the 45 degree rule suggests that there would be no harmful loss of light to rear facing windows at number 9 compared to the existing situation.
8. This conservatory at number 9 is accessed via two open archways which connect to a room which runs the full width of the property. It should be noted that number 9 benefits from a recent permission (163277) to construct a single storey rear extension

across the width of that property, which would replace the existing conservatory. This would also have no side windows and therefore the currently proposed single storey rear extension would not cause a harmful loss of light to the rear extension at number 9 if this was to be constructed. The existing internal room was previously the living room. Reference to the approved plans for No. 9 suggests that the kitchen would be moved into the rear extension, with one of the existing internal archways being blocked up and the internal room being retained as the living room. However, it should be noted that while the rear extension has not been constructed, the internal room has been converted into a kitchen and not retained as the living room as demonstrated on the approved plans. Neither of the internal archways have been closed. The internal room is lit by a combination of light from a side facing window which looks out onto the existing brick wall of the application property and light from the conservatory, through the internal archways. The occupant at number 9 has expressed concern that light would be lost to the side facing window. It should be noted that the neighbour's side facing window inevitably takes light from the application site and the neighbour has constructed a conservatory onto the rear wall of the original house, which has reduced some of the light coming from what would have been the original rear facing window. However, the rear is still the main source of light to that room. The reliance on this window has been caused by development on the side of the neighbour. In any case, reference to BRE Loss of Light Guidelines using the 25 degree rule suggests that this window is already strongly impacted by both the existing single storey side section of the application property which abuts the boundary, as well as the upstairs side elevation. The new first floor side and front extensions would therefore likely have some impact on the amount of light reaching this window, however, given that it is already impacted by the existing side walls, it is not considered that any potential harm to the living conditions of the occupants over and above the existing harmful situation would be sufficient to substantiate the refusal of this application, this is especially the case as light is being taken from the application site and there is still sufficient light available through the rear facing archways to the conservatory.

9. Were the single storey rear extension to be implemented at number 9, the approved plans indicate the use of the area as a living room (although this appears unlikely as a kitchen has been fitted in its place). One of the internal archways would be closed and this would further increase the neighbour's reliance on borrowed light. However, the other archway would be widened. Given the fact that the existing side window is already impacted by the side wall of number 8 and that light would remain available to this living room through the retention and enlargement of one of the internal archways (through the proposed roof lanterns and doors), it is not considered that any harm to the living conditions of the occupants over and above the existing harmful situation would substantiate a reason to refuse this application. Were the neighbour to implement their permission, it would be done so in the knowledge of this permission, were it to be granted.
10. There are a total of 5 other windows in the side wall of number 9, 3 downstairs and 2 upstairs. The upstairs windows serve bathrooms and the downstairs the old kitchen/present utility area and downstairs toilet (which are not habitable) and therefore any minimal potential loss of light caused to these windows would not substantiate a reason to refuse this application. The proposed single storey and first floor front extensions would not protrude forwards of the front wall of number 9, therefore no harmful loss of light would occur. Due to the aspect of the site, the

proposed single storey front and side extension may lead to a minor loss of some direct sunlight to the rear garden of number 9, however due to the existing site layout, this would only affect the rear garden for a short period of the day. The proposal is in accordance with the advice contained in the Borough Design Guide regarding retaining a metres gap between properties and the resulting relationship would not be unusual in a residential situation. Therefore it is not considered that any minor loss of direct sunlight caused would substantiate a reason to refuse this application. This is notwithstanding the objection from the neighbour.

11. **Overbearing:** As has been discussed, the proposed rear extension would run alongside the brick wall of the existing conservatory, or single storey rear extension were this to be constructed. The proposal would be hard up against the boundary but would not protrude beyond the rear wall of the conservatory or approved rear extension, meaning it would have little impact on the garden or rear facing windows.
12. As has been discussed, there is a side facing window which currently serves the kitchen, however the approval of the rear extension demonstrates that this was originally proposed to be a living room. In terms of overbearing impacts, this window is already severely impacted by the presence of the side wall of the application property and has little outlook. The proposal would not increase the proximity of number 8 to this window, but would result in additional bulk which would be viewed against the side wall of the existing property and only from very close to the window when looking up towards the sky. For this reason it is not considered that the proposal would result in sufficient harm or sense of enclosure to this room to substantiate refusal of this application when compared to the existing situation. This is further supported by the fact that room retains a good outlook through the internal archways and through the conservatory. Were the rear extension at number 9 to be implemented, the room would become more enclosed by virtue of the closure of one of the internal archways. That would be the neighbours choice to do so. However, the room would still benefit from a wider archway into the rear extension and large bi-folding doors would provide views out and into the garden. This is notwithstanding the objection from the neighbour.
13. The other side facing windows at number 9 do not serve habitable rooms and therefore no overbearing impact caused by the side and front extension would be harmful to the occupants of number 9 in a way which would substantiate a reason to refuse this application. This is notwithstanding the objection from the neighbour.
14. **Overlooking:** The additional windows in the rear wall of the proposal (in either the ground or first floors) would have a similar relationship with neighbours to the existing situation or would be largely screened by existing boundary treatments. Therefore they would not result in harmful overlooking to any neighbour. There would be two new windows in the side elevation, facing number 9 and the neighbour has objected to these. While any views into the bathroom and en-suite at number 9 would not substantiate a reason to refuse this application (as they are not habitable rooms) these windows may have some views down into the kitchen/living room. This can be dealt with by condition. Any noise created from these windows would be minimal and is not a material consideration in the context of these two residential properties. The Borough Design Guide's recommended front to front distance (10m) would be maintained between the new front facing windows and the neighbour to the front. For these reasons the proposal would not result in harmful overlooking impacts to any neighbour.

**Access and Movement:**

15. *Highway Safety and Parking:* There would be no increase in the number of bedrooms at the property however the garage would be lost, which contains one sub-standard parking space. The applicant has demonstrated an additional parking space in the front garden. The Council's Highways officer has recommended a condition to ensure that this is implemented and retained as such. However, reference to the Borough's parking standards suggests that the appropriate number of spaces for the resultant house is 2. The property already has 2 spaces which meet the requirements of the Borough Standards and therefore such a condition is not necessary and the existing level of parking on site is acceptable. The Highways Officer has raised no other Highway safety concerns with regards this residential extension.

**Landscape and Trees:**

16. The neighbour at number 9 has objected to this proposal based on the potential impact on trees along the boundary with their property. There are no protected trees either on or adjacent the application site. However, policy CC03 indicates that schemes should indicate how existing trees would be protected. The trees in question are a row of Leyland Cypress (*Leylandii*) trees close to the border between the application site and number 9 Medway Close (planted on the side of number 9) which are not demonstrated on the received plans. The proposed single storey rear extension would be 3.2 metres long and would abut the boundary with the neighbouring property. The trunk of the nearest tree is approximately 3.5 metres from the rear wall of number 8 and therefore it is likely that the proposal would have some impact on these trees. Consultation with the Council's Trees and Landscapes Officer has confirmed that they have no objection to the harm to or loss of these *Leylandii* and it is agreed that these non-native trees contribute little to the character of the area. Therefore there is no objection to the proximity of the extension in planning terms. Any harm to the neighbour's trees as a result of the proposal is a civil matter. The proposal is therefore acceptable in terms of its impact on nearby trees and is in accordance with CC03 of the MDD Local Plan.

**Amenity Space for future occupiers:**

17. The garden at the property would remain 11 metres in depth and roughly square, as recommended in the Borough Design Guide. Therefore the remaining garden would be acceptable.

**Ecology:**

18. Policy CP7 indicates that proposals which result in harm to protected species will be resisted. Bats are a European protected species. The application site is located within habitat that matches that where bat roosts have previously been found in the borough and there would be works to the roof. A bat survey has been submitted with this application which found no evidence of bats and concludes that the proposals are unlikely to have an adverse impact on bats as a protected species. The Council's Ecologist agrees with this assessment and has not objected to the proposal. It is therefore acceptable in this regard and is in accordance with the relevant policy.

**Other:**

19. The neighbour has raised concerns regarding the validity of this application, based on the view that additional information should be submitted regarding the fact that no arboricultural impact survey, daylight/sunlight assessment or SuDS plan have been

received. Additionally, the plans do not contain a scale bar and the single storey extension would overhang the neighbour's boundary. These documents are in the Local List, however they are not statutorily required and are not required in this instance given the small scale of the proposal and its specific impacts. The received plans are to scale and can be measured which is in line with statutory requirements. The SuDS plan is in specific relation to the additional hardstanding in the front garden. This can be dealt with by use of a condition to ensure that any hard standing is permeable. The single storey rear extension does appear to overhang the neighbour's boundary, however, certificate B has been signed and the requisite notice was served on the neighbour - any issues relating to land ownership is a civil matter not material to consideration of the application. Therefore the application is valid.

## **CONCLUSION**

Taking objections from the neighbours at number 9 Medway Close into account, it is considered that the design of the dwelling is acceptable. While there would be some impact on side windows at number 9 in terms of light levels and the increase in proximity, only one of the side facing windows serves a habitable room. This window is already significantly impacted by the proximity of the side wall of the application property and benefits from some light and outlook from other sources. Overlooking issues can be addressed by condition. Therefore the impact on the occupiers of number 9 would not be significant enough to substantiate a reason to refuse this application compared to the existing situation. The application is acceptable regarding trees and landscape issues, highways and parking and ecological issues. The proposal is therefore recommended for conditional approval.

## Appendix 2 – Letter from Chartered Surveyor;

Mr Fludger  
Wokingham Borough Council  
Shute End  
Wokingham  
Berkshire  
RG40 1BN



3<sup>rd</sup> Floor, 55 St John Street  
London  
EC1M 4AN

Registered in England  
Company No. 07095988

T: 020 7078 7613  
E: info@cpmsurveying.co.uk  
W: cpmsurveying.co.uk



21<sup>st</sup> November 2018

Dear Mr Fludger

Site Layout Planning for Daylight & Sunlight: A guide to good practice (the "BRE Guide") &  
Wokingham Borough Council Planning Application Ref: 182236 – 8 Medway Close, RG41

I am a Chartered Surveyor and specialist in the BRE guide. I have been instructed by Mr and Mrs Hira to consider the daylight, sunlight and overshadowing impact of their proposed massing on 9 Medway Close. The details of the proposed mass are those detailed on the Wokingham Borough Council planning website under reference 182236. I have also been furnished with a copy of your Planning Committee report (hereinafter referred to as the 'Report').

I have been provided with images of the existing property, demonstrating the relationship between numbers 8 and 9 Medway Close, and I have also reviewed the 9 Medway Close planning application referenced 163277.

In this instance, number 9 Medway Close proposes to amend their ground floor layout in such a way that it would locally increase reliance on a window that appears to be no more than 1000mm from the boundary, which is immediately adjacent the flank wall of number 8 Medway Close. Given the proximity to the boundary, this does not demonstrate well considered daylight and sunlight design. Whilst I understand that the proposals contained in 163277 have not been fully enacted, the proposed design shows a heavily glazed rear elevation and a large lantern light. I believe that coupled with the increased width of the eastern archway, this would likely ensure sufficient daylight distribution reaches the overall room area.

As a consequence of the construction of 182236, there may be a decrease in the evening sunlight and VSC<sup>1</sup> daylight to the lounge flank window. However, it is also the case that Appendix F of the BRE guide allows for the construction of a symmetrical mass of the

---

<sup>1</sup> Vertical Sky Component



neighbouring property (see Fig. 1 below), where a window or windows is/are built close to the boundary and "taking more than their fair share of light"<sup>2</sup>. This is the case in this instance. I believe that because the flank wall of number 9 Medway Close is not of a gable/tapered design, and because it extends further in a southerly direction than 8 Medway Close, that such an exercise would be likely to demonstrate a similar or greater impact than the proposals contained in 182236.

I have also considered the overshadowing impact that the proposals would have on the rear amenity space of 9 Medway Close. Under normal circumstances, there may be some reduction in evening direct sunlight on the BRE Guide test date (21<sup>st</sup> March – the approximate spring equinox). The presence of the existing rear extension, and particularly the significant bank of tall evergreen vegetation within the neighbouring property will inevitably mean that the applicant's proposals do not unduly affect this amenity space.

Although I am already of the opinion that the proposals would be unlikely to unduly impact 9 Medway Close, it should be noted that paragraph 123 of the recent draft National Planning Policy Framework (July 2018) states that "authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight".

Having considered the documentation referenced above, and undertaken this desktop review, I can confirm that I am in agreement with the conclusion you come to in the 'Residential Amenity' section of the Report.

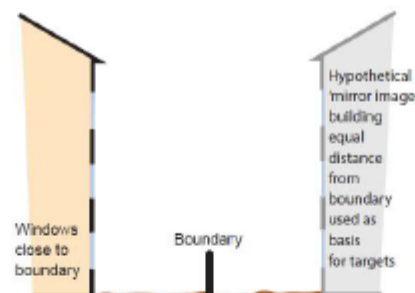


Fig. 01 – Excerpt from the BRE Guide demonstrating 'mirror-massing'

Yours sincerely

Neil Cawood BSc (Hons), MSc, MAPM, MRICS  
Director

<sup>2</sup> Paragraph F3 of the BRE Guide.

This page is intentionally left blank



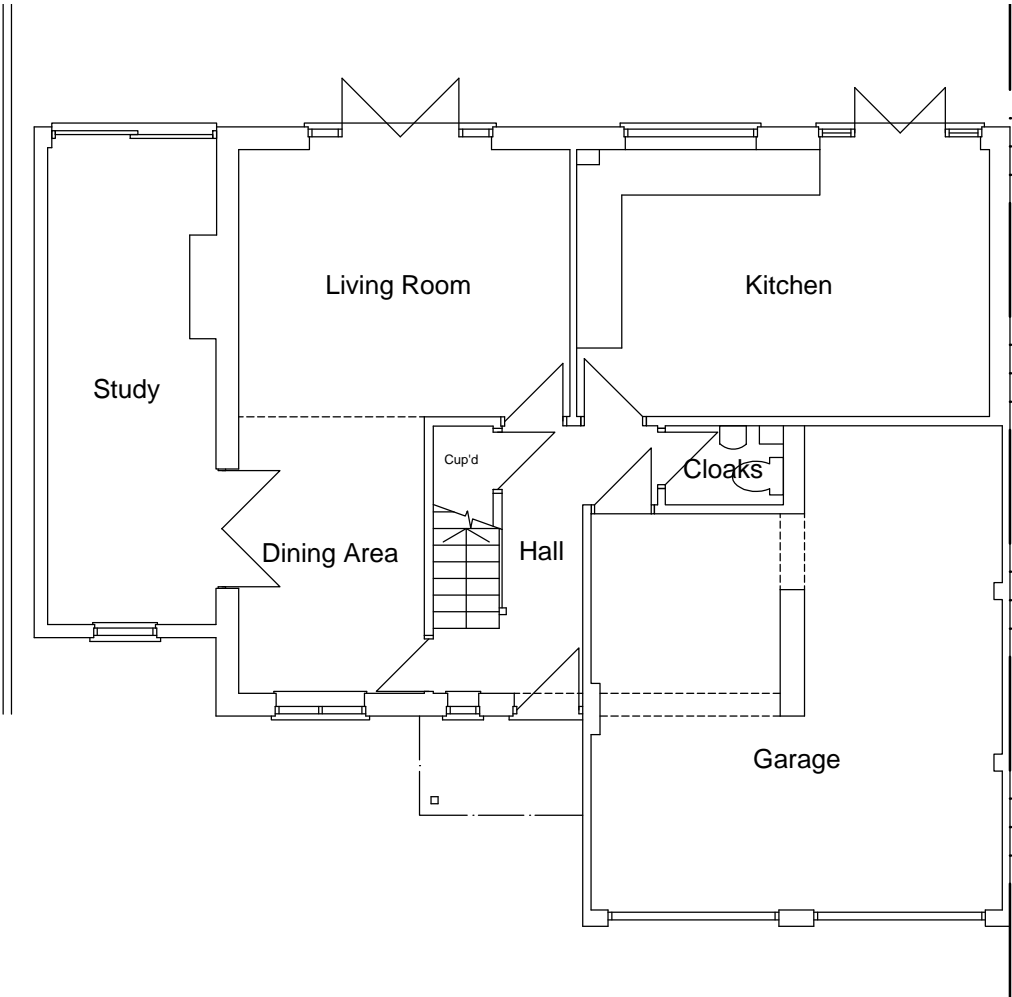


Existing S.E. Elevation

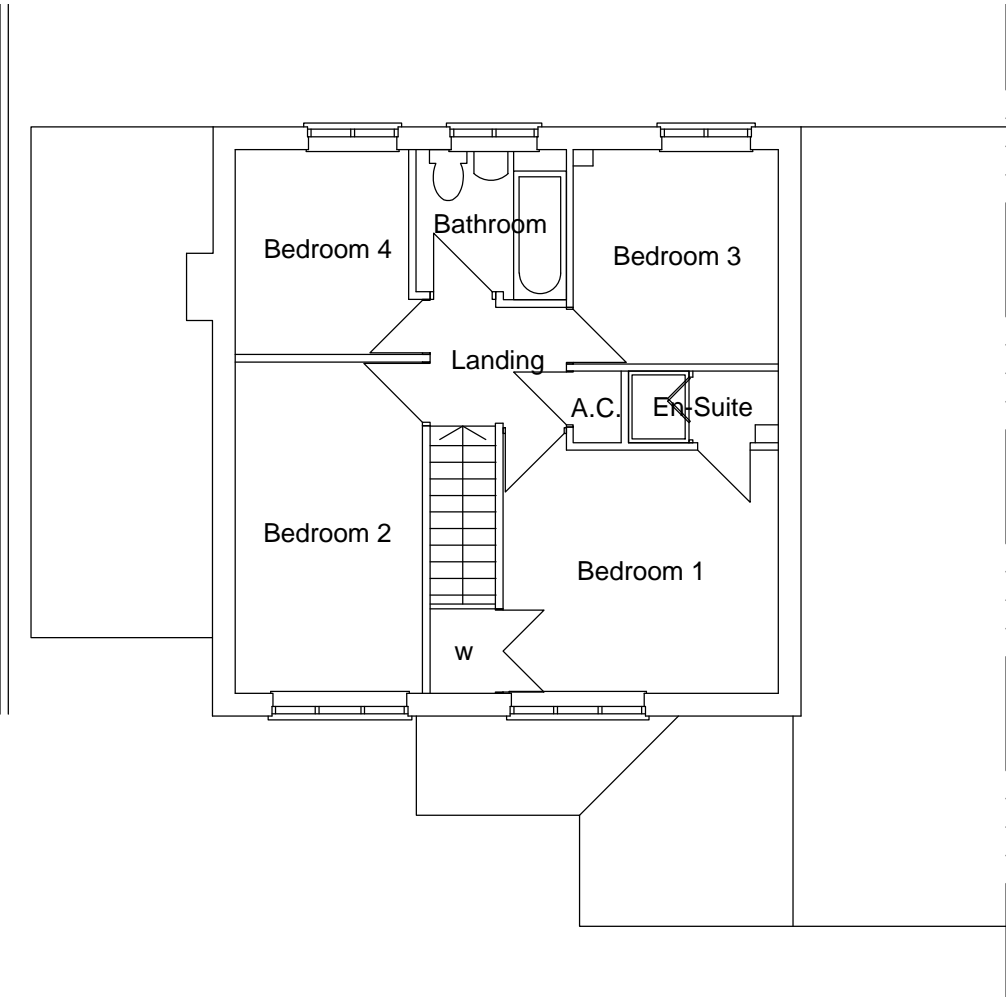
Existing S.W. Elevation

Existing N.W. Elevation

Existing N.E. Elevation



Existing Ground Floor Plan



Existing First Floor Plan

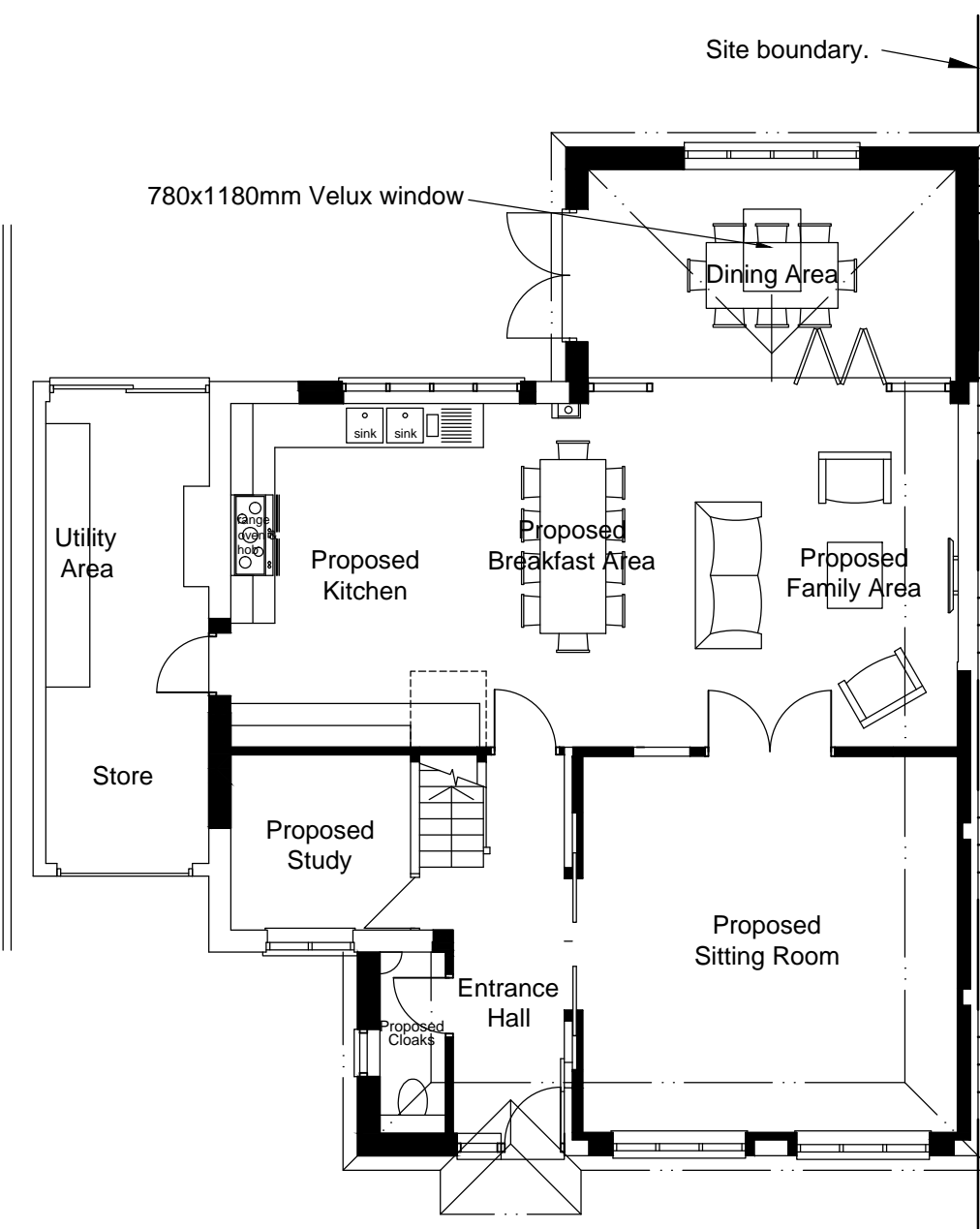


Proposed S.E. Elevation

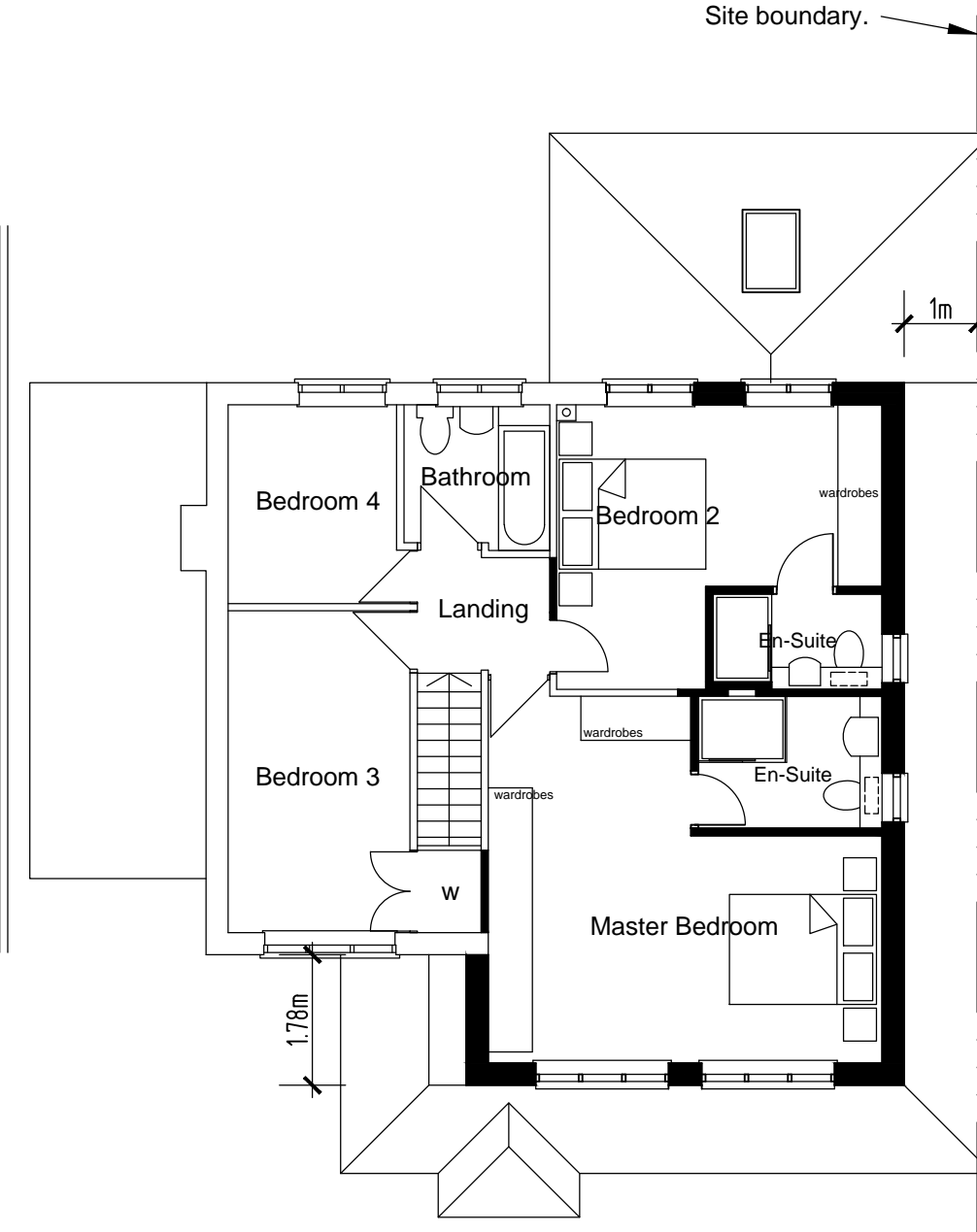
Proposed S.W. Elevation

Proposed N.W. Elevation

Proposed N.E. Elevation

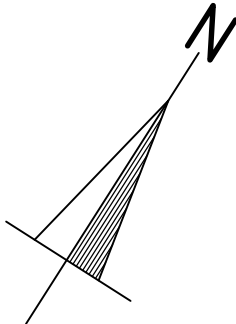


Proposed Ground Floor Plan



Proposed First Floor Plan

PROPOSED MATERIALS:-  
Walls - Facing brickwork to match existing  
Roof - Profiled concrete tiles to match existing  
Doors - Brown UPVC  
Windows - Brown UPVC



Rev.C. (23.10.18) - Floor plans showing the single storey rear extension have been amended to 3.2 metres projection to match the proposed elevations. Small window added to the side elevation (South West Elevation) of the proposed cloaks to match the window shown on the proposed floor plan.

Rev.B. (06.08.18) - Proposals amended in accordance with the clients requirements and the planning officers recommendations/requirements following withdrawal of previous planning application. Changes include stepping first floor side extension 1 metre off the side boundary and internal reconfiguration.

Rev.A. (21.02.18) - Project title corrected in accordance with the proposals.

### Proposed Single Storey Front Extension, Garage Conversion, First Floor Front and Side Extensions and Internal Alterations at 8 Medway Close

Client	Description
Mr and Mrs Hira 8 Medway Close Wokingham Berkshire RG41 3TP	Existing and Proposed Plans and Elevations

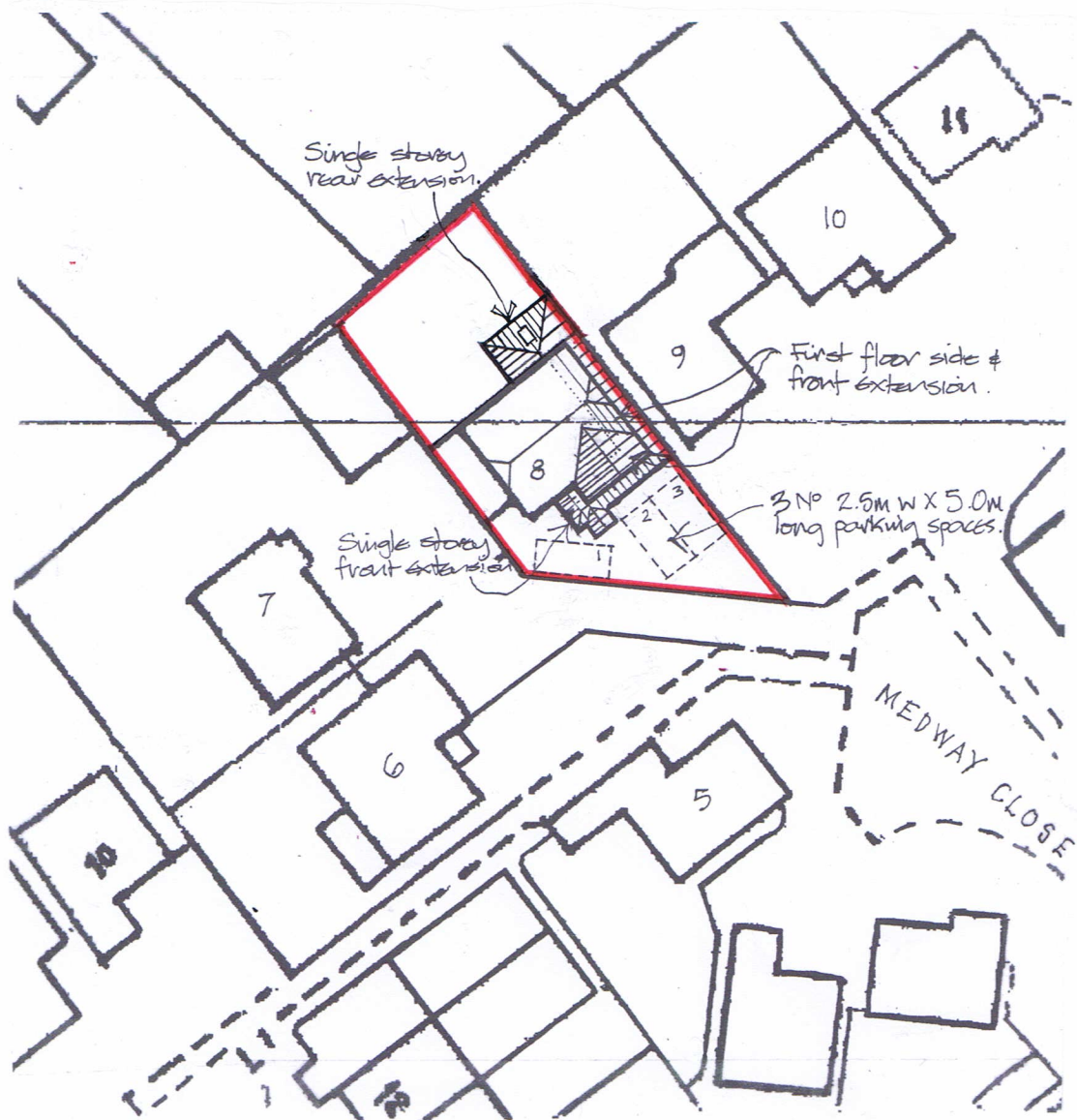
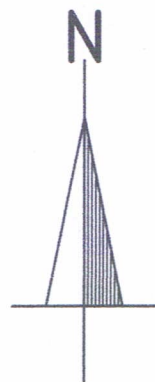
All dimensions to be checked on site. Any discrepancy between this drawing and other information is to be referred to the Planning Consultant. This drawing is copyright.

**MARTIN BUTLER PARTNERSHIP LIMITED**

28 Broad Street Wokingham Berkshire RG40 1AR	date 07/12/17	Scale 1:100	Project 21712-2	drawing 01	revision C
drawn MR					

0m 1 2 3 4 5 6 8 10m  
1:100 scale  
@ A1

This page is intentionally left blank



# Site Plan

Scale 1:500

Rev. A. 23.10.18

Single storey rear extension  
reduced to depth of 3.2 metres.

This page is intentionally left blank

# Agenda Item 58.

Application Number	Expiry Date	Parish	Ward
182585	04/12/2018	Wargrave CP	Remenham, Wargrave and Ruscombe

<b>Applicant</b>	Mrs J Roxburgh-Smith
<b>Site Address</b>	Kestrels, Scarletts Lane, Hare Hatch, RG10 9XD
<b>Proposal</b>	Householder application for the proposed erection of two storey side/ rear extension, following demolition of single storey building.
<b>Type</b>	Householder
<b>PS Category</b>	21
<b>Officer</b>	Senjuti Manna
<b>Reason for determination by committee</b>	The applicant is the spouse of a serving Councillor.

<b>FOR CONSIDERATION BY</b>	Planning Committee on Wednesday, 12 December 2018
<b>REPORT PREPARED BY</b>	Assistant Director – Place

<p><b>SUMMARY</b></p> <p>The application is before Committee as the applicant is the spouse of a Borough Councillor.</p> <p>The application site contains a detached property set within a wide plot and located within Metropolitan Green Belt in Hare Hatch off Scarletts Lane close to the junction with Bath Road. The application dwelling forms part of a group of three dwellings of similar design and benefits from an existing single storey side extension erected in 1980s. Some of the neighbouring properties benefit from existing extensions as well.</p> <p>The proposal is for the erection of two storey side/ rear extension following the demolition of an existing single storey structure that forms part of the original dwelling. The extension would result in a new family room, a study and larger utility room in the ground floor and a new bedroom with en-suite as well as a new WC in first floor.</p> <p>The extended dwelling would have a volume of 1169.91m<sup>3</sup> which would result in approximately 35.4% (i.e. 35%) increase from original volume which is calculated to be 863.41m<sup>3</sup>. The MDD Local Plan Policy TB01 states that a cumulative increase of generally no more than a 35% increase in volume over and above the original dwelling will be permitted within Green Belt. The proposal would therefore comply with the prescribed 35% and would be contained within existing dwelling's footprint and would be subservient to host dwelling.</p> <p>The report concludes that no part of the development would have a harmful impact on the character of the area including openness of Green Belt, amenity of neighbouring occupiers, highway safety, the amenity of future occupiers or protected species. It is recommended that this application is approved as it would accord with the NPPF and Wokingham Development Plan Policies.</p>
---

<b>PLANNING STATUS</b>
<ul style="list-style-type: none"> <li>• Countryside</li> </ul>

- Green Belt
- Great Crested Newt Consultation Zone
- Groundwater Protection Zone
- Badger settlement consultation zone
- Wind Turbine Safeguarding Zone
- Bat roost

## **RECOMMENDATION**

**That the committee authorise the GRANT OF PLANNING PERMISSION subject to the following Conditions and Informative:**

### **Conditions:**

#### **1. Time Limit**

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).

#### **2. Approved Plans**

This permission is in respect of the submitted application plans and drawings 3033/01, received by the local planning authority on 09/10/2018 and revised plans numbered 3033/101/B, 3033/03/B, 3033/04/A, 3033/05/I, 3033/06/G and revised block plan received by the local Planning Authority on 30/11/2018. The development shall be carried out in accordance with the approved details unless otherwise agreed in writing by 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. Materials**

Except where stated otherwise on the approved drawings or application form, the materials to be used in the construction of the external surfaces of the development hereby permitted shall be of similar appearance to those used in the existing building, unless otherwise agreed in writing by the local planning authority.

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

### **Informative:**

**1.** Should any bats or evidence of bats be found prior to or during the development, all works must stop immediately and an ecological consultant or the Council's ecologist contacted for further advice before works can proceed. All contractors working on site should be made aware of the advice and provided with the contact details of a relevant ecological consultant.

**2.** 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:

- amended plans being submitted by the applicant to overcome concerns relating to impact of the development on Green Belt;

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

Application Number	Proposal	Decision
97/69	Detached house and garage	Conditional approval – 07/01/1970
21216	Single storey snooker room	Conditional approval – 31/05/1984

## SUMMARY INFORMATION

### For Residential

Site Area	0.22ha
Existing parking spaces	4
Proposed parking spaces	No change

## CONSULTATION RESPONSES

WBC Biodiversity	<p>The site is located within habitat that matches that where bat roosts have previously been found in the borough. The bat survey report (Urban Tree Experts, October 2018) has been undertaken to an appropriate standard.</p> <p>Regarding the house it states that the house has a number of features potentially suitable for use by roosting bats (gaps under slipped tiles at the verges) and that a small number (5 or 6) of bat droppings (akin to those of pipistrelle bats) were found in the loft. Regarding the garage the report states that it has no loft, no features potentially suitable for use by roosting bats, and that no evidence of bats was found.</p> <p>The report concludes that, because the proposals will not affect the loft or the features potentially suitable for use by roosting bats, it is unlikely that the works will adversely affect roosting bats. As such, since the proposals are unlikely to affect bats or other protected species, there are no objections to this application on ecological grounds.</p> <p>Recommended approval without any condition.</p>
WBC Highways	<p>No highway issues.</p> <p>Recommended approval without any condition.</p>

## REPRESENTATIONS

**Town/Parish Council:** Objected to the proposal since bulk and mass of the proposal would harm the openness of the Green Belt.

*(Officer note: The original proposal has been revised to reduce the bulk and mass of the extension. The revised proposal is considered to comply with the Wokingham Borough Council's Green Belt policies CP12 and TB01).*

**Local Members:** One email was received from a local Member but it did not object to the scheme.

**Neighbours:** One letter of support was received from a neighbour.

## APPLICANTS POINTS

- The application would have an acceptable impact on the character of the area including openness of Green Belt and on neighbouring properties.

## PLANNING POLICY

National Policy	<b>NPPF</b>	National Planning Policy Framework
Adopted Core Strategy DPD 2010	<b>CP1</b>	Sustainable Development
	<b>CP3</b>	General Principles for Development
	<b>CP7</b>	Biodiversity
	<b>CP9</b>	Scale and Location of Development Proposals
	<b>CP11</b>	Proposals outside development limits (including countryside)
	<b>CP12</b>	Green Belt
Adopted Managing Development Delivery Local Plan 2014	<b>CC01</b>	Presumption in Favour of Sustainable Development
	<b>CC02</b>	Development Limits
	<b>CC03</b>	Green Infrastructure, Trees and Landscaping
	<b>CC04</b>	Sustainable Design and Construction
	<b>CC07</b>	Parking
	<b>TB01</b>	Development within the Green Belt
	<b>TB23</b>	Biodiversity and Development
Supplementary Planning Documents (SPD)	<b>BDG</b>	Borough Design Guide – Section 4

## PLANNING ISSUES

### Description of Development:

- The proposal is for the erection of a two storey side/ rear extension to the northern side of existing dwelling following demolition of a single storey section of the original house. The extension would project from the two storey northern side wall by 7.3m, would have a depth of 7.8m including a pair of 0.7m deep bay windows to the front elevation and would have a gabled roof of 7.6m ridge height that would be 1.4m lower than the ridge of the host dwelling. The proposal has been revised to meet the prescribed cumulative volume increase for residential extensions within Green Belt.
- The volume breakdown included with the revised scheme shows that the volume of the extended property including the existing extension would be 1169.91m<sup>3</sup> which would result in a 35.4% increase (which is rounded down to 35%) from the original volume which is calculated to be 863.41m<sup>3</sup>.



### **Principle of Development:**

3. The National Planning Policy Framework has an underlying presumption in favour of sustainable development which is carried through to the local Development Plan. The Managing Development Delivery Local Plan (MDD) Policy CC01 states that planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise.
4. The application site lies in the Metropolitan Green Belt and in an area designated as Countryside and as such limited development is acceptable subject to the impact of development on Greenbelt, character of the area and neighbouring amenities. Any development that materially detracts from the openness of visual amenity of the Greenbelt will not be permitted.
5. Paragraph 133 of the NPPF states that *"The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence"*. Moreover, paragraph 144 of NPPF stresses that, *"When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations"*. For residential extensions and alterations, paragraph 145 (c) of NPPF specifies that, proposals would be acceptable provided "it does not result in disproportionate additions over and above the size of the original building";
6. Policy CP12 of the Wokingham Borough Core Strategy reiterates the National policy by stating that *"Planning permission will not be granted for inappropriate development within the Metropolitan Green Belt as defined in PPG2"*. In addition, consideration must also be given to policy TB01 of the Managing Development Delivery (MDD) Local Plan which establishes that: *"The alteration and/or extension of a dwelling and the construction, alteration or extension of buildings ancillary to a dwelling in the Green Belt over and above the size of the original building (s) shall be limited in scale."*
7. The supporting text for this policy goes on to say *"Proposals shall be assessed against the original building as defined in the NPPF"*. With regard to the definition of limited, this is set out in policy TB01 as a *"cumulative increase of generally no more than a 35% increase in volume over and above the original dwelling"*.

### **Site History:**

8. The application dwelling forms part of a group of similar designed houses erected at the same time. The application property has been extended once in the past to form a single storey play room of 139m<sup>3</sup> volume. This extension is proposed to be retained as part of the current scheme and its volume is included in the cumulative volume increase calculations.

### **Character of the Area including Openness of Green Belt:**

9. The application site is located in open countryside within Metropolitan Green Belt off Scarletts Lane on eastern side of Hare Hatch. It is a large plot, with sparse residential developments and verdant wooded land making up the character of the surrounding area at the eastern and southern parts of the site. The dwelling itself sits well within this surrounding and is set-back from the main street frontage by approximately 25m with existing front garden vegetation partially screening the view of the property.
10. Kestrels is part of a group of mainly detached, brick and tiled houses and some of them have been extended over time to form more substantial properties with rooms over original garages on the side.
11. The application property has been extended to one side in the past which has resulted in approximately 16% increase of volume of the original house. The proposed 2 storey side and rear extension would further increase the volume at the other side of the property. However, since the new extension would include demolition of a section of the original dwelling, the overall cumulative volume increase is calculated to be 35.4% over and above the original dwellinghouse.
12. The cumulative volume increase of 35.4%, which is rounded down to 35%, meets the 35% restriction for residential extensions and alterations within the Green Belt. The proposal would be a fairly modest side extension of suitable design that would appear subservient to the host dwelling. Moreover, the proposal would reduce the width of the dwelling on northern side by approximately 1.5m and hence would reduce sprawl of development within the site.
13. The proposal would not project forward of the existing principal elevation line and hence would not appear an intrusive feature within the countryside views nor have any detrimental impact on the general character of the surrounding Green Belt. The existing set-back from the main street frontage along with existing garden vegetation would partially screen the new 2<sup>nd</sup> storey bulk of the extension.
14. The proposed two storey side/rear extension is therefore considered acceptable in this instance.

### **Residential Amenities:**

15. The host dwelling occupies a wide plot with open field and wooded land making up the front, north side and rear of the property. The proposal would introduce a new first floor bulk to the northern side of the host dwelling. The nearest neighbour on the northern side, Little Scarletts, is located about 48m from the proposed development and as such would not be significantly impacted by the proposed development. The proposal is not considered to have any impact on any other neighbouring property due to its isolated location.

**Access and Movement:**

16. The proposal would result in an increased number of habitable rooms. However, the proposal does not include any changes to existing access and parking arrangements which include 4 off-road parking spaces. This is considered acceptable for an extended dwelling of 5 bedrooms.

**Amenity Space for future occupiers:**

17. The proposal would not increase the footprint of the existing dwelling and as such would not have any significant impact on the existing residential amenity space.

**Ecology:**

18. The site is located within habitat that matches that where bat roosts have previously been found in the borough. However, since the proposals will not affect the loft or the features potentially suitable for use by roosting bats, it is unlikely that the works will adversely affect roosting bats as a protected species.

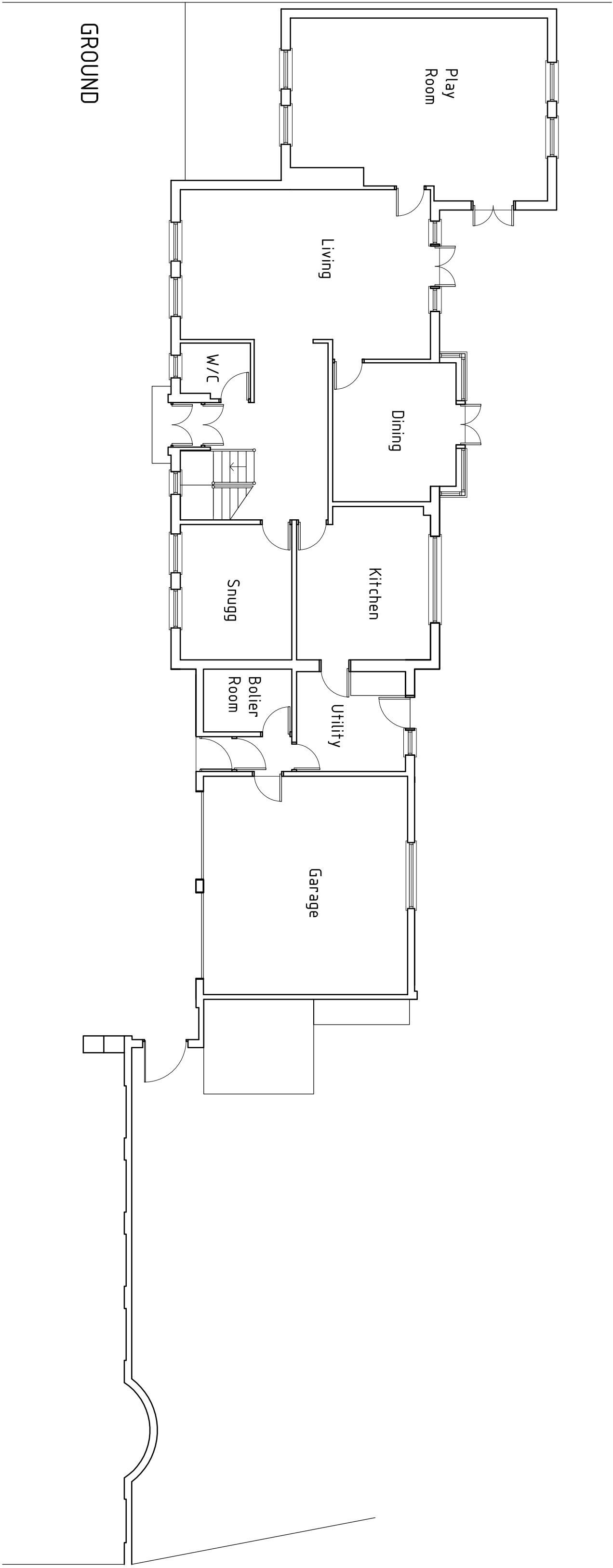
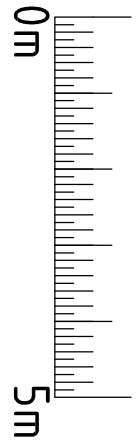
**Community Infrastructure Levy (CIL)**

19. The proposal would result in a residential development of under 100sqm and as such would not be CIL liable.

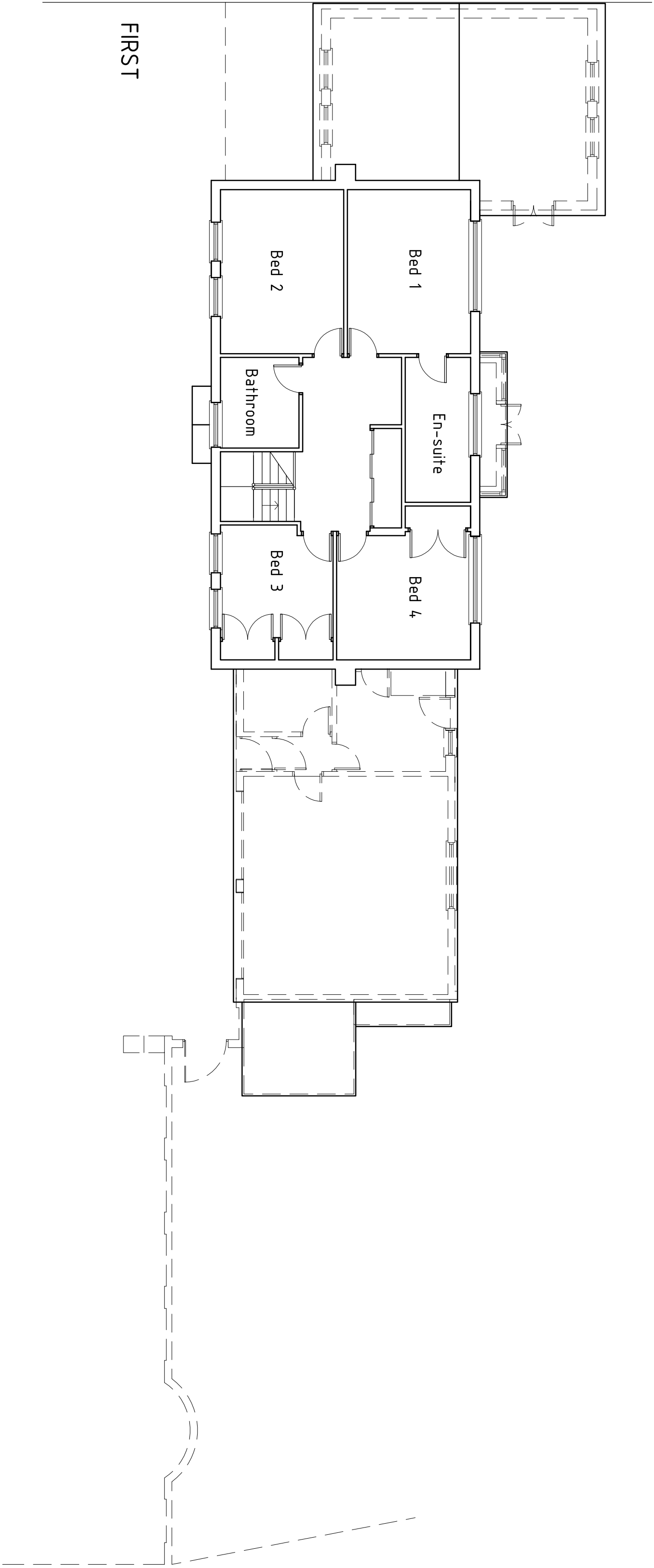
**CONCLUSION**

20. The proposed two storey side/ rear extension is considered to be modest in size that would appear subservient to the host dwelling. The proposal would result in a 35.4% increase in volume (i.e. 35% rounded down), which accords with the 35% recommended by the MDD. It is not considered to harm the openness of Green Belt or impact the general character of the area since the proposal would reduce the footprint of the dwelling on the northern side and thus would limit urban sprawl. Moreover, other properties in the immediate neighbourhood have benefitted from similar extensions and within this context, the proposal would not amount to a disproportionate addition to the building. No part of the development would have any harmful impact on the amenity of neighbouring occupiers, highway safety, the amenity of future occupiers or protected species. It is therefore recommended that this application is approved as it would accord with the NPPF and Wokingham Development Plan Policies.

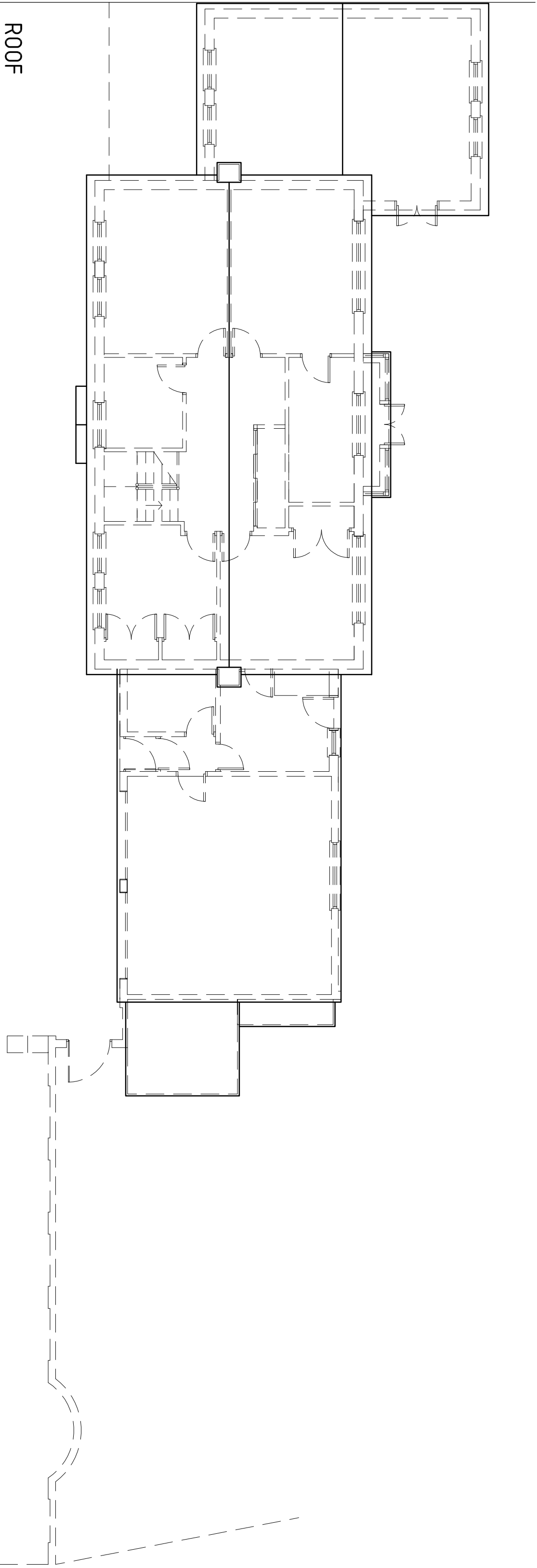
This page is intentionally left blank



GROUND



FIRST



ROOF

REVISION B

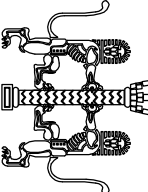
28.11.18

CG

REVISION A

08.10.18

CG



W.M. GRAHAM ASSOCIATES

RIBA CHARTERED ARCHITECTS

1 Peach Street

Wokingham

Berkshire

RG40 1XJ

Tel: 0118 9770464

Email: [wmg.architects@btconnect.com](mailto:wmg.architects@btconnect.com)

Website: [www.wmgramham-architects.co.uk](http://www.wmgramham-architects.co.uk)

JOB

KESTRELS

SCARLETTS LANE

KILN GREEN

RG10 9XD

TITLE

EXISTING PLANS

SCALE

1:100 @ A1

DATE

AUG 18

DRAWN BY

CG

JOB NO.

3033

DRAWING NO.

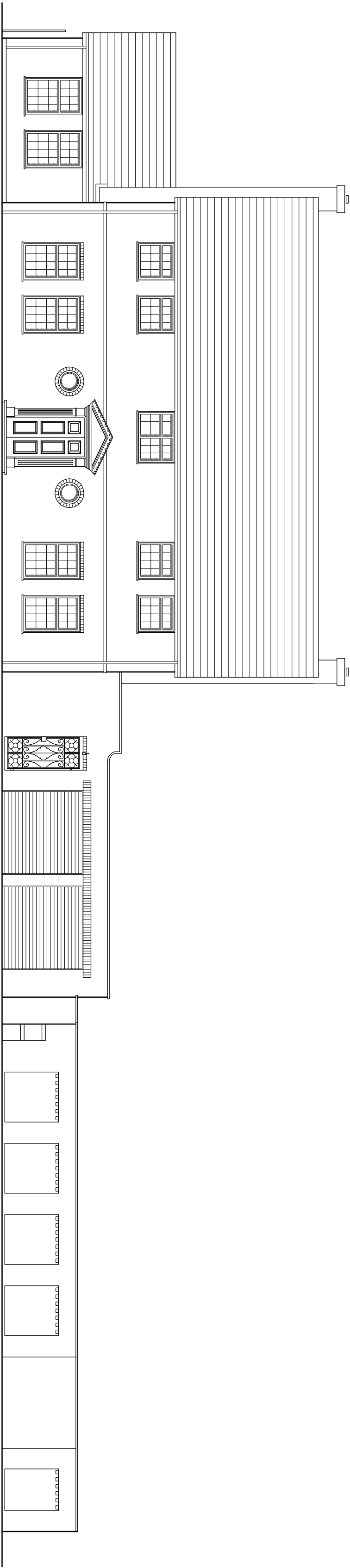
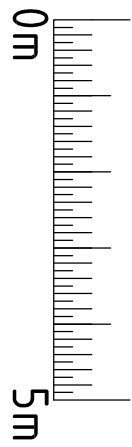
03

REVISION

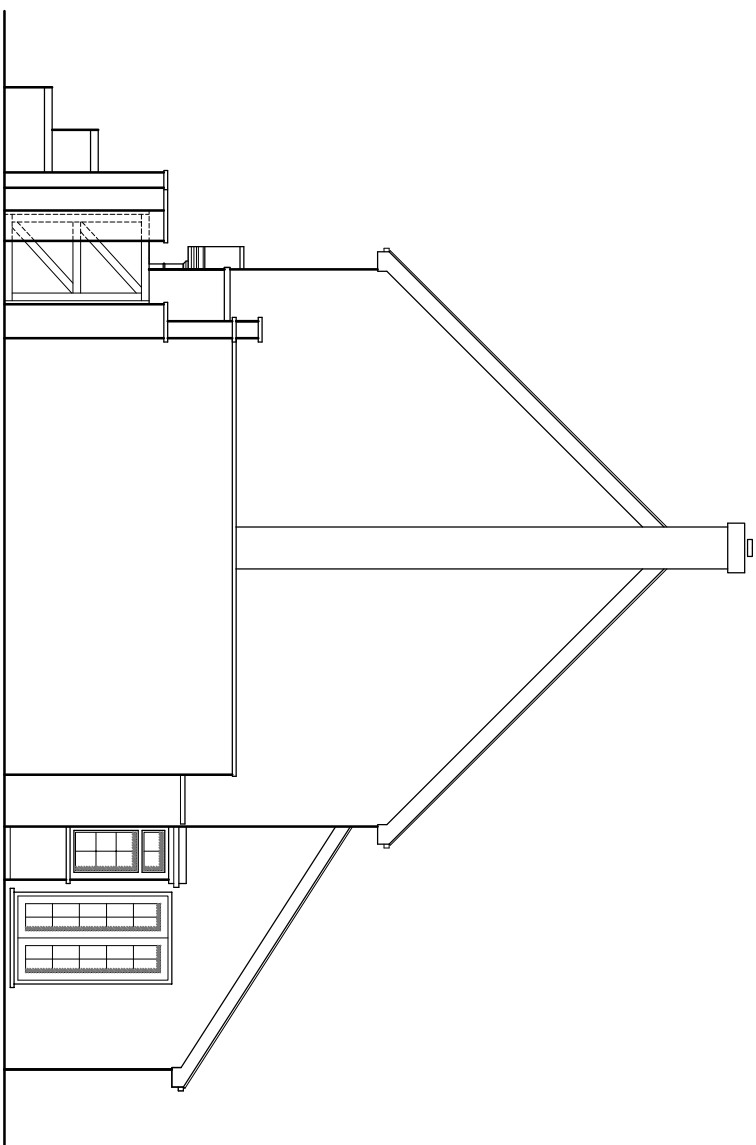
B

41

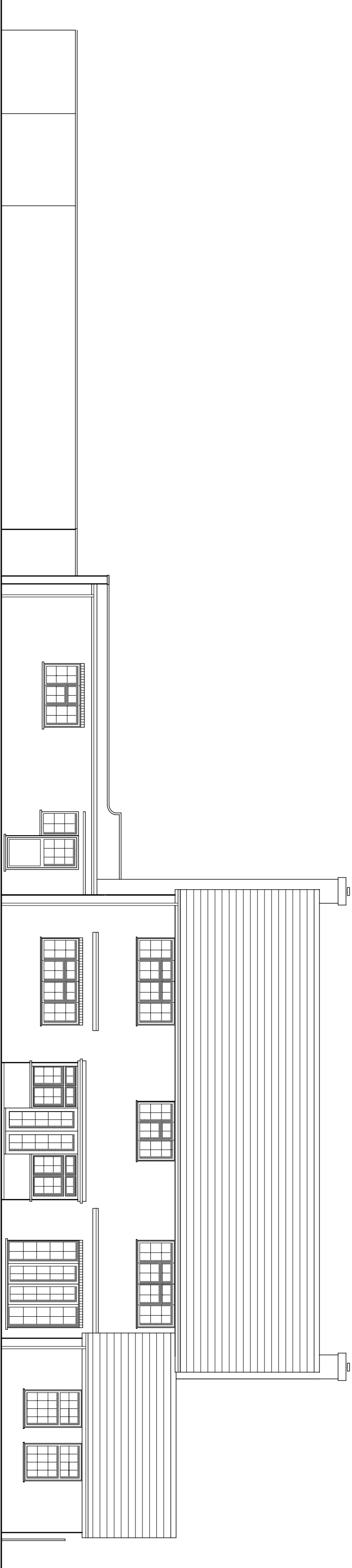
This page is intentionally left blank



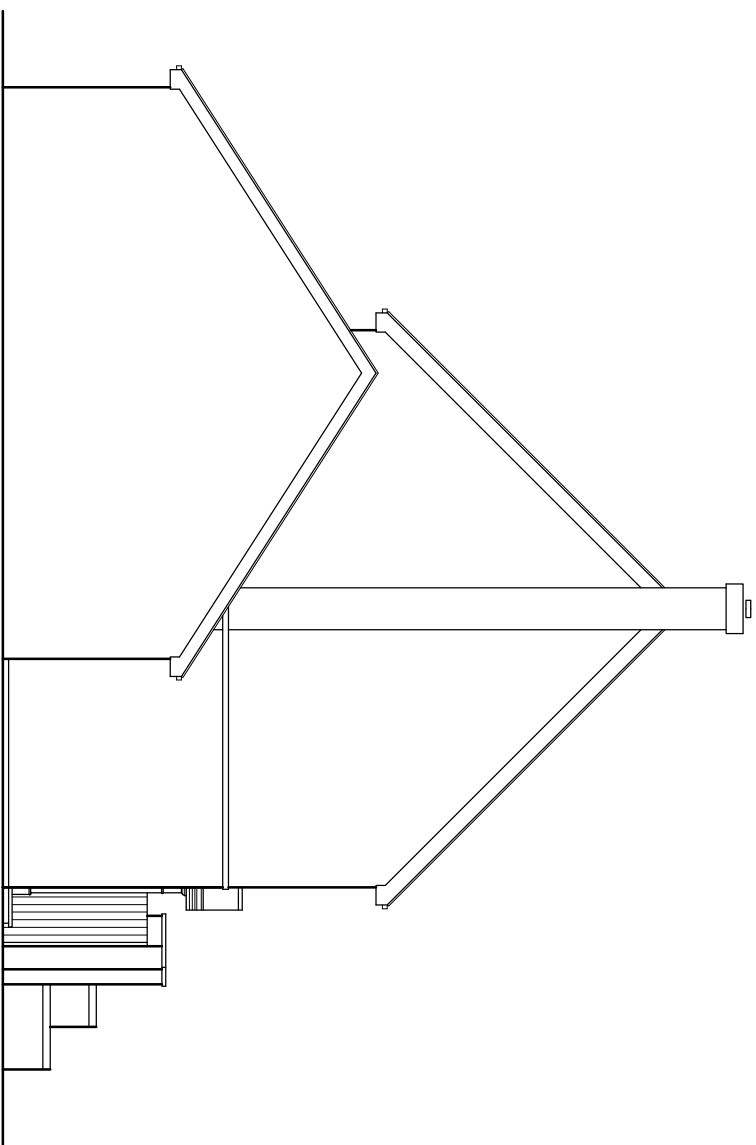
FRONT



SIDE



REAR



SIDE

REVISION A 26.11.18 CG

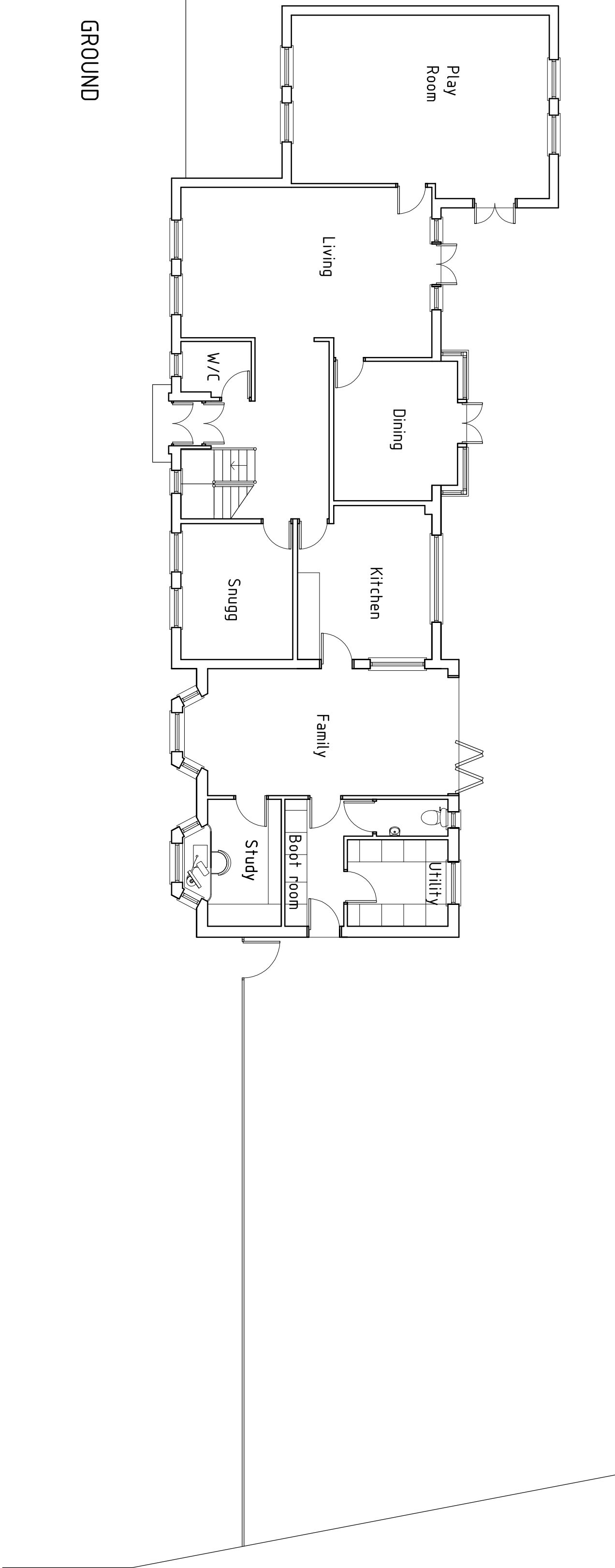
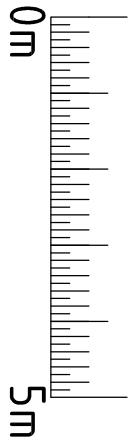
**W.M. GRAHAM ASSOCIATES**  
*RIBA CHARTERED ARCHITECTS*  
1 Peach Street  
Wokingham  
Berkshire  
RG40 1XJ  
Tel: 0118 9770464  
Email: [wmg.architects@btconnect.com](mailto:wmg.architects@btconnect.com)  
Website: [www.wmgramham-architects.co.uk](http://www.wmgramham-architects.co.uk)

JOB  
KESTRELS  
SCARLETTS LANE  
KILN GREEN  
RG10 9XD

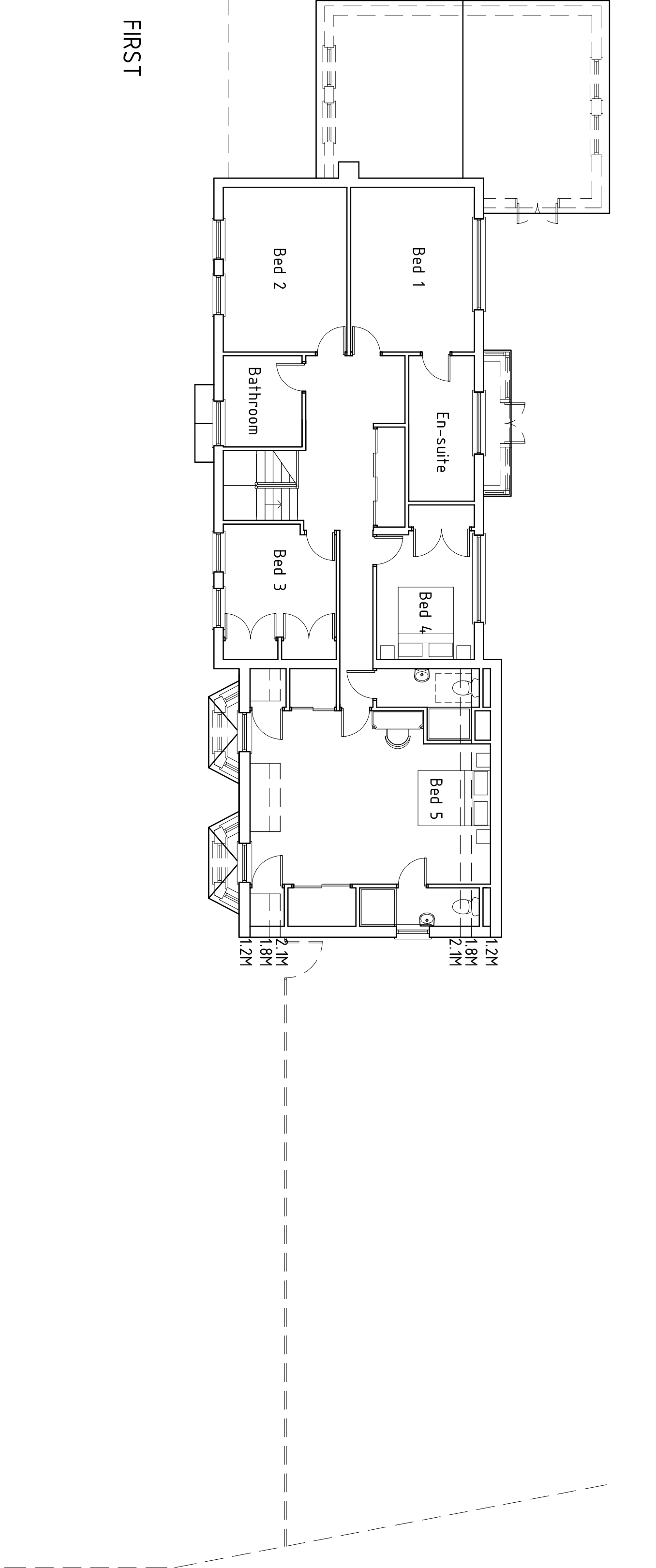
TITLE EXISTING ELEVATIONS			
SCALE	DATE	DRAWN BY	
1:100 @ A1	AUG 18	CG	
JOB NO.	DRAWING NO.	REVISION	
3033	04	A	

This page is intentionally left blank



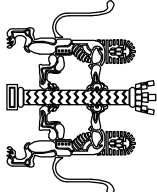


GROUND



FIRST

REVISION I	26.11.18	CG
REVISION H	15.11.18	CG
REVISION G	12.11.18	CG
REVISION F	08.10.18	CG
REVISION E	28.09.18	CG
REVISION D	07.09.18	CG
REVISION C	23.08.18	CG
REVISION B	22.08.18	CG
REVISION A	20.08.18	CG

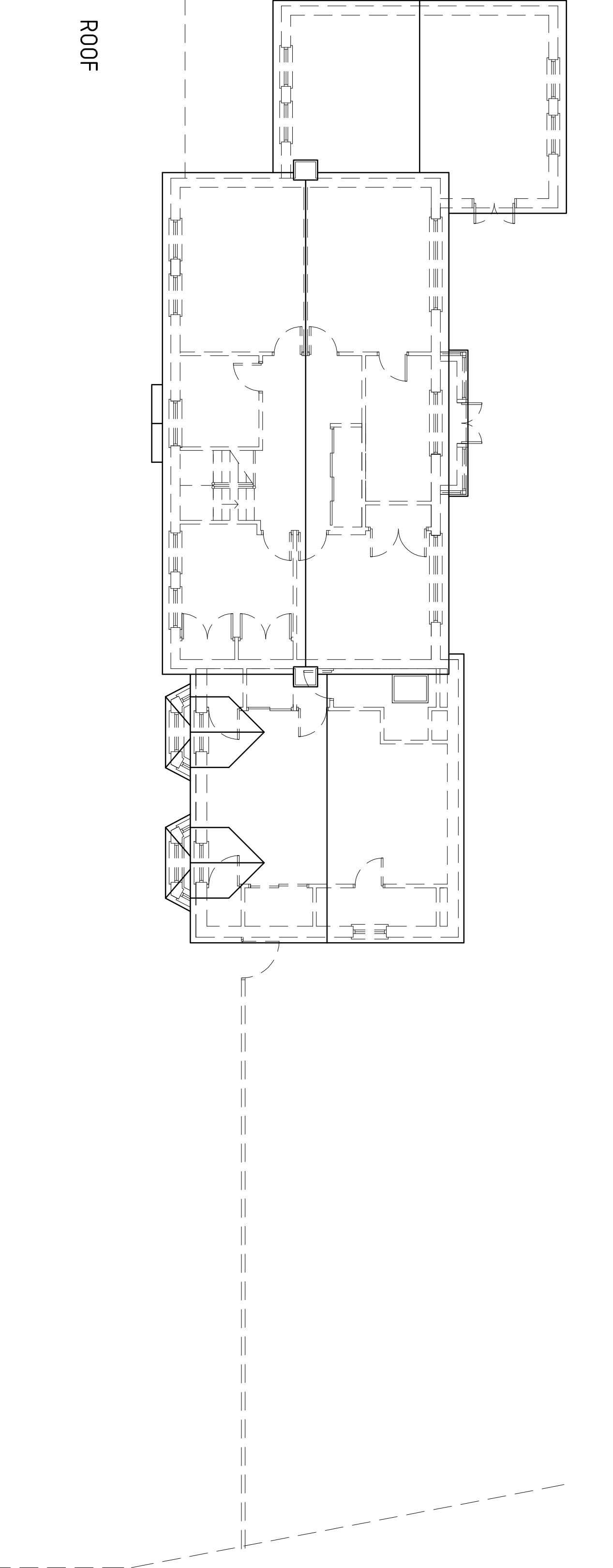


**W.M. GRAHAM ASSOCIATES**  
**RIBA CHARTERED ARCHITECTS**  
1 Peach Street  
Wokingham  
Berkshire  
RG40 1XJ  
Tel: 0118 9770464  
Email: [wmg.architects@btconnect.com](mailto:wmg.architects@btconnect.com)  
Website: [www.wmgramham-architects.co.uk](http://www.wmgramham-architects.co.uk)

JOB  
**KESTRELS**  
**SCARLETTS LANE**  
**KILN GREEN**  
**RG10 9XD**

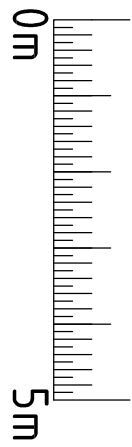
TITLE  
**PROPOSED PLANS**

SCALE	DATE	DRAWN BY
1:100 @ A1	AUG 18	CG
JOB NO.	DRAWING NO.	REVISION
3033	05	I

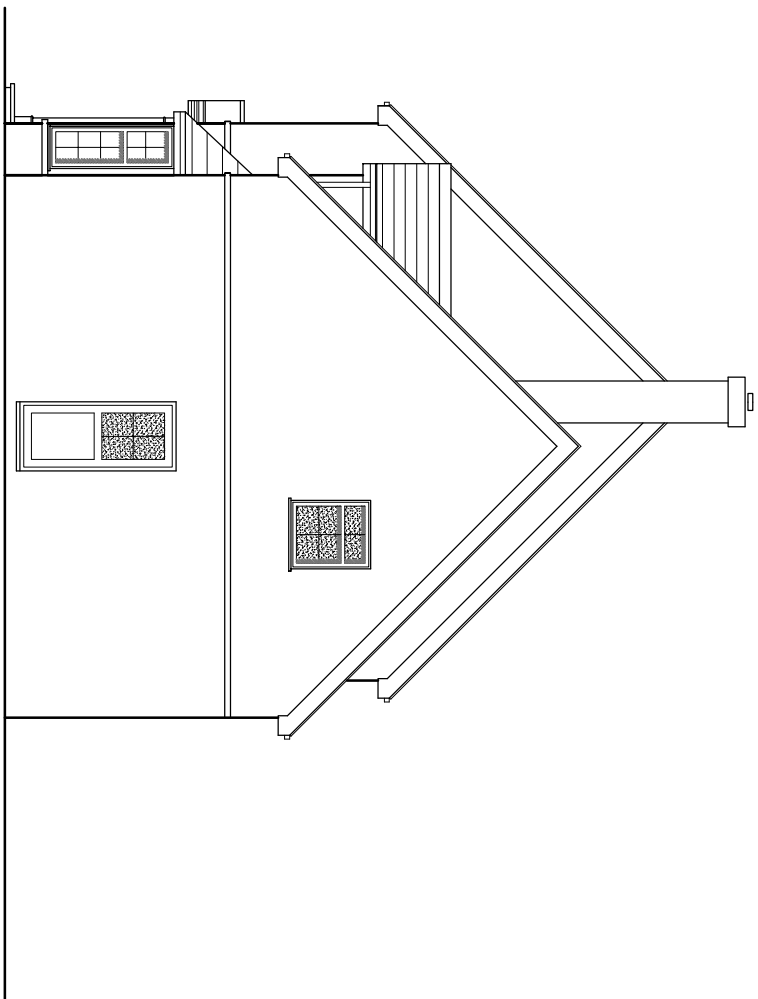


ROOF

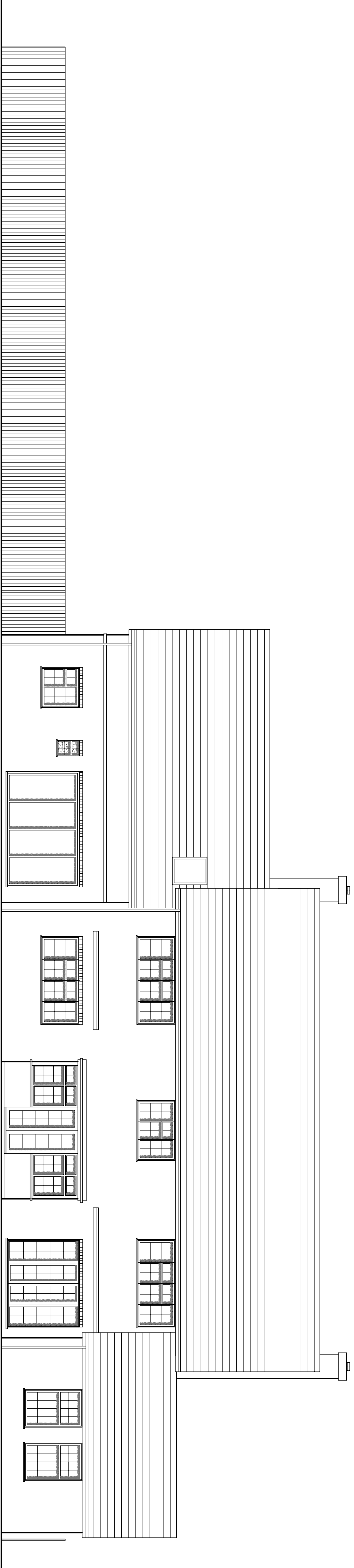
This page is intentionally left blank



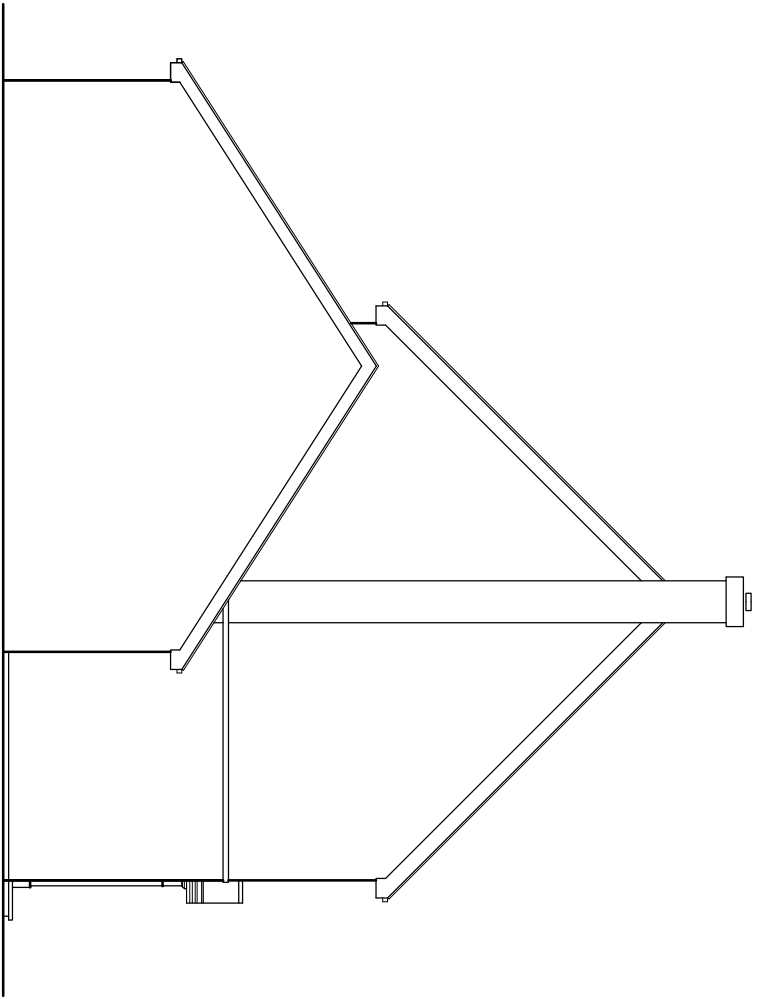
FRONT



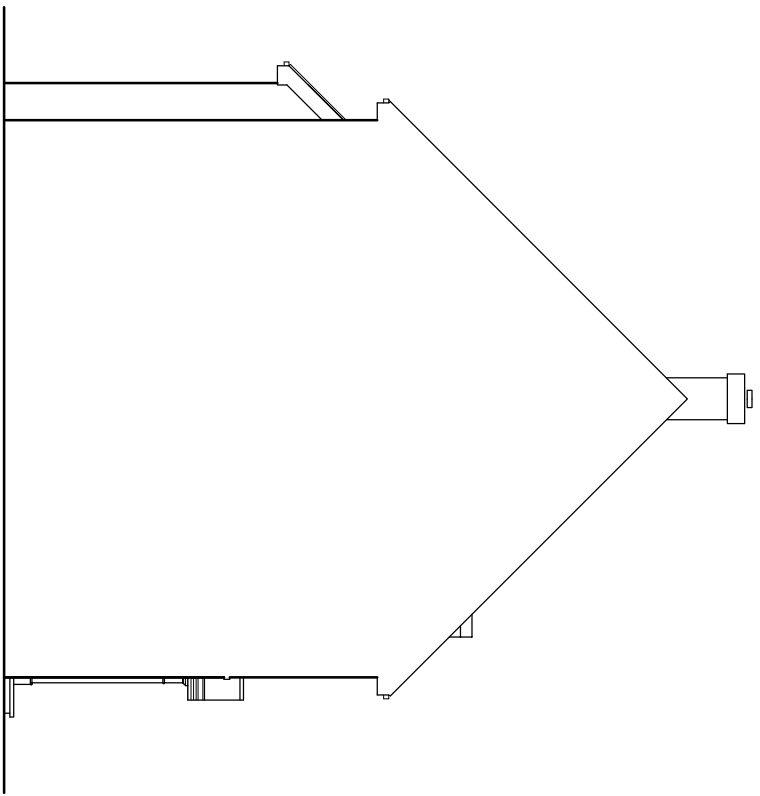
SIDE



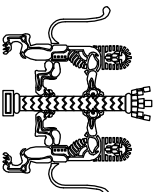
REAR



SIDE



SIDE

  
**W.M. GRAHAM ASSOCIATES**  
*RIBA CHARTERED ARCHITECTS*  
1 Peach Street  
Wokingham  
Berkshire  
RG40 1XJ  
Tel: 0118 9770464  
Email: [wmg.architects@btconnect.com](mailto:wmg.architects@btconnect.com)  
Website: [www.wmgramham-architects.co.uk](http://www.wmgramham-architects.co.uk)

JOB  
**KESTRELS**  
**SCARLETT'S LANE**  
**KILN GREEN**  
**RG10 9XD**

TITLE  
**PROPOSED ELEVATIONS**

SCALE	DATE	DRAWN BY
1:100 @ A1	AUG 18	CG
JOB NO.	DRAWING NO.	REVISION
3033	06	G

This page is intentionally left blank

KESTRELS, SCARLETTS LANE

VOLUMES

ORIGINAL HOUSE

TOTAL - 716.61M<sup>3</sup>

GARAGE/UTILITY/  
BOILER ROOM

146.8M<sup>3</sup>

1986 EXTENSION

139M<sup>3</sup>

NEW EXTENSION

314.3M<sup>3</sup>

BREAKDOWN

A - HOUSE

MAIN BODY - 704.5M<sup>3</sup>

CHIMNEY 1 - 1.68M<sup>3</sup>

CHIMNEY 2 - 1.75M<sup>3</sup>

PORCH - 1M<sup>3</sup>

TOTAL - 708.93M<sup>3</sup>

B - GARAGE/UTILITY/  
BOILER ROOM

146.8M<sup>3</sup>

C - BAY WINDOW REAR

7.68M<sup>3</sup>

D - 1986 EXTENSION

141.01M<sup>3</sup> MINUS 2.01M<sup>3</sup> FOR CHIMNEY BREAST EQUALS 139M<sup>3</sup>

E - NEW EXTENSION

MAIN BODY - 300.3M<sup>3</sup>

DORMERS - 6.2M<sup>3</sup>

BAYS - 7.8M<sup>3</sup>

TOTAL - 314.3M<sup>3</sup>

**Mark Leedale Planning**  
Chartered Town Planning Consultants

The Head of Planning,  
Wokingham Borough Council,  
Council Offices,  
Shute End  
Wokingham RG40 1WR.

Our Ref: WF/12/188  
30<sup>th</sup> November 2018

Dear Ms Sir,

**Kestrels, Scarletts Lane, Kiln Green RG10 9XD  
182595**

In response to the matters raised we enclose:

1. The existing floor plans 3033-03B
2. The existing elevations 3033-04A
3. The revised proposed floor plans 3033-05I
4. The revised proposed elevations 3033-06G

Please would you substitute these plans for the existing submissions?

I also enclose the volume calculations and a drawing with dimensions. These follow your legend and identify the areas where adjustments have been made for minor inaccuracies and omissions such as the chimneys, front porch and rear bay window. The manner in which these have been calculated is expressed on the details. These are necessary because of the level of scrutiny which has been given to this application in terms of volume calculations and the way in which it is being considered. Thus we have now arrived at a position where the following apply (cu. m.):

- Existing dwelling 716.61
- Existing garage and boiler room 146.80
- **Total existing house 863.41**
- 1986 extension 139
- Proposed extension (total) 314.3 less that which is to be demolished (146.80) which is therefore **167.5**
- Cumulative increase is 139.0 plus 167.5 which is **306.5. The percentage change is 35.4.**

I should stress that in arriving at this position and in light of the Officer level requirements the extension has been considerably reduced in width and height as well as the reduction in one bedroom and removal of a staircase.

52 Crondall Lane  
Farnham  
Surrey GU9 7DD  
01252 718855 tel/fax  
markleedale@hotmail.com  
Principal: Mark Leedale M.Sc, Dip TP, B.Ed(Hons) MRTPI

Please would you confirm that this development is now one which has officer support?

Yours faithfully,

**Mark Leedale**

Mark Leedale.

cc Client

52 Crondall Lane  
Farnham  
Surrey GU9 7DD  
01252 718855 tel/fax  
markleedale@hotmail.com  
Principal: Mark Leedale M.Sc, Dip TP, B.Ed(Hons) MRTPI



PLANNING REF : 182595  
PROPERTY ADDRESS : Council Office  
: Pavilion, Recreation Road, Wargrave, Wokingham  
: RG10 8BG  
SUBMITTED BY : Wargrave Parish Council  
DATE SUBMITTED : 20/11/2018

COMMENTS:

The Parish Council objects to this application. The bulk and mass of the proposal would harm the openness of the Green Belt.

This page is intentionally left blank

# Agenda Item 59.

Application Number	Expiry Date	Parish	Ward
182892	18/01/2019	Earley	Bulmershe and Whitegates;

<b>Applicant</b>	Reading Borough Council Highways and Transport Department
<b>Site Address</b>	Land between Thames Valley Business Park and Napier Road Reading, South of the River Thames and north of the Great Western Main Line Railway.
<b>Proposal</b>	Full application for the construction of a segregated fast-track public transport, pedestrian and cycle bridge and viaduct, comprising concrete bridge structure supported by concrete columns, steel beams and reinforced soil embankment, together with new footway links and existing footway alterations, junction improvements and landscaping.
<b>Type</b>	Full
<b>PS Category</b>	006
<b>Officer</b>	Katie Herrington
<b>Reason for determination by committee</b>	Major application

<b>FOR CONSIDERATION BY</b>	Planning Committee on Wednesday, 12 December 2018
<b>REPORT PREPARED BY</b>	Assistant Director – Place

<p><b>SUMMARY</b></p> <p>This is a resubmission for the proposed erection of a new public transport link for use by buses, cyclists and pedestrians between the A3290 (Wokingham) and Napier Road (Reading) known as the East Reading Mass Rapid Transit. As a whole the proposal is a fast track/ express bus lane consisting of a bridge and viaduct, and reinforced soil embankment, junction improvements within Reading, new footpath links and landscaping. The proposal crosses between two boroughs and whilst each LPA must consider the scheme in principle as a whole, only that element falling within the relevant borough should be considered by Wokingham.</p> <p>Within Wokingham the scheme would begin at the A3290 (the Thames Valley Park and Ride Site) then becomes a viaduct that would increase in height forming a bridge across the Kennet Mouth into Reading. The road deck would consist of a bus lane and separate cycle and pedestrian lane. The width of the deck would narrow across the Kennet Mouth and again at the narrowest point of the river. Three new temporary moorings and riverside margin planting are also proposed at the narrowest point. The proposal includes street furniture and landscaping.</p> <p>The proposal forms part of a wider strategic transport infrastructure project between Wokingham and Reading Borough Councils to manage associated traffic and travel demands as a result of projected residential expansion and economic development. The site has been allocated for a high quality express bus service or mass rapid transit via policy CP10 of the Core Strategy.</p> <p>This is a resubmission of planning application 172048 which was refused by Wokingham Borough council on 30<sup>th</sup> May 2018 for the reason that:</p>
---

*The proposed MRT link, including bridge structure, due to its height and scale and its prominent and sensitive location, particularly its proximity to the River Thames and River Kennet, would be harmful to the landscape character of the area including its riparian appearance. This would be contrary to policies CP1, CP3 and CP11 of the Core Strategy.*

The scheme was; however, granted permission by Reading Borough Council.

Following this refusal of this application the submission has been revised to enhance the evidence base and amend the scheme in light of a Public Consultation exercise.

The proposal, through the erection of a fast track/ express segregated bus and cycle/path in this location consisting of a viaduct and bridge would result in an impact to the localised character of this part of the Thames Valley, and would have an impact upon landscape character of the valued landscape. However, in allocating the site for such purpose (for a high quality express bus network or mass rapid transit), given the necessary nature of such schemes, an impact upon character would have been recognised and accepted via the adoption of the Core Strategy. Such impact is to be mitigated through the design detail of the proposal.

The project has undergone extensive evaluation and review including; an economic business case, and detailed assessments looking at various options with respect to the location and type of corridor that is required and their impacts. As part of the planning application process, the proposals have also been extensively revised in order to mitigate the impacts that would result from it. This includes consideration of alternative schemes, scrutiny by a Design Review Panel, extensive revisions as a result of consultee comments, and discussion with WBC officers as part of the 2017 submission, and revisions as a result of WBC's refusal of the proposal. Whilst the proposal will still result in impacts to that part of the Riverside and to the valued landscape, the options available for this corridor are limited and the resulting proposal is considered to be the most deliverable and the one which will mitigate/ softens its impact as much as it reasonably can in order to meet the site's allocation for this purpose. The resulting changes to the proposal within Wokingham are detailed below;

- Two-column support of the viaduct has been revised to a single flared column to reduce bulk and improve visual appearance.
- Lighting columns along the viaduct replaced with low-level parapet lighting to avoid light spill.
- Deck narrowed by one metre where it is closest to the Thames Path/ River (between pier 6 and 7) so that it would have a deck width of 12.4m in total.
- It should be noted that the deck narrows where the bridge crosses the Kennet Mouth to 10.2m.
- Provision of 3 x short stay mooring platforms on the River Thames and the creation of a new margin shelf with river bank planting to provide biodiversity enhancement and to provide landscape and riverside enhancements.
- Ecological and landscape benefits through provision of wetland/marsh under viaduct
- Retention of significant and valued Willow tree to East Kennet Mouth
- Enhanced justification of the benefits, including submission of additional and updated evidence base.
- Relocation of mosaic and provision of benches and information boards

- Provision of planting (Ivy) to hang over the road deck to help soften visual impact of the structure.

This submission includes a more up to date evidence base and to provide more evidence with regard to the benefits of the proposal. This includes updated traffic data, and greater information with regards to the prospective bus routes proposed and updated journey time savings. The benefits include projected bus journey savings of 6-13 minutes in 2021, and improved access to the main line railway and associated routes (including the Elizabeth Line) and Reading Town centre and as result of modal shift will mitigate the projected increase in traffic journeys along the A4.

Whilst the proposal does not fully comply with all of the development plan policies, it is the decision maker's role to weigh the benefits of the proposal against its impacts in the planning balance in assessing whether the proposal constitutes sustainable development.

It is acknowledged that the proposal would result in environmental impacts as a result of the localised effects to the character of that part of the river and that it would have an impact upon the landscape character of that valued landscape. However, the proposal would have other environmental and significant social and economic benefits which has been demonstrated as part of the proposed submission. The site has been both allocated spatially and functionally in the Core Strategy for the provision of a high quality express bus network or mass rapid transit in order to deliver the objectives of the Local Transport network – managing the increased demand upon transport infrastructure within the borough. In terms of journey times, the submitted evidence projects that the proposal would improve bus journey reliability and result in journey savings of between 6 – 13 minutes during peak hours, and mitigate the projected increase in vehicular traffic along the A4/London Road. This would encourage travel by sustainable transport modes, not only helping to reduce congestion and improve air quality but also encourage more walking / cycling journeys to / from work which has been proven to have significant health benefits to residents. It is considered that the proposal is the only scheme which is most reasonably deliverable and has mitigated its impact upon character as far as it reasonably could. In terms of economic benefits, the proposal would assist in the economic development of both boroughs by providing more reliable mode of transport, mitigating the current constraint on congestion that is limiting economic growth in the area. This not only strengthens the existing economy but is shown to encourage economic growth in areas.

In assessing the scheme, officers consider that whilst the proposal would result in environmental impacts locally, these impacts need to be balanced against the positive aspects of the scheme. It is noted that the application site has been allocated for such purpose in the Council's adopted Core Strategy, The scheme has been shown to have other significant environmental and social and economic benefits which have been considered and are supported by the sites adoption in the Core Strategy. This includes mitigating the impact of population growth upon the wider transport network (that integral to the Core strategy) via enhancing public transport reliability and journey times for buses, and through modal shift, mitigate the projected growth of traffic movements along the A4/London Road in 2021. This includes benefits for cyclists and walkers by providing a safe, accessible, and more direct connection from the station to the business park. The proposal has been demonstrated to be the most deliverable option and the impacts have been mitigated as far as reasonably possible. The proposal would also have identified economic benefits to both Reading and the wider area through mitigating the traffic and

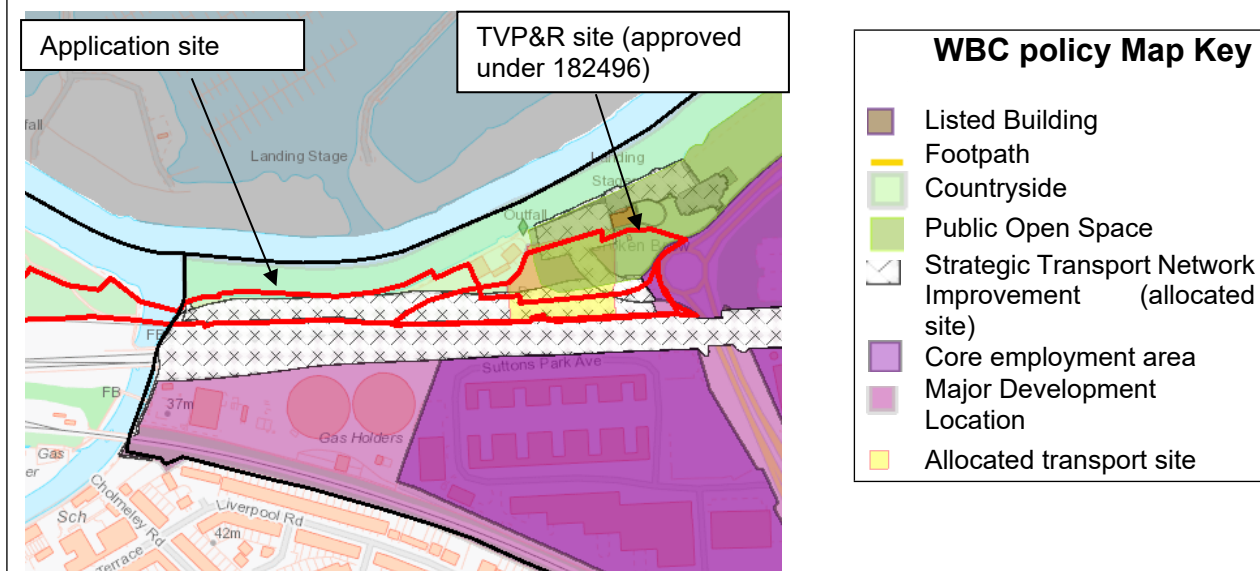
congestion that is causing delays for residents of Wokingham Borough and surrounding areas travelling into central Reading, thereby improving bus journey time. As such, on balance, whilst the proposal would result in some environmental impacts, this would be mitigated to an extent by the amended scheme and planning conditions, and the other environmental benefits, and the economic and social / health benefits of the proposal would outweigh its impact. Therefore the proposal would constitute a sustainable form of development and is recommended for approval.

## PLANNING STATUS

- Strategic Transport Network Improvements – Site Allocation
- Safety Hazard Area – Major Accident Hazard Pipeline
- Safety Hazard Area – Hazardous Substance Consent
- Flood Zone 2 and 3
- Countryside
- Groundwater Consultation Zone 3
- Natural England SSSI Impact Risk Zone
- Potentially Contaminated Land Consultation Zone
- Landscape Character Assessment – Thames River Valley with Open Water
- Replacement Minerals Local Plan
- Overhead Electricity Cables
- Areas with the strongest presumption against allow sharp sand and gravel extraction

### Adjacent to the site are;

- Public Open Space – Thames Valley Park
- Strategic Transport Network Improvements – Safeguarding Direction for Potential Crossrail Project Extension



## RECOMMENDATION

**In consideration of the Environmental Statement which has been received under The Town and Country Planning (Environmental Impact Assessment) Regulations 2017, that the committee authorise the GRANT OF PLANNING PERMISSION subject to;**

1. subject to the planning obligations and planning conditions set out below and subject further to the expiry of the notification requirements pursuant to Article 15 and Schedule 3 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 on 2 January 2019 PROVIDED THAT during the notification period no material planning consideration is raised which was not considered in this report or otherwise raised in considering this report;
2. If prior to the expiry of the said notification period a material planning consideration is raised that was not in this report or raised in consideration of this report no resolution shall be made until the matter is remitted back to the next available planning committee for further consideration:

**A. Prior completion of a legal agreement pursuant to s106 of the Town and Country Planning Act 1990 (as amended) with the following provisional Heads of Terms:**

- Use of the structure/route as a segregated Mass Rapid Transit/ fast track/ express bus link for public transport, pedestrian and cycle route only, for use only by permitted authorised vehicles (buses, minibuses, public coaches and in emergencies only emergency vehicles).
- Construction of the structure to an adoptable standard
- Agreement regarding maintenance and repair costs
- Completion of compensatory flood storage works and repair of riverbank near to the Kennet Mouth within Wokingham Borough and Reading Borough as appropriate, no later than the substantial completion of the development;
- Provision of community/art facilities (relocation of mosaic model/sculpture and provision of strategy for benches and storeyboards) prior to first use. Submission of strategy no later than commencement of development;
- Developer to undertake or otherwise fund a construction phase Employment and Skills Plan (ESP)
- Mooring controls for 3x short-stay visitor mooring platforms;
- Phasing controls: no first use of proposed route until all environmental mitigation works have been completed to the LPA's satisfaction;
- Post occupation monitoring/management requirements (Ecology management, marginal shelf, wetland, remedial work to the Thames path as a result of access to the Marginal strip as required);
- Agree a strategy for the translocation of reptiles, if required.
- The planning obligations set out above satisfy the statutory tests set out below:

- (a) necessary to make the Development acceptable in planning terms,
  - (b) directly related to the Development, and
  - (c) fairly and reasonably related in scale and kind to the Development
- and are therefore capable of constituting reasons for granting planning permission in accordance with Regulation 122(2) of the Community Infrastructure Levy Regulations 2010 (as amended).

## **B. Conditions and informatives:**

### **1. Timescale**

The development hereby permitted shall be begun before the expiration of five 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).*

### **2. Approved details**

This permission is in respect of the submitted application plans and drawings numbered;

- 28791/2009/CIV/;
  - 002 rev C – site location plan
  - 003 rev D – proposed site block plan
  - 005 rev D – General arrangement plan
  - 009 rev D – Proposed utilities diversions
  - 013 – proposed cross sections
  - 017 rev C – proposed carriageway contours
  - 018 rev C – proposed surface water drainage
  - 020 rev C – proposed site context
- 28791/4001/013 rev P02 – Proposed short stay moorings and marginal planting shelf
- 28791/2003/;
  - SK321 rev P03 bridge and viaduct single column option east approach.
  - SK322 rev P02 bridge and viaduct single column option west approach
  - SK323 rev P02 Bridge and viaduct single column option east approach
  - SK310 rev P02 bridge and viaduct single column option general arrangement.
  - SK324 rev P02 bridge and viaduct single column option – cross section comparison close to riverside.

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. External materials**

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

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



4. *Project Community Liaison Group*

No development shall take place until a scheme has been submitted to and approved in writing by the Local Planning Authority which specifies the provisions and details to be made to establish a Project Community Liaison Group for the duration of the construction works. The scheme shall include details of dates of meetings and a name and telephone number for residents to contact should any issues arise during the construction period. The scheme shall be implemented as approved.

*Reason: In order to minimise disturbance to residents during construction works.*

5. *Construction Environmental Management Plan and Method Statement*

No development shall take place until a method statement/construction environmental management plan that is in accordance with the approach outlined in the Planning/Environmental Statement, has been submitted to and approved in writing by the local planning authority. This shall deal with the treatment of any environmentally sensitive areas, their aftercare and maintenance as well as a plan detailing the works to be carried out showing how the environment will be protected during the works. Such a scheme shall include details of and provide for the following:

1. The measures and methods to be used during the development in order to minimise environmental impact of the works (considering both potential disturbance and pollution); including measures to control the emission of dust and dirt during construction, wheel washing facilities, and establishment of baseline levels for noise, vibration and dust and details of any monitoring protocols that may be necessary during the works,
2. Information on the persons/bodies responsible for particular activities associated with the method statement that demonstrate they are qualified for the activity they are undertaking.
3. The ecological enhancements as mitigation for the loss of habitat resulting from the development;
4. A map or plan showing habitat areas to be specifically protected (identified in the ecological report) during the works, including an agreed buffer zone to the River Thames and River Kennet;
5. Any necessary mitigation for protected species;
6. Construction methods;
  - a. The timing of the works;
  - b. the parking of vehicles of site operatives and visitors,
  - c. loading and unloading of plant and materials including turning areas,
  - d. details of proposed routes for heavy goods vehicles travelling to and from the site,
  - e. details of works that involve interference with the public highway (as well as public rights of way) including temporary carriageway/footpath closures, realignment and diversions,
7. storage of plant and materials used in constructing the development,
8. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate,
9. scheme for recycling/disposing of waste resulting from demolition and construction works.

The works shall be carried out during construction and in accordance with the approved method statement and remain in place until construction ends.

Reason: To ensure the protection of wildlife and supporting habitat and secure opportunities for the enhancement of the nature conservation value of the site in line with national planning policy, and in the interests of highway safety & convenience and neighbour amenities. Relevant policy: Core Strategy policies CP3 & CP6.

#### 6. *Highway Construction Details*

Prior to the commencement of development, full details of the construction of roads, structures, cycle route and footways, including levels, widths, construction materials, depths of construction, surface water drainage, lighting and details of control measures to ensure bus only use (camera or physical barrier) shall be submitted to and approved in writing by the local planning authority. The roads and footways shall be constructed in accordance with the approved details to road base level before the development is occupied and the final wearing course will be provided within 3 months of occupation, *unless other minor variations are agreed in writing after the date of this permission and before implementation with 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.*

#### 7. *Drainage Details*

No development shall take place until full details of the drainage system for the site have been submitted to and approved in writing by the LPA. The details shall include:

- a. Results of intrusive ground investigation demonstrating seasonal high groundwater levels for the site and infiltration rates in accordance with BRE365.
- b. Demonstration that the base of SuDS features are at least 1m above seasonal groundwater level
- c. Full calculations demonstrating that attenuation features can cope with runoff for the 1 in 100 year flood event with a 70% allowance for climate change and runoff controlled at 5l/s in accordance with the FRA.
- d. Calculations demonstrating that there will be no flooding of pipes for events up to and including the 1 in 100 year flood event with a 70% allowance for climate change.
- e. A drainage strategy plan for the proposed development, including pipe details with invert levels as well as oil interceptor locations.
- f. A maintenance management plan for the oil interceptors and SuDS features throughout the lifetime of the development, as well as who will be responsible for the maintenance.

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

#### 8. *Compensatory storage mitigation*

Prior to commencement of development, details to final alignment of the road and ground level changes for compensatory flood storage mitigation to be provided in line with the principles demonstrated in the flood risk assessment and addendum

reports. In particular, any works affecting the flood plain and flood plain storage will need to be taken into account in an appropriate assessment.

*Reason: To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided in accordance with the provisions of the National Planning policy Framework (NPPF).*

#### 9. Groundwater Protection

No development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the site has been submitted to, and approved in writing by, the Local Planning Authority.

This strategy will include the following components:

- i) A preliminary risk assessment which has identified:
  - a. all previous uses;
  - b. potential contaminants associated with those uses;
  - c. a conceptual model of the site indicating sources, pathways and receptors; and
  - d. potentially unacceptable risks arising from contamination at the site.
- ii) A site investigation scheme, based on (i) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- iii) The results of the site investigation and the detailed risk assessment referred to in (ii) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- iv) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (iii) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

*Reason: A large part of this site is underlain with Alluvium over Kempton Park Gravel Formation (both Secondary A Aquifers) over the Newhaven and Seaford Chalk Formations (Principal Aquifer - under the whole site). Groundwater from these aquifers provides base flow for the River Thames located on the boundary of the site. The EA need to protect these aquifers and the river from any contamination (which may be in the soils as a result of previously contaminative uses of the site or from pollutants within the historic landfill) and which could be disturbed and hence mobilised during construction.*

#### 10. Verification Report

Prior to any part of the permitted development being brought into use a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

*Reason: A large part of this site is underlain with Alluvium over Kempton Park Gravel Formation (both Secondary A Aquifers) over the Newhaven and Seaford Chalk Formations (Principal Aquifer - under the whole site). Groundwater from these aquifers provides base flow for the River Thames located on the boundary of the site. The EA need to protect these aquifers and the river from any potential contamination (which may be in the soils as a result of previously contaminative*

*uses of the site or from pollutants within the historic landfill) and which could be disturbed and hence mobilised during construction.*

#### **11. Piling**

Piling using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

*Reason: A large part of this site is underlain with Alluvium over Kempton Park Gravel Formation (both Secondary A Aquifers) over the Newhaven and Seaford Chalk Formations (Principal Aquifer - under the whole site). The EA need to protect these aquifers from any potential contamination (which may be in the soils as a result of previously contaminative uses of the site e.g. depot/ tanks or from pollutants within the historic landfill) and which could be mobilised by the use of piling. The EA therefore need to see the results of site investigations of the identified potentially contaminative parts of this site before we can comment on any proposed foundation design.*

#### **12. Surface Water Drainage**

No infiltration of surface water drainage into the ground at land used for the East Reading Mass Rapid Transit Scheme is permitted other than with the written consent of the Local Planning Authority. The development shall be carried out in accordance with the approved details.

*Reason: A large part of this site is underlain with Alluvium over Kempton Park Gravel Formation (both Secondary A Aquifers) over the Newhaven and Seaford Chalk Formations (Principal Aquifer - under the whole site). The EA need to protect these aquifers from any potential contamination (which may be in the soils as a result of previously contaminative uses of the site or from pollutants within the historic landfill) and which could be mobilised by the use of soakaways. The EA need to see the results of site investigations of the identified potentially contaminative parts of this site.*

#### **13. Landscape and ecological management plan**

No development shall take place until a landscape and ecological management plan, including long- term design objectives, management responsibilities and maintenance schedules for all landscaped areas (except privately owned domestic gardens), shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved *unless other minor variations are agreed in writing after the date of this permission and before implementation with the Local Planning Authority..* The scheme shall include the following elements:

- i) detailed designs for the proposed marginal shelf/mooring areas on the River Thames details of the extent and type of new planting (NB all planting to be locally native species of UK genetic provenance). This shall be based on the principles contained within the Landscape and Ecology Strategy Rev F (April 2018)
- ii) details of all maintenance regimes for all areas proposed to be created, enhanced and managed, both on site and in agreed off-site areas
- iii) details of any new habitat created on site
- iv) details of treatment of site boundaries and/or buffers around water bodies
- v) details of management responsibilities
- vi) details of funding to ensure on-going maintenance in perpetuity

- vii) details of habitat establishment monitoring and the means by which alternative measures will be taken to provide equivalent habitat enhancement within the borough should establishment fail.

*Reason: To ensure the protection of wildlife and supporting habitat and secure opportunities for the enhancement of the nature conservation value of the site in line with national planning policy.*

#### **14. Reptile Mitigation Strategy**

Prior to commencement of the development a detailed reptile mitigation strategy, to demonstrate that the favourable conservation status of species of principal importance will be maintained within Wokingham Borough, shall be submitted to and approved in writing by the local planning authority. The measures contained within the reptile mitigation strategy, including any translocation process, shall be implemented in accordance with the approved plans *unless other minor variations are agreed in writing after the date of this permission and before implementation with the Local Planning Authority.*

*Reason: Details are required prior to development because insufficient detail was submitted with the application, and to secure appropriate mitigation for protected species and a strategy to maintain biodiversity, as appropriate under Core Strategy CP7.*

#### **15. External Lighting Strategy**

Prior to commencement of the development details of an external lighting strategy to be used in the development hereby approved shall be submitted to and approved in writing by the local planning authority. The strategy shall include the location, height, baffling to reduce light spillage, levels of illumination and a "lighting design strategy for biodiversity" to include spectrum levels. All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy.

*Reason: Details are required prior to development because insufficient detail was submitted with the application, and to secure appropriate mitigation for protected species and a strategy to maintain biodiversity, as appropriate under Core Strategy CP7.*

#### **16. Archaeology Scheme of Investigation**

No development shall take place within the application area until the applicant, their agents or successors in title have secured and implemented a programme of archaeological field evaluation in accordance with a Written Scheme of Investigation, which has been submitted by the applicant and approved in writing by the Local Planning Authority. The results of the evaluation will inform the preparation of a subsequent mitigation strategy which will be submitted by the applicant and approved in writing by the Local Planning Authority prior to the commencement of the development. The mitigation strategy will provide for:

- i) A programme of site investigation and recording, or alternative appropriate mitigation, within the area of archaeological interest. Development will not commence within the area of archaeological interest until the site investigation has been satisfactorily completed.
- ii) A programme of post investigation assessment, analysis, publication, dissemination and archiving. This part of the condition shall not be discharged until these elements of the programme have been fulfilled in accordance with the programme set out in the WSI or unless otherwise agreed in writing by the Local Planning Authority.

*Reason: To ensure that any archaeological remains within the site are adequately investigated and recorded or preserved in situ in the interest of protecting the archaeological heritage of the borough. Relevant Policy: MDD Policy TB25.*

#### 17. Landscaping

Prior to the commencement of the development, full details of both hard and soft landscape proposals shall be submitted to and approved in writing by the local planning authority. These details shall include, as appropriate, contours, means of enclosure, hard surfacing materials and minor artefacts and structure (e.g. furniture, lighting). Soft landscaping details shall include planting plan, specification (including cultivation and other operations associated with plant and grass establishment), schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate, and implementation timetable.

All hard and soft landscape works shall be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a timetable approved in writing by the local planning authority. 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. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21*

#### 18. Protection of trees

- a) No development or other operation shall commence on site until a scheme which provides for the retention and protection of trees, shrubs and hedges growing on or adjacent the site in accordance with BS5837: 2012 has been submitted to and approved in writing by the local planning authority (the Approved Scheme); the tree protection measures approved shall be implemented in complete accordance with the Approved Scheme for the duration of the development (including, unless otherwise provided by the Approved Scheme) demolition, all site preparation work, tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening or any other operation involving use of motorised vehicles or construction machinery.
- b) No development (including any tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening or any other operation involving use of motorised vehicles or construction machinery) shall commence until the local planning authority has been provided (by way of a written notice) with a period of no less than 7 working days to inspect the implementation of the measures identified in the Approved Scheme on-site.
- c) No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within an area designated as being fenced off or otherwise protected in the Approved Scheme.
- d) The fencing or other works which are part of the Approved Scheme shall not be moved or removed, temporarily or otherwise, until all works including external works have been completed and all equipment, machinery and surplus materials removed from the site, unless the prior

approval of the local planning authority has first been sought and obtained.

*Reason: To secure the protection throughout the time that the development is being carried out of trees shrubs or hedges growing within or adjacent to the site which are of amenity value to the area, and to allow for verification by the local planning authority that the necessary measures are in place before development and other works commence* Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21

#### 19. Landscape management

Prior to the commencement of the development a landscape management plan, including long term design objectives, management responsibilities, timescales and maintenance schedules for all landscape areas, shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved and maintained thereafter.

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

#### 20. Earth mounding and contouring

Prior to the commencement of the development, details of earthworks shall be submitted to and approved in writing by the local planning authority. These details shall include the proposed grading and mounding of land areas including the levels and contours to be formed, showing the relationship of proposed mounding to existing vegetation and surrounding landform. The Earthworks shall be carried out in accordance with the approved details and permanently so-retained.

*Reason: In the interests of the amenity and landscape character of the area.*

*Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21*

#### 21. Retention of trees and shrubs

No trees, shrubs or hedges within the site which are shown as being retained on the approved plans shall be felled, uprooted wilfully damaged or destroyed, cut back in any way or removed without previous written consent of the local planning authority; any trees, shrubs or hedges removed without consent or dying or being severely damaged or becoming seriously diseased within 5 years from the completion of the development hereby permitted shall be replaced with trees, shrubs or hedge plants of similar size and species *unless other minor variations are agreed in writing after the date of this permission and before implementation with the Local Planning Authority.*

*Reason: To secure the protection throughout the time that development is being carried out, of trees, shrubs and hedges growing within the site which are of amenity value to the area.* Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21.

#### 22. Working hours

No work relating to the development hereby approved, including works of demolition or preparation prior to building operations, shall take place other than between the hours of 8:00a.m. - 6:00p.m. Monday to Friday and 8:00 a.m. - 1.00p.m. Saturdays and at no time on Sundays or Bank or National Holidays.

*Reason: In the interests of the amenities of residents.* Relevant policy: Core Strategy policies CP1 and CP3

**Informatives**

1. Southern Gas Networks advise there is a high pressure pipeline in the vicinity of the site. Any works carried out should be in consultation with SGN.
2. Network Rail advise that any works should not compromise their ability to carry out work to the railway as per their email of 1st August 2017 which will be forwarded to the applicant.
3. The Public Rights of Way Officer has advised the Public Right of Way through the site should remain open as per their letter of 29th August 2017 which will be forwarded to the applicant.
4. The applicant is reminded that this approval is granted subject to pre-commencement conditions which must be complied with prior to the development starting on site. 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.
5. Where this permission requires further details to be submitted for approval, the information must formally be submitted to the Council for consideration with the relevant fee. Once 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.
6. This permission should be read in conjunction with the planning obligation under section 106 of the Town and Country Planning Act dated [INSERT], the obligations in which relate to this development.
7. Should any bats or evidence of bats be found prior to or during the development, all works must stop immediately and an ecological consultant or the Council's ecologist contacted for further advice before works can proceed. All contractors working on site should be made aware of the advice and provided with the contact details of a relevant ecological consultant.
8. 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.
9. 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 a full pre-application process was undertaken by the applicant; planning issues relating to ecology, flooding, design and highways. 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.



<b>PLANNING HISTORY</b>		
<b>No.</b>	<b>Proposal</b>	<b>Decision</b>
<b>Application submitted to RBC</b>		
182892	Full application for the construction of a segregated fast-track public transport, pedestrian and cycle bridge and viaduct, comprising concrete bridge structure supported by concrete columns, steel beams and reinforced soil embankment, together with new footway links and existing footway alterations, junction improvements and landscaping	Pending
171108	Construction of a segregated fast-track public transport, pedestrian and cycle bridge and viaduct, comprising a concrete bridge structure with a river span of 59.5m and a land span of 316m, supported by concrete columns, steel beams and reinforced soil embankment, replacement supermarket car parking provisions, junction improvements and landscaping.	Committee resolved to recommended approval, subject to completion of S106.
<b>Applications determined by Wokingham</b>		
182448	Application for a Scoping Opinion to determine the content of an Environmental Impact Assessment for the proposed development of the East Reading Mass Rapid Transit Scheme	Replied. 15/10/2018
172048	Full application for proposed construction of a segregated fast-track public transport, pedestrian and cycle bridge and viaduct, comprising a concrete bridge structure with a river span of 59.5m and a land span of 316m, supported by concrete columns, steel beams and reinforced soil embankment, replacement supermarket car parking provisions, junction improvements and landscaping.	Refused. Reason: The proposed MRT link, including its bridge structure, due to its height and scale and its prominent and sensitive location, particularly its proximity to the River Thames and River Kennet, would be harmful to the landscape character of the area including its riparian appearance. This would be contrary to policies CP1, CP3 and CP11 of the Core Strategy.
162325	Scoping Opinion to determine the content of an Environmental Impact Assessment for the East Reading Mass Rapid Transit (MRT) Scheme	Replied 23 <sup>rd</sup> December 2016.
<b>Park and Ride permission adjacent to site (Wokingham)</b>		
182496	Application to vary condition 2 (Approved plans) of planning permission 161596 for the proposed development of a Park and Ride facility	Approved. 11/10/2018

	providing approximately 277 vehicular spaces, motorcycle parking and associated vehicular access and landscaping) in order to alter finished ground levels/ retaining walls, and the layout of parking spaces, bus stop and bus turning area	
161596	Full application for the proposed development of a Park and Ride facility providing approximately 277 vehicular spaces, motorcycle parking and associated vehicular access and landscaping	Approved. 10 <sup>th</sup> November 2016

<b>SUMMARY INFORMATION</b>	
<b>The below relates to the part of the proposal that is located within Wokingham Borough.</b>	
Site allocation	Allocated for Strategic Transport Network Improvements
<b>Trees/other planting within Wokingham BC</b>	
Number of trees/shrubs/hedge trees lost	14.
Number of trees/ shrubs/hedge trees proposed	37
Trees pruned/pollarded	4
<b>Journey information</b>	
Services serving Wokingham projected to utilise the proposal:	Reading Buses - New Woodley Route Winnersh Park and Ride TVP Shuttle Service X/X4 to Reading, Wokingham and Bracknell
Average projected bus journey time saving (2021)	6 – 13 minutes and enhanced reliability/time keeping

<b>CONSULTATION RESPONSES</b>	
Berkshire Archaeology	No objection subject to conditions.
Berks, Bucks and Oxon Wildlife Trust	Objection
Crime Prevention Design Officer	No comments received
EA	To be provided in members update,
Highways England	previous conditions advised were 8, 9, 10,
National Grid	11, 12.
National Rail	No Objection.
	No comments received.
	No comments received.
Royal Berkshire Fire and Rescue	No comments received
Southern Gas Networks	No comments received
Office for Nuclear Regulation	No objection
Ramblers Association	No comments received
Reading Borough Council	No comments received

South East Water	No comments received
South Oxfordshire District Council	No comments received
Southern Gas Networks	No comments received
SEE Power Distribution	No comments received
Transco	No comments received
SEE Power Distribution	No comments received
Thames Water	No comments received
NHS Wokingham Clinical Commissioning Group	No comments received
WBC Biodiversity	No objection subject to condition 13, 14, 15.
WBC Economic Prosperity and Place (Community Infrastructure)	No objection.
WBC Drainage	No objection subject to condition 12.
WBC Education (School Place Planning)	No comments received
WBC Environmental Health	No objection subject to conditions 10.
WBC Highways	No objection subject to conditions 5, 6.
WBC Tree & Landscape	Objection, but suggests conditions 13, 17, 18, 19, 20, 21,
WBC Cleaner & Greener (Waste Services)	No comments received
WBC Conservation	Objection.
WBC Property Services	No comments received
WBC Public Rights of Way	No objection subject to condition/S106
WBC Parks, Open Space & Green Issue	No comments received
WBC Sports Development	No comments received
WBC Waste Services	No comments received

## REPRESENTATIONS

### Town/Parish Council:

Early: Object:

- concerns over the environmental impact on the National Thames Path and the natural environment of the River Thames of the extra vehicles diverted to the area **See section 3 and 4.26**
- Loss of wildlife habitat **See section 11**
- Due to height, scale, prominence and its proximity to the River Thames and River Kennet, would be harmful to the landscape character of the area including its riparian appearance. Contrary to policies CP1, CP3 and CP11 of the Core Strategy **See section 3**

Early Parish Council councillor Bill Luck;

- Not a clear description of the changes **See section 1.2**
- Very similar to the refused scheme **See section 4**
- Object to proposal that would be less than 4m from the edge of the river at its closest point resulting in a prominent and overbearing alien structure in the setting of the river. **See section 4**

## Local Members:

Wokingham BC members:

*Cllr. Pauline Jorgensen*

- The plan for a mass rapid transport system in this location would if approved, spoil the visual amenity of the Thames riverside in Earley and damage the habitat and environment with the introduction of urbanisation. **See section 4 and 11**
- The changes to the plans since last refusal to my mind have not provided a material improvement to the scheme. **See section 11**
- The use of bus transport rather than proper driverless mass transport such as the DLR will reduce the capacity of the service, increase its unreliability and potentially its operating costs. **See section 3.8 and 17**
- The system will, by encouraging people to park and ride from outside the area, increase car journeys, pollution and congestion along the A4 and the A329m though North Earley to the detriment of local residents. **See section 5.26**

## BBOWT – Berkshire, Buckinghamshire and Oxfordshire Wildlife trust

- Impact on The Coal, Kennetmouth and Kings Meadow East LWS **The Coal and Kings Meadow East and much of the Kennet Mouth is located within Reading. In terms of the scheme within Reading please see section 11.**
- Biodiversity net gain concerns **See section 11**
- Loss of open space and green corridor **See section 7.**
- Inadequate information submitted to ensure protected species are protected and enhanced **See section 11**
- Consideration of the ecological impact of alternative options **See section 17.**

## Wokingham Local groups:

ACER – objects to the proposal;

- Fundamentally the same as the last submission **See section 2.3**
- Changes are only cosmetic **See section 4**
- Would not address changes in terms of traffic flow in and out of east reading **See section 5**
- Purpose not adequately justified **See section 5**

## Reading Local Groups:

Globe (Caversham)

- Proposal has only made minor cosmetic changes that does not address harm **See section 4**
- Insufficient replacement trees **See section 4 and 9**
- No open space land exchange **See section 7**
- Harm to character **See section 4**
- Impact on LWS, and impact upon hedges in Tesco Car park– **these is located outside of Wokingham Borough and as such is to be considered by Reading**

<p>Newtown Globe Group</p> <ul style="list-style-type: none"> <li>• No material improvement since last proposal <b>See section 2.3 and section 4</b></li> <li>• No impact upon traffic congestion <b>See section 5</b></li> <li>• Alternatives not adequately considered <b>See section 17</b></li> <li>• Visual impact, loss of amenity, and conservation impact <b>See section 4 and section 10.</b></li> </ul> <p>Climate Change Centre Reading</p> <ul style="list-style-type: none"> <li>• <b>The comments relate to the Local Plan update of Reading and as such are not relevant to this proposal within Wokingham.</b></li> </ul> <p>Reading Friends of the Earth</p> <ul style="list-style-type: none"> <li>• The proposal does not evidence improvements to air quality. <b>See section 13.</b></li> <li>• The applicant should implement measures to reduce pollution levels everywhere to substantially below WHO guideline levels. <b>See section 13.</b></li> </ul>	
<b>Neighbour comments</b>	
<b>Letters of support: 7 (7 Reading, Wokingham 0)</b>	
<b>comments</b>	<b>Officer comment</b>
<ul style="list-style-type: none"> <li>• The wider Reading area needs infrastructure improvements</li> <li>• Benefits for residents travelling to and from read by bus or cycle – avoid Cemetery Junction and other traffic hot spots</li> <li>• The Reading and Wokingham area has plenty of other open spaces for residents to enjoy including Kings Meadow or Dinton Pastures</li> <li>• Will help people get into reading for work</li> <li>• Taking some traffic off London Road- less pollution in Palmer Park</li> <li>• Road safety benefits – London Road isn't wide enough and is risky to safety</li> <li>• Will clear up Thames Path which is a dump</li> <li>• Act as catalyst for future growth</li> <li>• It is a 'green scheme'</li> <li>• Supports population mobility by providing affordable transport</li> <li>• Will increase transport capacity</li> <li>• improving links to the business parks</li> <li>• Push reading as a business centre</li> <li>• Faster and more reliable bus journey times – more frequent buses</li> </ul>	<p>See section 5 See section 5</p> <p>See section 7</p> <p>See section 5</p> <p>See section 13</p> <p>See section 11 and 5.</p> <p>This is more an issue of management, but see section 4.</p> <p>See section 5 See section 5 See section 5</p> <p>See section 5 See section 5</p> <p>See section 5 See section 5</p>

<ul style="list-style-type: none"> <li>• Potential for new express bus routes from Woodley</li> <li>• Long term potential for upgrade to trams or similar</li> <li>• Smooth straight cycle way – attractive to cyclists</li> <li>• Link to 3<sup>rd</sup> bridge</li> </ul>	<p>See section 5</p> <p>See section 5 and 3.8</p> <p>See section 5</p> <p>See section 5 but note that the 3<sup>rd</sup> bridge would need assessment as a stand-alone planning application and it would not be materially affected by this proposal.</p>
<ul style="list-style-type: none"> <li>• Ultimate aim of people using bike rather than car</li> </ul>	<p>See section 5</p>
<b>Objections:</b> 319 objections – (238 from Reading, 64 from Wokingham, and 17 others)	
<b>Questioning benefits of scheme</b>	
<b>Comments</b>	<b>Officer response</b>
<ul style="list-style-type: none"> <li>• The proposal would have little benefit</li> <li>• Negligible impact upon traffic</li> <li>• No evidence to suggest would reduce congestion</li> <li>• Will create 2 bottle necks</li> <li>• No benefits for residents of Wokingham or Reading</li> <li>• A lot of the buses won't use the MRT as they serve stops on Kings Road</li> <li>• Nothing will make it worthwhile.</li> </ul>	<p>See section 5</p> <p>See section 5</p> <p>See section 5.26</p> <p>See section 5</p> <p>See section 5</p> <p>See section 5</p> <p>The considered planning balance is had in section 19</p>
<ul style="list-style-type: none"> <li>• London Road has seen reduction in traffic anyway.</li> <li>• Not good value for money</li> </ul>	<p>See section 5.26</p> <p>See section 6</p>
<ul style="list-style-type: none"> <li>• Will only benefit directors of Reading Buses to get more out of town customers as it will be the only bus stop.</li> <li>• There is already good train links between Wokingham and Earley to Reading.</li> <li>• No evidence that it would improve journey times.</li> <li>• It will not solve the problem it is intending to solve.</li> <li>• Not a priority, only considered due to government funding.</li> </ul>	<p>The route is likely to serve a number of bus services see section 5</p> <p>The proposal would serve a range of journey types via public transport.</p> <p>see section 5</p> <p>see section 4.</p> <p>See section 4 and 6</p>

<ul style="list-style-type: none"> <li>Will only provide 68 spaces – will not notice benefit.</li> <li>The park and ride will be underused and not reduce traffic through cemetery junction</li> <li>The local community will not be able to access it.</li> <li>Don't need a park and ride in Reading East.</li> <li>It is not diverting traffic from Reading and is not substantially far out of Town.</li> <li>Reading Council have undertaken a number of large projects and they have been poorly executed – council have had to take remediable action/ rebuild them – IDR cuts the town in 2, CIVIC centre demolished, Dee Park housing estate was rebuilt, paying for parking on Pepper Lane.</li> <li>As useless as HS2</li> </ul>	<p>This comment appears to relate to the car parking spaces that were to be replaced at Tesco which have now been removed. However, this part of the proposal lies within Reading Borough Council and as such it is not for the Wokingham Committee to consider. See section 5</p> <p>The proposal will not restrict access for pedestrians and cycles. The Park and Ride at Thames Valley Park has permission. See section 5. See section 5.26</p> <p>Each planning application must be assessed on its own merits, and no comment can be had upon the particular circumstances of projects.</p> <p>The current proposal and HS2 are very different projects with their own particular objectives. In addition, the benefits of HS2 are yet to be assessed as it is not yet in operation. As such, the schemes are not considered to be comparable.</p>
<b>Policy</b>	
<b>Comments</b>	<b>Officer response</b>
<ul style="list-style-type: none"> <li>Does not meet core policies</li> <li>Contrary to national and local policies</li> <li>Will contravene Act of Parliament 2006</li> </ul>	<p>This is addressed in the relevant sections of this report.</p> <p>This is addressed in the relevant sections of this report.</p> <p>It is unclear what Act of Parliament is being referred to. It is considered that the proposal would not conflict with the Acts of Parliament.</p>
<b>Biodiversity</b>	
<b>Comments</b>	<b>Officer response</b>
<ul style="list-style-type: none"> <li>Cutting down trees could harm wildlife – people keep harming wildlife.</li> <li>Harm to wildlife</li> </ul>	<p><b>See section 11</b></p> <p><b>See section 11</b></p>

<ul style="list-style-type: none"> <li>• The report did not include a breeding bird survey</li> <li>• Did not undertake relevant biodiversity and wildlife surveys</li> <li>• The site forms a vital link in the 'green corridor' – development of the site at Broken Bow will indirectly affect the biodiversity at two local wildlife sites at Thames Valley Park and the Coal Kennet Mouth Kings Meadow.</li> <li>• No plans to relocate wildlife</li> </ul>	<p><b>See section 11</b></p> <p><b>See Section 11</b></p> <p><b>See section 11</b></p> <p><b>See section 11</b></p>
<b>Trees</b>	
<b>Comments</b>	<b>Officer response</b>
<ul style="list-style-type: none"> <li>• The Ash trees could be resistant to Ash disease – cutting it down could be detrimental.</li> <li>• Will result in loss of 750 / 700/ 766/800 /1000 trees</li> <li>• Only replaces 77 onsite</li> <li>• Trees make positive impact on air pollution</li> <li>• Will take 100s of years for trees to mature</li> <li>• Would result in the loss of a 100 year of tree – not protected by reading</li> <li>• Both willows are on Wokingham district veteran tree association list of noteworthy trees.</li> <li>• Large and prominent hedge in Tesco car park with hundreds of mature hedging plants, high public amenity</li> </ul>	<p>The trees proposed to be felled within Wokingham do not include Ash trees.</p> <p>See Section 9</p> <p>See Section 9</p> <p>See Section 9</p> <p>See Section 9</p> <p>It is understood that this relates to the proposal within Reading and as such it should not be considered as part of this application.</p> <p>Note that these willows are not themselves veteran trees.</p> <p>This is located outside of Wokingham Borough and as such would be addressed by Reading BC.</p>
<b>Visual impact</b>	
<b>Comments</b>	<b>Officer response</b>
<ul style="list-style-type: none"> <li>• Harm to character of the riverside which is nationally important.</li> <li>• Means a lot to people, seeing grey mass of concrete will not 'lift the mood' as does the trees and greenery as existing.</li> <li>• Harm to ambience of this part of the river</li> <li>• Harm due to its size and proximity to the river.</li> </ul>	<p>See Section 4</p> <p>See Section 4</p> <p>See Section 4</p> <p>See Section 4</p>



• Out of scale and imposing mass.	See Section 4
• Destroy a used riverside area	See Section 4
• Once gone this stretch cannot be replaced.	See Section 4
• Proposed alterations – the addition of Ivy – is meaningless	See section 4
• Riverside landscape here is very important	See Section 4
• Bridge over the Kennet would be particularly unsightly.	See Section 4
• Will turn it in a dark, shady narrow path alongside a swamp (so that homeless people will not use it).	See Section 4
• Loss of daylight and sunlight to the path	See section 4
•	
• Will add to the plethora of bridges along the river Thames	See Section 4
• Area around the Kennetmouth has distinctive natural environmental and historic structures (rail and horse shoe bridge and gas holders) that are memorable features of the greater reading area, in part due to reminder of past activities that shapes the area and its communities – it is a significance comparable to the Abbey and its quarter, and embodies the transition from town to peaceful greenwaterscapes.	See Section 4
• Cllr. Tony Page has clearly misrepresented the beautiful quality of this area stating that the scheme will deter the drugdealing, flytipping, illegal mooring and other antisocial behaviour....	See Section 4
• The proposal would make the transition less pleasurable, create noise nuisance.	See section 4
• Need to understand what this concrete flyover would look like in 5 years time.	See section 4
•	
• What about lighting under the structure – otherwise it would be dark/ cast shadows along this section of path	See section 4
• Will destroy amenity of quiet and peace	See section 4

<ul style="list-style-type: none"> <li>• Already destroyed stretch between Tilehurst and Reading via industrial development.</li> <li>• Although the area had an industrial past this is beyond living memory.</li> <li>• The section of Thames Path affected is one of Reading's greatest assets.</li> <li>• Provides setting for the Thames Path trail</li> <li>• Railway embankment forms an important barrier between the residential and commercial development to the south and the green corridor along the Thames.</li> </ul>	<p>Each application must be made on its own merits.</p> <p>See section 4</p> <p>See section 4.</p> <p>See section 4.</p> <p>See section 4.</p>
<b>Open space/ Impact upon public footpath</b>	
<b>Comments</b>	<b>Officer response</b>
<ul style="list-style-type: none"> <li>• Will destroy green space</li> <li>• Result in loss of open space in part of Reading that has insufficient open space for recreational needs of the community – many residents of west reading have no garden.</li> <li>• Space between railway and river is used for a wide range of recreational activities.</li> <li>• It is too far for people of Newtown to walk from Kennetmouth to Thames Valley Park, meaning they will have to drive to the nearest recreational area.</li> <li>• Will destroy the only green space some local residents have</li> <li>• Green space is essential for good mental health</li> <li>• Greenspace here is important due to its benefits for personal health, facilitating social interaction and promoting community and sense of place</li> <li>• Concern about closure of the path and lorry movements during construction</li> <li>• Will make path less attractive to use, footfall currently makes the path safe.</li> <li>• Impact of safety – will encourage loitering and make it noisy and smelly</li> </ul>	<p>See section 7</p> <p>See section 7</p> <p>See section 7</p> <p>See section 7</p> <p>See section 7</p> <p>See section 7</p> <p>See section 7</p> <p>See section 8</p> <p>See section 8</p> <p>See section 8</p>

<ul style="list-style-type: none"> <li>No replacement provision of open space</li> </ul>	See section 7
<b>Heritage</b>	
<b>comments</b>	<b>Officer comment</b>
<ul style="list-style-type: none"> <li>Harm to listed bridges</li> <li>Harm to ancient river character</li> <li>Will destroy an ancient place</li> </ul>	See section 10 See section 10 See section 10Heritage impacts
<b>Flooding and flood risk</b>	
<b>comments</b>	<b>Officer comment</b>
<ul style="list-style-type: none"> <li>Proposed in area at risk of flooding</li> <li>The EA have stated that it is contrary to the Council's strategies</li> <li>It does not comply with the required height for the river</li> <li>Impact upon moisture capacity</li> </ul>	See section 12 See section 12 See section 12Flooding
<b>Pollution/harm</b>	
<b>Comments</b>	<b>Officer comment</b>
<ul style="list-style-type: none"> <li>The proposal would swamp Kenavon Drive and /Newtown in exhaust fumes. Cannot raise lead levels even further by completely surrounding this area with roads full of fumes.</li> <li>Proposal will increase pollution via removing 700 trees.</li> <li>No evidence that it would reduce pollution.</li> <li>Impact on primary school around 350m away.</li> <li>Waste of money – 2 Swimming pools closed complain that people are more obese – but not surprised that money is being spent on scheme instead of people having quality of life.</li> <li>Increase in noise</li> <li>Water pollution- more than just oil is discarded – e.g. heavy metals from discarded batteries</li> <li>Will cause asthma and heart disease (due to loss of trees absorbing pollutants)</li> <li>Will result in more litter</li> </ul>	No buses that would operate on the proposal would be using leaded fuel.  See section 9 See section 13 See section 13 See section 6  See section 13 See section 13 See section 13 See section 13
<b>Alternative schemes</b>	
<b>Comments</b>	<b>Officer comment</b>
<ul style="list-style-type: none"> <li>Should have 2 bus lanes either side of cemetery junction with a larger</li> </ul>	See section 17

park and ride scheme with reduced fare or free.	
<ul style="list-style-type: none"> <li>• More frequent buses and tariff on car usage plus regular water bus,</li> </ul>	See section 4 and 17
<ul style="list-style-type: none"> <li>• Why can't council spend money on other traffic congestion reducing schemes.</li> </ul>	See section 4 and 17
<ul style="list-style-type: none"> <li>• Proposal would cost over 30M – could be spent elsewhere.</li> </ul>	See section 4 and 17
<ul style="list-style-type: none"> <li>• Alternatives need to be considered.</li> </ul>	See section 17
<ul style="list-style-type: none"> <li>• Use the 3<sup>rd</sup> lane between cemetery junction and A329m as a bus lane</li> </ul>	See section 17
<ul style="list-style-type: none"> <li>• Use the exiting excess lane at TVBP and 329m for park and ride</li> </ul>	See section 17
<ul style="list-style-type: none"> <li>• Give bus priority at traffic lights</li> </ul>	
<ul style="list-style-type: none"> <li>• Correct defects of the political economy based on the 'lie' of commuting to a job as the only way to get an income.</li> </ul>	This relates to a greater paradigmatic issue associated with globalisation and capitalism, and not one which can be reasonably dealt with at this local scale alone.
<ul style="list-style-type: none"> <li>• Use money on social services</li> </ul>	See section 4 and section 5 funding.
<ul style="list-style-type: none"> <li>• Toll Road tunnel to protect woodland and would pay for itself – reducing congestion on A4.</li> </ul>	See section 17
<ul style="list-style-type: none"> <li>• Low emission zone – Friends of The Earth proposal</li> </ul>	See section 17
<ul style="list-style-type: none"> <li>• Ferry</li> </ul>	See section 17
<ul style="list-style-type: none"> <li>• Widen the existing dual use path and make improvements to the horseshoe bridge to make them more cycle and pedestrian friendly</li> </ul>	See section 17
<ul style="list-style-type: none"> <li>• New train station at the business park</li> </ul>	See section 17
<ul style="list-style-type: none"> <li>• Make public transport cheaper</li> </ul>	Most of the bus operators are commercial operators and the fares are set commercially.
<ul style="list-style-type: none"> <li>• Travel plans, car sharing clubs, video conferencing and teleworking</li> </ul>	See section 5 and 17

<ul style="list-style-type: none"> <li>• Providing safe cycle routes into reading, encouraging cycling, and low cost starter homes in Reading.</li> <li>• Refurbish horseshoe bridge and improve cycle path</li> <li>• Spend money on litter, blocked drains, homeless, unattended hedgerows, drug dealing</li> <li>• Put a park and ride station on junction 10 of the M4</li> </ul>	<p>See section 4.</p> <p>The bridge is Grade II Listed and has been adopted already.</p> <p>See section 6.</p> <p>See section 5.</p>
Highways and transport comments	
Comments	Officer comment
<ul style="list-style-type: none"> <li>• The proposal would increase traffic around Napier road, which may result in harm to cyclists.</li> <li>• Will make Vastern Road roundabout more dangerous</li> <li>• Will increase traffic along the A4 and A329 to the park and ride</li> <li>• Consultation stated that it would not decrease congestion and might increase it.</li> <li>• The proposal would bring many more cars too far into the outer Reading residential area before they reach the parking area any extra provision for mass vehicle parking should be further away from the town.</li> <li>• Traffic data is out of date</li> <li>• Digital signalling on railway line means that the assertion that the corridor is at capacity is untrue</li> </ul>	<p>For clarity, both Napier Road and Vastern Road are located within Reading Borough and not Wokingham Borough, and therefore should not be considered as part of this application (for the element within Wokingham) and instead would be assessed by Reading Borough Council.</p> <p>For clarity, both Napier Road and Vastern Road are located within Reading Borough and not Wokingham Borough, and therefore should not be considered as part of this application (for the element within Wokingham) and instead would be assessed by Reading Borough Council.</p> <p>See section 5.26</p> <p>See section 5.26</p> <p>See section 5.26</p> <p>See section 5.26</p> <p>It is understood that digital railway signalling has not yet been implemented on this part of the line and no known timescales have been provided.</p>

<ul style="list-style-type: none"> <li>Will create bottleneck at start of the park and ride and end of the roundabout below reading station</li> </ul>	<p>See section 5.26 and that the roundabout/ junction to the park and ride has been designed to accommodate the travel movements associated with the park and ride. In terms of the roundabout below Reading station, this is located within Reading Borough and will be addressed by Reading accordingly.</p>
<ul style="list-style-type: none"> <li>No consideration of traffic impact on Napier road, no segregated cycle lane/ too narrow/ safety issues at biscuit tunnel. Additional congestion on Reading Bridge roundabout.</li> </ul>	<p>For clarity, both Napier Road and Vastern Road are located within Reading Borough and not Wokingham Borough, and therefore should not be considered as part of this application (for the element within Wokingham) and instead would be assessed by Reading Borough Council.</p>

#### Other

Comment	Officer comment
<ul style="list-style-type: none"> <li>Thanks for rejecting RBC previous application</li> </ul>	<p>The previous refusal is a material consideration in the assessment of this application, however members will need to take into account any new information and revisions to the scheme that is presented to them.</p>
<ul style="list-style-type: none"> <li>The proposal includes the same objectionable features</li> </ul>	<p>See section 2.3</p>
<ul style="list-style-type: none"> <li>Proposal only adds Ivy/ changes colour of concrete</li> </ul>	<p>See section 2.3</p>
<ul style="list-style-type: none"> <li>This should never go ahead/ reading council has made changes for the worse</li> </ul>	<p>The expression of opinions, without planning reasons, are not material to the determination of the planning application.</p>
<ul style="list-style-type: none"> <li>We already have a park and ride system which is underused.</li> </ul>	<p>The proposal is for a fast track/ express bus link and not a park and ride.</p>
<ul style="list-style-type: none"> <li>Heard that councillor with conflict of interest stated that <i>'the river is neglected to justify this plan and that need this road to ease congestion'</i></li> </ul>	<p>In the determination of such application at planning committee any members with a conflict of interest are required to declare this and refrain from the decision making process.</p>
<ul style="list-style-type: none"> <li>Environmental costs (transporting goods, materials) during construction would be high.</li> </ul>	<p>This is not material to the consideration of this planning application.</p>
<ul style="list-style-type: none"> <li>No benefit to residents of Wokingham or Reading in a park and ride</li> </ul>	<p>Assuming that this refers to the TVP P&amp;R, this has planning permission and should be read as a project which can connect to the fast track/ express bus link or operate as a standalone entity.</p>

<ul style="list-style-type: none"> <li>the applicant is using public money to fund the scheme via another organisation he heads</li> <li>Developers taking millions out of local economy by providing homes to ex-Londoners, increasing congestion, fuelling inflation and increasing climate change.</li> <li>Urbanisation causes climate change</li> <li>Nothing has changed, please reject it again</li> <li>Waste of time and money – at a time that our council tax has gone up</li> </ul>	<p>See section 6</p> <p>This is not material to the determination of this planning application.</p> <p>The proposal would encourage a model shift to public transport, and this would have the effect of reducing congestion, pollution and other polluting effects. The proposal has been altered since the last submission through the submission of additional details regarding the benefits of the proposal along with additional planting (ivy).</p> <p>See section 6, and issues regarding council tax are not material to this application.</p>

#### APPLICANTS POINTS

<ul style="list-style-type: none"> <li>The scheme forms part of a wider transport strategy to manage the associated travel demands from population and economic growth for Reading and Wokingham Boroughs.</li> <li>The application site has been allocated for this purpose within Wokingham Core Strategy.</li> <li>The proposal has been extensively revised during the lifetime of the scheme in order to mitigate its impact upon character</li> <li>The proposal will result in faster more reliable public transport with significantly increased levels of capacity.</li> <li>The proposal would also provide a more efficient and lit cycle and pedestrian route.</li> </ul>
---

#### PLANNING POLICY

National Policy	<b>NPPF</b>	National Planning Policy Framework
Adopted Core Strategy DPD 2010	<b>CP1</b>	Sustainable Development
	<b>CP2</b>	Inclusive Communities
	<b>CP3</b>	General Principles for Development
	<b>CP4</b>	Infrastructure Requirements
	<b>CP6</b>	Managing Travel Demand
	<b>CP7</b>	Biodiversity
	<b>CP9</b>	Scale and Location of Development Proposals
	<b>CP10</b>	Improvements to the Strategic Transport Network

	<b>CP11</b>	Proposals outside development limits (including countryside)
	<b>CP15</b>	Employment Development
Adopted Managing Development Delivery Local Plan 2014	<b>CC01</b>	Presumption in Favour of Sustainable Development
	<b>CC02</b>	Development Limits
	<b>CC03</b>	Green Infrastructure, Trees and Landscaping
	<b>CC04</b>	Sustainable Design and Construction
	<b>CC06</b>	Noise
	<b>CC08</b>	Safeguarding alignments of the Strategic Transport Network & Road Infrastructure
	<b>CC09</b>	Development and Flood Risk (from all sources)
	<b>CC10</b>	Sustainable Drainage
	<b>TB12</b>	Employment Skills Plan
	<b>TB21</b>	Landscape Character
	<b>TB23</b>	Biodiversity and Development
	<b>TB24</b>	Designated Heritage Assets
Supplementary Planning Documents (SPD)	<b>BDG</b>	Borough Design Guide – Section 4
		DCLG – National Internal Space Standards

## PLANNING ISSUES

### 1. Introduction

#### ***Cross Boundary proposal***

1.1 The application site spans across two boroughs, Wokingham and Reading, and in line with planning legislation, an application has been made to both councils. Previously, Reading Borough Council's Planning committee considered the first application on 30<sup>th</sup> May 2018 and resolved to approve the proposal subject to conditions and the completion of a S106. After refusal by WBC in May 2018 a new application was submitted to both Councils. Reading Borough Council are yet to determine their revised application. In considering this current application for the area within Wokingham, regard must be had to the proposal as a whole – such as its strategic impact upon the wider area. However, site specific elements which are wholly within the Reading Borough area should not be considered as cannot be controlled through this planning application.

#### 1.2 **Description of Development:**

1.3 This application is for a new segregated public transport link (mass rapid transit) for buses, pedestrians and cyclists. The development would comprise:



- The creation of a new segregated fast track/ express bus link with pedestrian and cycle lanes. It would extend between Napier Road, Reading and the Park and Ride site at Thames Valley Park, spanning through both WBC and RBC with a distance of around 0.9km in total, 500m of it being located within Wokingham Borough (including through the Thames Valley Park and Ride site).
- Consist of a part two way part single track bus lane with a dedicated cycle and pedestrian path.
- The erection of a new bridge over the River Kennet, spanning between WBC and Reading BC boundaries.
- Associated infrastructure and landscaping

1.4 Within Reading Borough Council's boundary the proposal would;

- Form a new T-junction with Napier Road
- Develop new and improved footpath links to Tesco and the towpath

1.5 Within Wokingham Borough Council's Boundary the proposal would;

- Connect with the approved Thames Valley Park and Ride (182482)



Figure 1: relationship with surrounding boroughs

### The proposal within Wokingham Borough

1.6 The proposal site, within Wokingham Borough, starts close to the A3290 roundabout whereby the scheme here follows the same alignment to that of the approved Thames Valley Park and Ride scheme. For clarity, whilst the Thames Valley Park and Ride has approval, this proposal stretches to the roundabout to provide certainty over deliverability. The route then carries on to the west and due to the presence of an SGN gas valve to the south western edge of the TVP P&R, the scheme route divides to avoid the facility before re-joining.

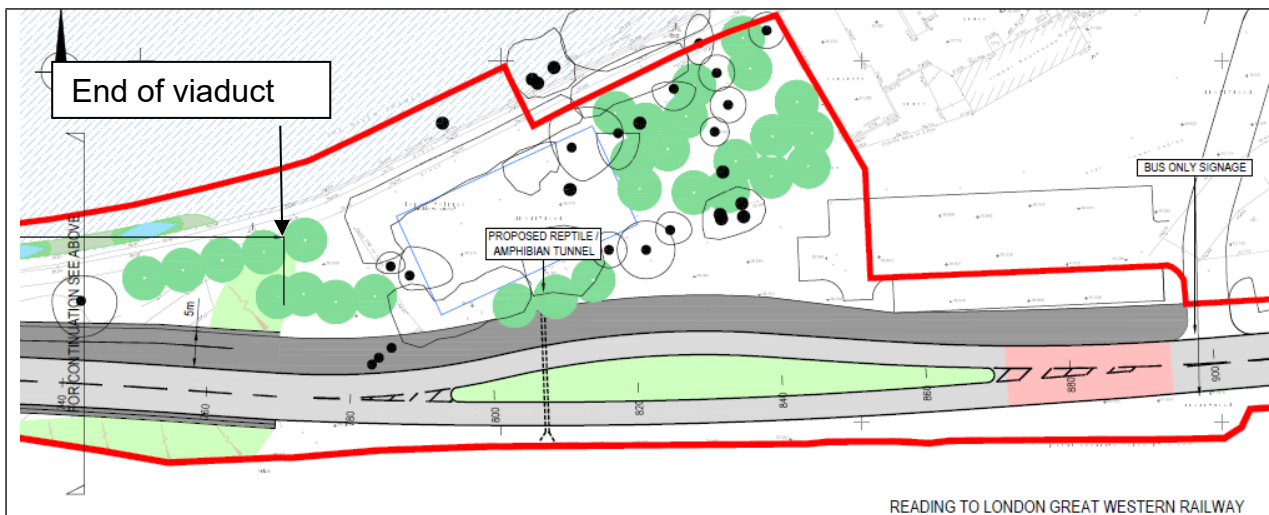


Figure 2: Scheme within Wokingham: Connection to TVP P&R

- 1.7 The proposal then becomes a 204m long viaduct consisting of a concrete deck and crossbeams (across 8 equal spans of 25.5m) supported by single concrete columns. The viaduct is required in order to accommodate flood flows beneath the structure and minimise flood impacts to the structure itself. Here the viaduct increases in height at a gradient of 1:43.

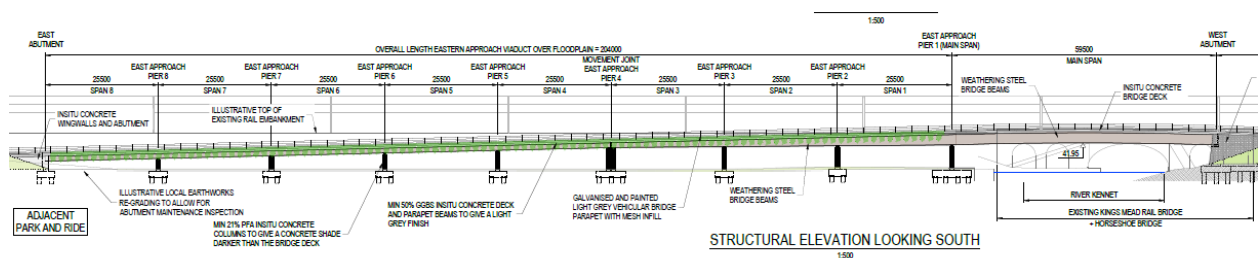


Figure 3: Scheme within Wokingham: Viaduct

- 1.8 Where the viaduct gets to the closest proximity to the Thames River the width of the deck narrows by 1m and then widens again and then towards the Kennet River Mouth narrows by 1.5m and then forms the bridge that crosses into Reading Borough.

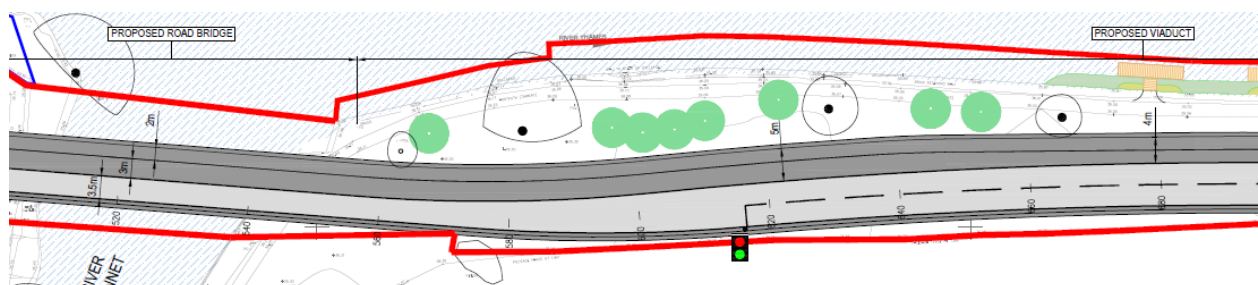


Figure 4: Scheme within Wokingham: Kennet Mouth

## **1.9 Revisions to the proposal**

1.10 Wokingham Borough Council Planning committee considered the previous application on 30<sup>th</sup> May 2018 and resolved to refuse the proposal. The reason for refusal stated;

*The proposed MRT link, including bridge structure, due to its height and scale and its prominent and sensitive location, particularly its proximity to the River Thames and River Kennet, would be harmful to the landscape character of the area including its riparian appearance. This would be contrary to policies CP1, CP3 and CP11 of the Core Strategy.*

1.11 Following the refusal of this application the submission has been revised and a Public Consultation exercise conducted to seek enhancement options. This includes/involves;

- Revisions to the submitted documents and evidence base in order to better set out, explain and justify the proposal.
- An 'Enhancement option appraisal' public consultation was conducted and several enhancement options were proposed. This resulted in the selection of 'planters at high level'. This would correspond to the 'living green wall' of the TVP P&R development which was approved, subject to further details of the planting through conditions.

## **1.12 Environmental Impact Assessment:**

1.13 Due to the size and scale of the development and its potential impact upon the local environment, an Environmental Statement (ES) has been submitted. This documents the Environment Impact Assessment (EIA) of the scheme which focuses on the following issues: socio-economics; transport and access; air quality; hydrology and the water environment; ground conditions; landscape and visual including lighting; ecology; and archaeology and heritage. These topics were scoped through the submission of a scoping opinion in 2018 in conjunction with officers from Reading and Wokingham Council's. This report refers to the ES where appropriate.

## **2 Principle of Development:**

2.1 The Core Strategy (CS) was adopted in 2010 and sets out the vision for the Borough in the current development plan period. The relevant policies are set out below;

- Policies CP1 and CP3, amongst other things, seek to ensure that development proposals are appropriate to the character of the area and represent high quality design.
- Policy CP6 promotes sustainable transport by allowing choice of different modes.
- Policy CP7 protects biodiversity interests but acknowledges the need for a proposal may outweigh the need for safeguarding nature conservation.
- Policy CP9 sets out proposals within development locations will be acceptable in principle

- Policy CP11 set outs proposal outside development locations (i.e. countryside) will only be acceptable in certain circumstances.
- Policy CP10 sets out a list of improvements to the strategic transport network. Point 10 highlights “high quality express bus services or mass rapid transit along the A4 and A329 corridors.

2.2 The Managing Development Delivery Local Plan (MDD) adds further details to the policies in the Core Strategy and was adopted in 2014. The relevant policies are set out below;

- Policy CC01 states that planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise which is in line with the National Planning Policy Framework (NPPF) and its underlying presumption in favour of sustainable development.
- Policy CC02 confirms the development limits that were set by the Core Strategy.
- Policy CC03 protects designated green routes and the overall provision of green infrastructure.
- Policy CC06 requires proposals to address noise impacts on noise sensitive receptors.
- Policy CC08 confirms the improvements to the strategic transport network and gives further details in appendix 3 of the MDD. Appendix 3 highlights that such areas will be safeguarded as shown on the policies map and, in relation to the application, states “high quality express bus services or mass rapid transit along the A4 and A329 corridors (CP10 (10))”.
- Policies CC09 and CC10 require proposals to have no adverse flooding or drainage impacts.
- Policy TB08 outlines open space provision for new schemes and refers to the NPPF for schemes that may result in a loss of open space.
- Policy TB12 requires proposals for major development to be accompanied by an Employment Skills Plan.
- Policy TB21 states proposal must demonstrate how they have addressed the requirements of the Landscape Character Assessment.
- Policy TB23 builds on the requirements from policy CP7 and
- policies TB24 and TB25 aim to protect heritage and archaeological aspects of the Borough

2.3 The principle for the proposed fast track/ express bus link in the proposed location has been established through Wokingham’s development plan policy. Policy CP10 of the Core Strategy sets out a list of improvements to the strategic transport network. Point 10 highlights “high quality express bus services or mass rapid transit along the A4 and A329 corridors, and is Integral to the Core Strategy.

## CP10 - Improvements to the Strategic Transport Network

Improvements to the Strategic Transport Network will be provided to ameliorate major environmental or safety problems and to support new development in partnership with other authorities. The improvements to the strategic transport network are:

Improvement to Strategic transport network	Extent Improvement is part of Core Strategy			Funding		
	Sub-Regional <sup>55</sup>	Integral to Core Strategy	Adjacent authority strategy	National/regional funding	Apply for through LTP	S106 and WBC funds

Figure 5: Excerpt of policy CP10

- 2.4 Policy CC08 *Safeguarding alignments of the Strategic Transport Network & Road Infrastructure* of the MDD states that *'Routes required for the improvement of the Strategic Transport Network and for other transport related schemes indicated on the **Policies Map or listed in the Appendix 3** of the MDD will be protected and safeguarded. Proposals for development which would compromise the implementation of these routes would not be supported'*. [bold for emphasis].
- 2.5 The policies map sets out the area allocated and therefore safeguarded for the improvement of the Strategic Transport Network. As set out in the below policy map excerpt, the allocated site area includes the area between the railway line and the Thames path and continues towards the 'Broken Bow' area. The proposal would fall within this safeguarded area 'improvements to the strategic transport network' for a 'high quality express bus service or rapid mass transit along the A4 and A329 corridor'.

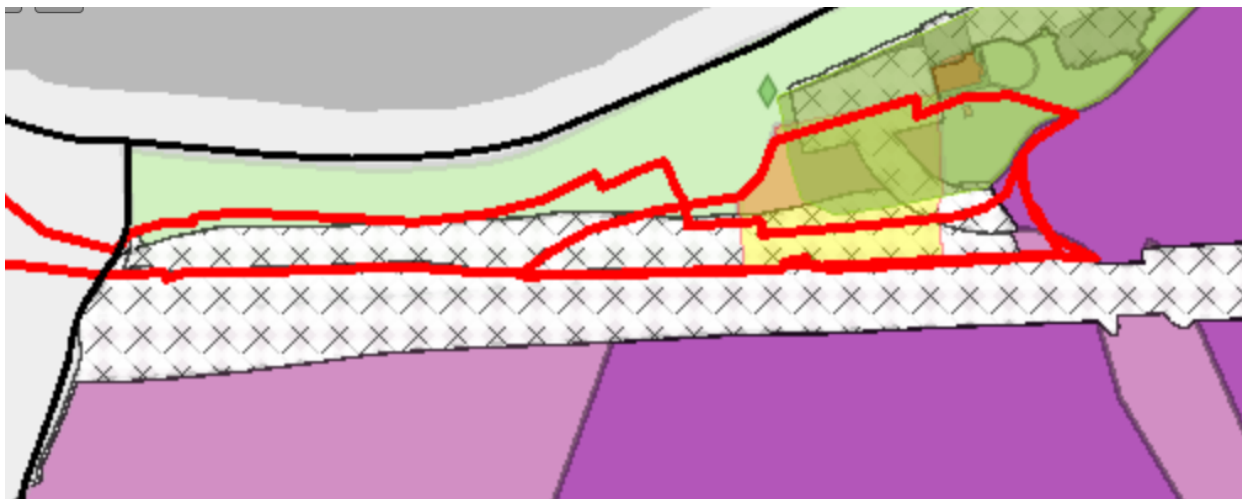


Figure 6: Excerpt of the policy map showing application site (red) and allocated site (hatched)

- 2.6 In addition, appendix 3 Strategic Transport Network and Road Infrastructure of the MDD Safeguarded Land and Protected Road/Railway Lines includes under IV 'high quality express bus services or mass rapid transit along the A4 and A329 corridors (CP10 (10)). As such, it is well established in Wokingham's development plan policy that the proposal site falls within a site allocated for strategic transport improvements, and more specifically 'improvements to the strategic transport

*network' for a 'high quality express bus service or rapid mass transit along the A4 and A329 corridor' . It is considered that the proposal would fall within the definition of such definition and as such would be acceptable in principle.*

2.7 The site also falls within the countryside and therefore subject to relevant policies designed to protect the separation of settlements CP11. However, it is land that has been identified through the development plan for strategic transport network improvements under Core Strategy Policy CP10. It should be noted that the ability to improve existing transport corridors is limited and therefore alternative options needed to be considered. Following on from this, the proposal was considered to be the only realistic option for delivery of the objectives of CP10.

## **2.8 What falls within definition of Mass Rapid Transit**

2.9 During the last application concern was raised to whether the proposal would fall within the definition of 'Mass Rapid Transit', and concern was raised that the use of bus transport other than proper driverless mass transport (such as the Docklands/driverless Light Railway) will reduce the capacity of the service, increase its unreliability and potentially its operating costs.

2.10 For clarity, Policy CP10 of the Core Strategy clearly lists a 'high quality express bus service or mass rapid transit along the A4 and A329 corridors' and as such the proposal would match this aim.

2.11 Mass Rapid Transit is a generic term used to describe modern urban public transport systems and encompass a range of transport modes. Indeed, 'Mass Rapid Transit' does not specifically relate to a particular mode of transport. For instance Singapore has a MRT railway, Reading has a bus MRT (South MRT) between Mere oak Park and Ride and Reading Town Centre, there are bus Mass Rapid Transits such as that proposed by Slough (SMaRT – Slough Mass Rapid Transit via bus lanes along the A4), Rotherham's Bus Rapid Transit (BRT) scheme, South Hampshire 'Eclipse', and Kent 'Fast track'. These MRTs in place have improved the public transport service in the area and some have been a catalyst for growth. Cambridge has a similar transport system which operates bus only routes with cycle provision also running along this which has been highly successful in delivering sustainable transport network to the city and local area.

2.12 For clarity, the route could easily accommodate driverless buses/trams in the future either via charging systems at each end and the installation of any necessary wheel guidance system/ tracks.

## **2.13 NPPF**

2.14 The NPPF sets out the Governments planning policies for England and outlines how these are expected to be applied to both plan-making and decision making. The NPPF was revised in 2018 however the policies have not significantly changed from those assessed as part of the 2017 application.

2.15 The key principle of the NPPF is the presumption in favour of sustainable development which underpins the planning process. The NPPF defines sustainable

development as having three tenets: an economic role; a social role and an environmental role;

- ***an economic objective*** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- ***a social objective*** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- ***an environmental objective*** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

2.16 As such, sustainable development also includes development that plans for and supports economic delivery including the provision of necessary infrastructure; the social needs to support the delivery of additional homes, the provision of assessable services; and to protect and enhance the natural environment, including tackling climate change and minimising pollution.

2.17 Specifically relating to transport objectives, the NPPF highlights proposals should reduce greenhouse gas emissions; reduce congestion; facilitate the use of sustainable modes of transport (which frequently means shifting the balance in favour of non-car modes); give priority to pedestrian and cycle movements; and, have access to high quality public transport facilities.

2.18 The NPPF is also concerned with maintaining the vitality of town centres by diversification of the retail/leisure offer but also improving ease of access to the centre.

2.19 The NPPF highlights the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, sites of biodiversity value; recognising the intrinsic character and beauty of the countryside, minimising impacts on and providing net gains for biodiversity, to minimise pollution and other adverse effects on the local and natural environment.

2.20 In relation to historic assets the NPPF requires authorities to have a positive strategy for the conservation and enjoyment of the historic environment and they should avoid or minimise conflict between a heritage asset's conservation and any aspect of a proposal.

### **3 Impact upon Landscape Character**



- 3.1 Wokingham Marina Council Planning committee Application site Application on 30th May 2016 and resolved to refuse the proposal due to concerns it would have upon the riverside character due to its height and scale and proximity to the River Thames and River Kennet, given its prominent and sensitive location.
- 3.2 The application site within Wokingham Borough stretches between the bank to the east of the Kennet Mouth, extends to the water and follows close to the bank of the Thames Path, and extends to the railway embankment to the south, it then extends along to the park and ride, where it narrows to the A3290 roundabout.
- 3.3 To the south of the site is the railway embankment and Main Line Railway. The railway embankment, which is fenced off, is grassed and increases in height towards the railway bridge that crosses the River Kennet Mouth. This railway bridge which includes a footbridge - Horseshoe bridge – both of which are Grade II Listed. Above the railway embankment is the Great Western Main Line railway, with frequent trains passing through, overhead electrification gantries and associated railway paraphernalia such as signals. Views of the gasometers behind the railway can also be had.
- 3.4 Between the railway embankment fence and the river edge is a grassed area to the south along with a powerline and the Thames Path to the north. A number of trees are located to the south of the Thames Path in this location. The width between the railway fence and the river edge varies in its depth, opening up when turning into it from the Kennet Mouth or walking to the west from The Dreadnought. Towards the Kennet Mouth are moorings where 2/3 boats are regularly moored, and the mosaic.
- 3.5 To the east is Broken Bow which has permission for a Park and Ride Site (Thames Valley Park and Ride). Beyond here, and outside of the application site, is the Thames Valley Business Park and Thames Valley Park and the Wokingham Waterside Centre. The river here is reasonably wide and arcs allowing views along the river. Across the river are trees and a marina, and the vessels within it are visible.
- 3.6 Overall, the site has a semi-rural feel, providing a juncture between the development of Reading shown through the railway lines, electrification lines, gas storage units, and the horse shoe bridge, and the semi-rural landscape beyond characterised by the grassed, and tree lined banks, the river itself, along with the formalised footpaths, signage, and reduction in the intensity of built form.

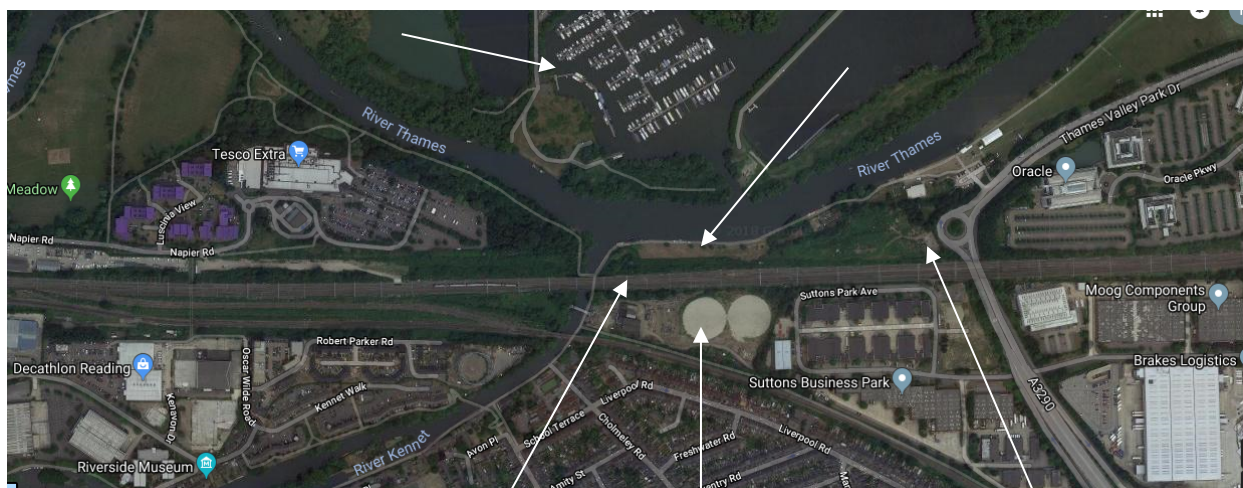




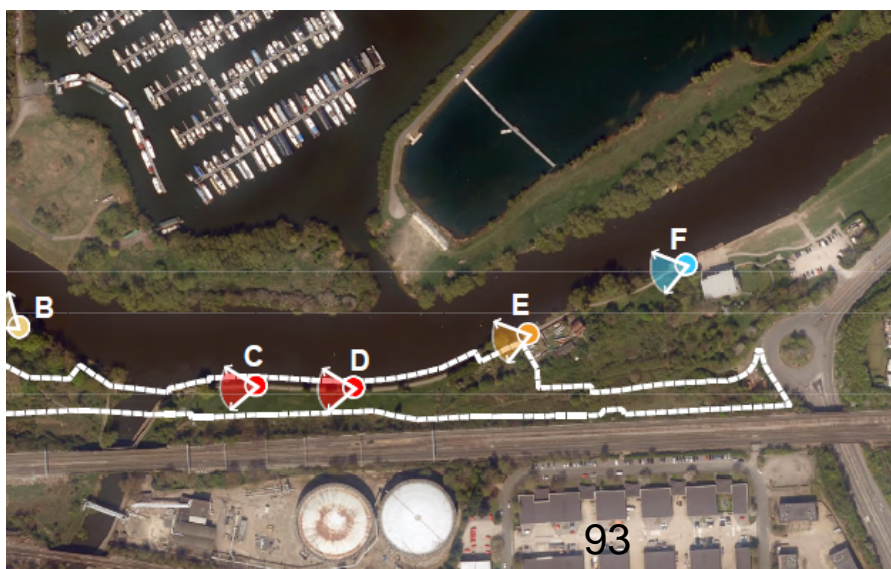
Figure 7: application site in relation to surrounding industry/urban areas

3.7 As part of the Environment Statement the submissions includes a Landscape Visual Impact Assessment (LVIA) that assesses the impact of the proposal upon the prevailing landscape character.

3.8 The application site within Wokingham falls within Wokingham Borough Council Landscape Character Area B2 – Thames River Valley with Open Water. This is characterised by;

- A small area of river landscape focused on the presence of the River Thames
- Broad and flat alluvial floodplain landscape with localised pockets of terrace deposits
- Transitional landscape with influence from neighbouring urban area and the presence of gas towers, roads and railway line
- Strong influence of modern and older commercial and industrial buildings
- Immediate river channel with reinforced banks... and
- Considerable evidence of recreational use including the Thames Path National Trail and water sports with associated facilities including a new watersports building.

3.9 The LVIA (Landscape Value Impact Assessment) has assessed the impact of the proposal upon landscape character. The ES recognises that, along the section of the towpath adjacent to the Viaduct, there would be significant adverse long-term visual effects. However, the LVIA also set out that views beyond this section of the Thames Path would not be impacted by the proposal. This includes views facing the east close to the Dreadnought and within Thames Valley Park itself. As such, the impact of the proposal is locally restricted. The affected landscape areas are detailed below.



Key
C and D – major to substantial effects
E – Minor effects (not significant)
F – No view

*Figure 8: area within Wokingham visually affected by the proposal*

3.10 The viewpoint below is close to the Kennet Mouth but facing east. Figure 9 is that presented in the LVIA, and Figure 10 shows a photomontage of the proposal in place.



*Figure 9: photo of the site facing east*



*Figure 10: Photomontage of the proposal*

3.11 The below image is a photo towards the Kennet River Mouth, and below it a photomontage of the proposal in place.





Figure 11: Photo of the site facing west towards the Kennet Mouth



Figure 12: Photomontage of the proposal facing west

3.12 It should also be noted that the assessment concludes that 15 years after planting there will be a beneficial effect on the local landscape resource due to additional planting and management to woodlands and riparian habitats. It is acknowledged that this is dependent on final landscaping details, quality of planting and maintenance to establish a high quality landscape scheme.

3.13 Concerns have been raised that the proposal would impact upon the character of the riverside. The objectors to the scheme describe the riverside here as having the effect of 'lifting their mood' having a positive ambience, being an important area as a national trail, for the history of Reading. Their concerns include that the proposal would make the area dark, narrow, unsightly, degrading the quality of the landscape with a 'mass of concrete', harming the ambience and character of this part of the river.

### 3.14 **Assessment**

3.15 The NPPF highlights that the planning system should contribute to and enhance national and local environment by protecting and enhancing valued landscapes. At

a local level, policies CP1 and CP3 of the Core Strategy give general principles to achieve sustainable development as well as appropriate scale, design and materials to assimilate into the area. Additionally, policy CP11 defines the site as countryside where development is restricted. More specifically, policy CC03 of the MDD Local Plan requires proposals to consider green infrastructure as well as protecting trees.

- 3.16 The proposal would undoubtedly alter the character of this part of the Thames Path in this location, as the proposal would involve the creation of a new structure that would be closer to the Thames River in this location. However, the proposal needs to be considered within its context. The scheme is located in an urban area and the proximity of industry and infrastructure forms part of the areas character. The scheme would be located adjacent to a railway embankment and a busy mainline railway with its regularly passing trains. The viaduct would rise to be in line with the existing railway bridge and views of the gasometers behind can be seen.
- 3.17 The realm of localised visual impact is relatively small, with views from the Thames towpath limited to when emerging beyond the Dreadnought towards the west, views from on the river and passing through that area, and when passing under the Railway and/ or over the horseshoe bridge. It is also noted that the proposal would diminish the landscape buffer in this area. This localised impact would have an impact upon the wider valued landscape officer.
- 3.18 However, it is noted that the site has been allocated for a 'high quality express bus service or mass rapid transport' system under CP10, and in doing so in principle acknowledged the impact of such necessary infrastructure required to provide such scheme. Clearly, the scale and design of the bridge is constrained by design standards and viability.
- 3.19 However, in order to minimise such impact, the proposal has undergone significant scrutiny, consideration, and revision throughout the lifetime of the proposal to reasonably minimise its height, width, massing and its proximity to the river whilst not adversely diminishing its benefits. These are explained and detailed below.
- 3.20 The width of the river edge to the fence along the railway embankment varies and this in part results in the proposal being closer to the river side in some sections than others of this part of the site. However, the height and width of the proposal has been carefully considered and extensively revised in order to both mitigate its possible impact and to ensure that the scheme is beneficial, practical, and deliverable.
- 3.21 The height of the bridge/ viaduct is a result of requirements to achieve a reasonable gradient for cycles and pedestrians (including wheelchairs), to allow persons to walk under it in appropriate locations (e.g. towards horseshoe bridge), but also to consider its relationship with and mitigate its impact upon the Grade II Listed Bridge – for instance, rising in line with it.
- 3.22 The width of the bridge is required to ensure the free flowing of buses but also to provide the required segregated pedestrian and cycle path. However, this has been reduced to mitigate its impact where possible. The width of the bridge where it is closest to the river narrows by 1m (between pier 6 and 7) and narrows by 1.5m as it crosses the River Kennet. Whilst consideration was had with regards to narrowing

the deck further, such narrowing has an impact upon the width of the bus and cycle/pedestrian lanes and further narrowing is likely to significantly impact upon the transport benefits of the proposal, including the quality of the pedestrian and cycle way and the business case for funding of the proposals.

- 3.23 The bulk and massing of the bridge has also been extensively revised to reduce its impact. The scheme has been designed and refined to reduce the bulk of the columns from a double to a single splay and the deck designed to be streamlined, creating a greater sense of space at ground level and reducing its massing. The proposed single column design also includes soft edges – curves and ellipses - providing a softer form, the flared column head and its tapering ‘foot’ shifts the bulk away from ground level creating a greater sense of space.
- 3.24 To demonstrate this, the figure below demonstrates the proposal at column 6 which is next to the narrowest part of the river. Here the narrowest point between the column and the river bank would be 8m, and the road deck would be 5.8m from the river bank. The scheme at column 6 would have a total height of around 7.2m. The first 5m would consist of the column and steel beams. The road deck itself would add an additional 0.75m, and the railings an additional 1.4m. As such, the bulk of the proposal would be further from the bank at ground level. Whilst the proposal, given its orientation, would result in shadowing of the Thames Path, such shadowing would vary throughout the year and the seasons and would not completely shadow the Thames Path.
- 3.25 In addition, to create a greater sense of space around the Thames Path in this location, the proposal includes the creation of a margin planting shelf with three mooring platforms where the proposal is closest to the towpath. They would add to the sense of openness and space and enhance the riverside location in this area.

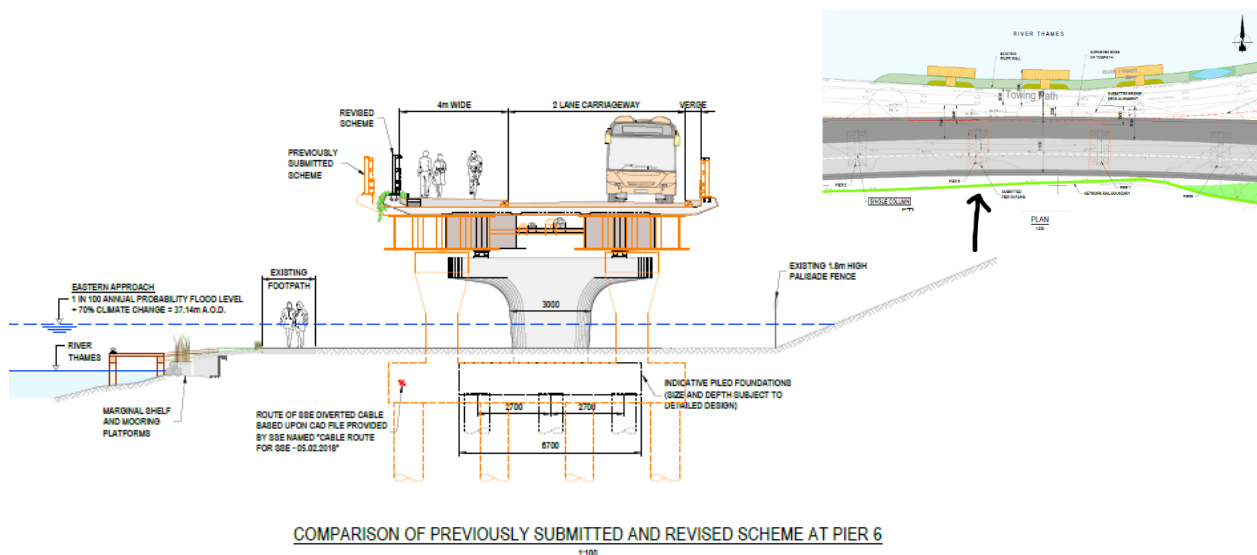


Figure 13: distance between the bank versus height of the proposal

- 3.26 For clarity, the viaduct would be 9.6m (8.4 without the railing) at its highest as it crosses the Kennet River Mouth, and to put this into context, the proposed deck would be a similar height to that of the existing rail bridge.



- 3.27 In terms of materials, concerns have been raised about the impact of a large concrete structure upon the character of the riverside. For clarity, use of concrete has been minimised through the use of a slender vehicle deck, steel girder (weathering to brown), and single support columns, and a high quality finish is proposed. The concrete bridge deck and parapet is designed to appear slender and thin, and constructed using a high quality concrete mix and finish to a light grey. The texture would be smooth and uniform with a formwork to leave no stains on the concrete and to achieve a sinuous appearance. In addition, ivy is proposed to hang over the road deck to help soften its appearance. The columns will be constructed using a darker grey concrete so that they appear more recessive than the brown weathered steel and concrete deck above. Anti-graffiti coating will also be applied. It should be noted that concrete is the standard material used for such projects.
- 3.28 Upon the deck would be a four rail steel barrier with upright posts which would be painted in light grey. A mesh screen within the envelope of the railings would be attached to deter people from climbing the railings and stop matter falling from the deck. The rails have been designed to be slender as possible to reduce its impact, the colour chosen to help it blend into the sky, along with allowing views to the riverside. From the steel barrier will be lights that would light the pedestrian and cycle way, the details of which are reserved by condition.
- 3.29 Landscaping is proposed to help soften the impact of the structure and the loss of 14 trees on character. The proposal would retain the large Willow Tree to the east of the Kennet Mouth (T88) and several of the Hawthorns along the river frontage (T87, T86 & T76) and it would plant an additional 37 trees within Wokingham.

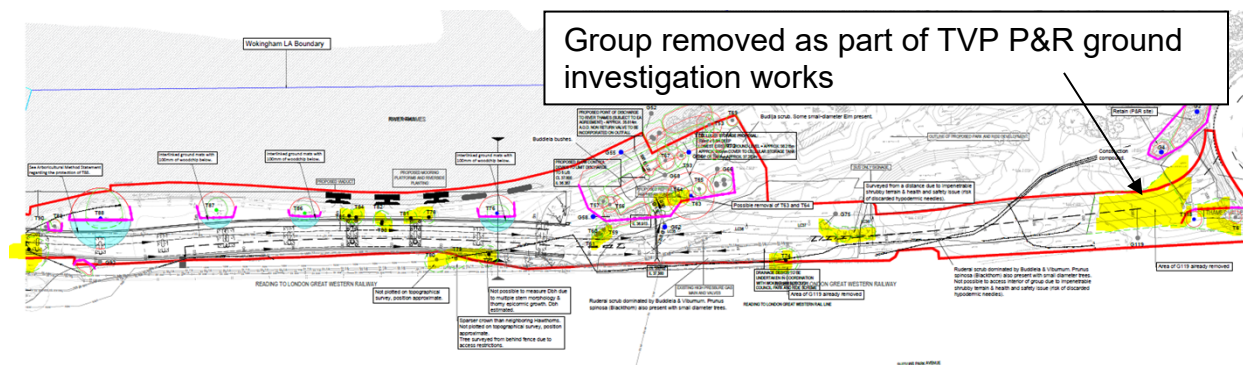


Figure 14: Tree constraints plan: the areas highlighted in yellow relate to trees or groups proposed to be removed.

- 3.30 To assist in softening the structure, ivy is proposed to hang from the road deck which would also tie in with the green wall of the park and ride site approved in Thames Valley Park. This would have the benefit of softening the concrete of the proposal. In addition, the treatment of the space under the viaduct has been carefully considered to form an area of marshy ground as a way of passively deterring anti-social behaviour, but also contributing to the overall landscaping scheme. Details of the landscaping scheme are reserved by condition 17, 18, 19, 20, 21.

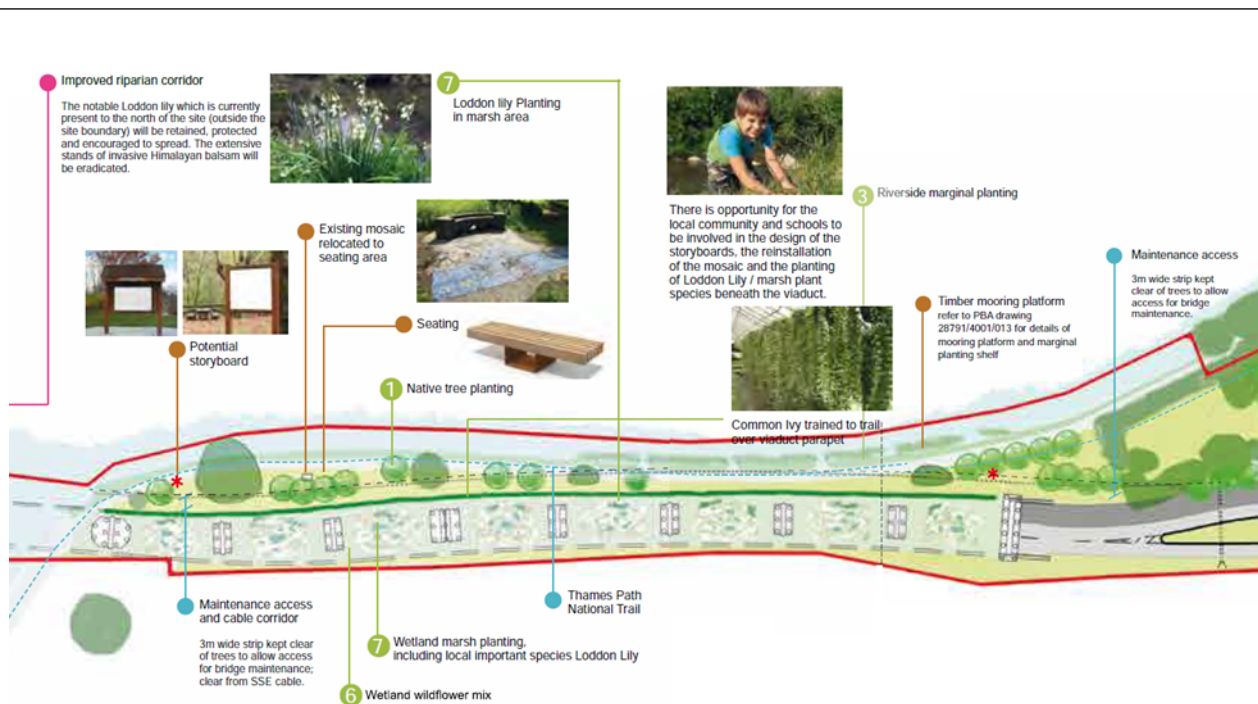


Figure 15: proposed landscaping, public realm improvements, marginal planting and timber pontoons

- 3.31 The scheme also offers significant enhancements to the public realm and river bank of this area. The proposal would provide three temporary moorings which are sought after but not located in this area. The scheme will also repair the bank of this stretch of the river and add marginal planting as a form of enhancement. No street furniture exists in this location, and the proposal would provide seating, storyboards, and would lift, repair and relocate the mosaic within the site. Such enhancements are considered to be benefits of the scheme. These provisions are secured by way of S106.
- 3.32 The proposal would alter the character of this part of the riverside and impact upon the existing landscape. The proposed mitigations and provisions, including reduction in widths, materials, landscaping, public realm enhancements, and moorings, will go some way to soften the impact of the proposal upon the character of the riverside and provide enhancements which are considered to be a benefit.
- 3.33 In assessing the proposal upon character, it is clear that the proposal would result in some impact to both the character of that area and the wider valued landscape, which is not fully in accordance with Policy CP3 and CP11 of the Core Strategy and CC03 of the MDD local plan. However, any such impact will need to be assessed with all other material considerations in the act of applying the planning balance.
- 3.34 This would include that the site is allocated for a high quality express bus service or mass rapid transit via CP10 and that this would have considered the necessary infrastructure this requires for such objective. In addition, the site context also needs to be considered, including semi-industrial features such as the main line railway with electrification masts with regular trains, gasometers, and the benefits of the proposal in enhancing public transport services, including the potential draw from enhanced rail services (inc. cross rail) and projected increases in travel demand.

#### 4 The need for the proposal: Public transport benefits

- 4.1 This resubmission provides enhanced information with regard to the public transport benefits of the proposal and these are discussed in relation to the strategic context and localised benefits of the proposal.
- 4.2 However, some consideration is required to how the proposal fits into the wider context of the strategic transport infrastructure across the borough.
- 4.3 In both boroughs, significant residential expansion is forecast over the development plan period. In terms of Wokingham, the Local Transport Plan sets out mechanisms to manage such growth and associated traffic/ travel movements and in order to support new major development in the borough, a wide range of strategic transport projects would need to be progressed. Schemes like the proposed fast track/ express bus link form part of the wider strategy to manage the forecast travel demands and is set out in both boroughs transport plans.
- 4.4 Wokingham Borough Council's Local Transport Plan 2001 -2026 sets out its policy SP1: Support for Major Infrastructure that *'The Council will actively support development of suitable major transport projects that are necessary to support the future growth and success of the Borough'*. The chapter then sets out the projects detailed and supported by Planning policy, and includes under the heading of 'Major strategic Public Transport, Walking and Cycling Infrastructure' a 'High Quality express bus services or mass rapid transit along the A4 and A329 corridors'.

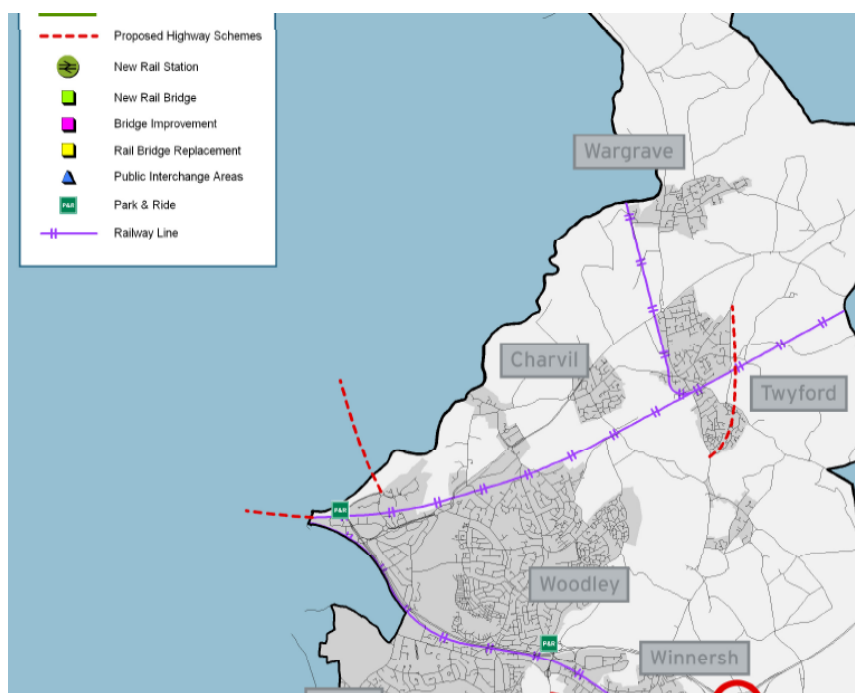


Figure 16: Excerpt from Figure 24 Indicative strategic projects-Local Transport Plan

- 4.5 It is also important to the policy context for Reading Borough Council and how this relates to Wokingham's Local Transport Plan. Reading Council's adopted Core Strategy policy CS20 sets out general principles for the implementation of the Local Transport Plan (LTP) whilst policy CS21 states that priority will be given to schemes which aim to deliver the projects in the LTP including mass rapid transit schemes. The LTP proposes a cross boundary solution to traffic congestion within the East Reading area.



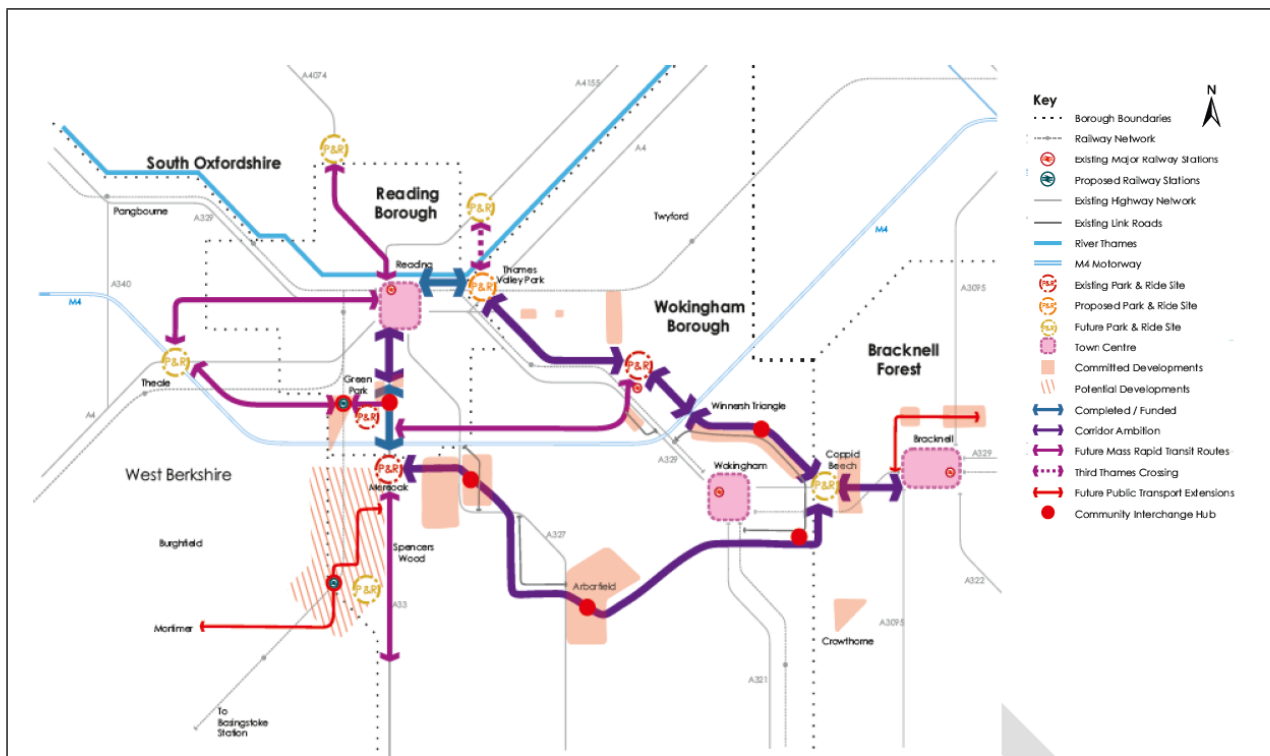


Figure 17: Wider cross boundary transport strategy

- 4.6 Indeed, the proposed fast track/ express bus link scheme is part of a wider network of fast track/ express bus link/ mass rapid transit and park and ride projects. The existing park and ride facility at Mere oak is supplemented by the South MRT route via the A33 whilst Winnersh Triangle Park and Ride takes advantage of the existing A329 route. As such, it is important to take the wider transport strategy into account when considering the scheme given that it is one element of improving the attractiveness of travelling via public transport.
- 4.7 The role of the proposal itself in this wider local transport strategy includes providing public transport improvements between Thames Valley Park and Reading, particularly providing a more efficient public transport service between TVP and Reading.
- 4.8 Congestion along the A4/London Road currently has a significant impact upon the reliability and efficiency of bus services resulting in a delay of around 12 – 24 minutes. There are bus routes that operate along London Road and generally accessibility to main line rail services at Reading Station as well as connections with other transport modes. Specifically, the Winnersh Park and Ride service, the Thames Valley Park service, the Heathrow Airport link service, local stopping routes to Woodley (12, 13, and 14), High Wycombe (850), and Wokingham (127, 128, and 129). Although there are bus lanes along Kings Road (allowing movement in and out of Reading) these stop at Cemetery Junction and buses are required to join the main traffic flow or join the counter flow bus lane along Kings Road, resulting in delays.
- 4.9 The scheme would provide significant benefits in the form of improved journey times and enhanced reliability to public transport to/from central Reading and existing residential and employment areas to the east and south-east of Reading and West

Wokingham, including Thames Valley Park (TVP), Woodley, Winnersh and Wokingham. It would provide a link to Reading station, which would provide benefit in managing the demand resulting from additional and enhanced rail services such as the Elizabeth Line (cross rail).

4.10 It does this by providing an alternative route (via the proposal) to London Road and Kings Road, where issues of congestion have been identified.

4.11 The Reading Transport SATURN Model (RTM) has been used to understand any potential journey time savings the proposed scheme may provide. Journey times from the A3290/A4 roundabout to Reading Station have been extracted from the RTM for the following route scenarios below. Such testing demonstrates that the proposed scheme would provide significant journey time savings in 2021 (projected scheme completion) of between 6 – 13 minutes for buses using the route in the peak period in comparison to the existing route along the A4 in 2021.

- Existing: London Road, Kings Road, Forbury Road, South East Station Interchange – at 2021 with TVP P&R AM and PM peak hours
- Proposed: A3290, proposed scheme, Napier Road, Northern Station Interchange, at 2021 with TVP P&R AM and PM peak hours.

Journey Time (Minutes)	Morning Peak Period		Evening Peak Period	
	Station Inbound	Station Outbound	Station Inbound	Station Outbound
Existing	12.5	17.8	15.0	16.7
Future	6.0	4.6	5.5	4.8
Journey Time Saving (between existing and future)	6.5	13.2	9.5	11.9

Figure 18: projected journey times in 2021

4.12 Improvements to services that serve Wokingham are also expected. A workshop on the 4<sup>th</sup> August 2017 was facilitated with Reading Buses to review the original assumptions regarding the bus services that may use the proposed fast track/express bus link. Rail Air and TVP have also been consulted. Wokingham would benefit from the proposal through the provision of high frequency and more reliable services. Services 14 and 15 currently route along London Road and Kings Road between Reading and Woodley. A New Woodley service could be introduced which would route via the proposed scheme whilst maintaining the current routes of the 13 and 14 serving Kings Road. This could provide a peak period frequency of 8 buses per hour between Reading and Woodley, with 4 routes via Kings Road and 4 routed via the proposed scheme.

- Winnersh Park and Ride
- TVP Shuttle
- RailAir (Bus to Heathrow)
- Service x/X4 to Reading, Wokingham and Bracknell

- TVP P&R from Winnersh Triangle (4)
- TVP commuter bus (3/4)
- Reading – Twyford – Henley – High Wycombe (850)
- Reading – Twyford – Wokingham (Nos. 127/128/129)



4.16 It is also important to consider that the proposal forms part of a wider transport strategy, as set out earlier in this report, and will contribute towards further time and reliability savings through the linking up of other bus routes, high quality express bus services or mass rapid transits and park and rides, and deliver efficient services for the railway station and associated services. This would include linking to the Elizabeth Line (Cross Rail).

4.17 Concerns were raised that the proposal would end up being used for vehicles. For clarity, the proposal forms part of a wider transport strategy that is based upon enhancing public transport to encourage modal shift. In addition, securing the proposal for uses by buses etc only would be set out in a planning obligation. To ensure users of the scheme comply with this, it is proposed to install cameras to monitor the structure. If these did not deter people appropriately then it is possible that physical barriers would be required. In this event a maintenance strategy has been secured by condition (6) and as such the Highways Officer does not raise any objection.

#### *Walking and cycling*

4.18 The proposed scheme would provide an additional walking and cycling route in addition to that of the Thames Path.

4.19 As set out within the NPPF, planning decisions should enable and support healthy lifestyles, including through the provision of safe and accessible green infrastructure for cyclists and pedestrians. The proposal would provide a significant benefit by enhancing the quality of the pedestrian and cycle network in this location.

4.20 The proposal would provide benefits by providing a dedicated cycle route instead of the Thames Path or the A4/London Road. The Thames Path forms part of the National Cycle Network. The path is made, but it is unlit, narrow and caters for other users (walkers, runners, cycles etc) and requires cyclists to dismount to cross Horseshoe bridge and wheel or carry their bike across it, limiting speed of travel (and efficiency). The route is also subject to flooding on occasions.

4.21 The section of the A4 London Road between A3290 junction and Kings Road is a heavily trafficked route with narrow traffic lanes. Cycling along this route on the carriageway carries a high risk of collisions between vehicles and cyclists. As set out in the Environment Statement over the 5 year period (2012/3 – 2016/7) 48% of collisions (reported) on this road involved a pedestrian or a cyclist. The proposed scheme has the potential to aid in significantly reducing this identified level of conflict between motor vehicles and vulnerable users.

4.22 The proposal would provide a dedicated traffic free cycleway would be lit and not subject to issues of flooding or require them to dismount or go over the horseshoe bridge. The route would also provide a more efficient route for cyclists and avoid conflict with other users.

4.23 In terms of walking, there are a number of routes that would be made by foot between the A329m roundabout to Reading town centre and station these include;

- Via London Road and Kings Road
- Via river Kennet towpath
- Via river Thames towpath and Napier Road
- Via river Thames and Kennet Towpaths via Napier Road

4.24 London Road and Kings Road are heavily trafficked roads with signalised crossings. The footpath is unlit, narrow and currently caters for multiple users (cyclists, walkers, runners etc) resulting in higher risk of user conflicts. The proposal

would provide a dedicated path that is separate from the cycle lane and bus lanes which would be even under foot and well lit, providing a traffic free, fully constructed path for all year round use.

4.25 As such, in terms of benefits in terms of public transport, walking and cycling, the proposal would have significant benefits.

#### **4.26 Traffic Impact benefits: Future congestion mitigation**

4.27 A number of the objections to the proposal argue that the proposal would not result in a significant reduction in congestion along London Road and may even increase it.

4.28 For clarity, the proposal forms part of a wider project to manage projected traffic demands, which includes the provision of public transport improvements, as part of a wider Local Highway strategy. The proposal would help reduce the projected increase in the overall level of vehicular traffic on the A4/London Road, through the encouragement of a modal shift from vehicles to public transport.

4.29 A model has been used to understand the potential traffic impacts the proposal may have on the local highway network surrounding the site. This is based on ;

- Baseline – Existing highway network with traffic growth to 2021 and committed development plus TVP P&R
- Proposed Scheme – Existing highway network with traffic growth to 2021 and committed developments plus TVP P&R and the proposed scheme

4.30 Such data demonstrates that the traffic along the A4 corridor into and out of Reading being high throughout the day, with queues and delays building during the peak periods. This shows that two-way daily traffic flows on the A4 London Road are in the region of 35,000 vehicles. Congestion is forecast to increase as a result of committed and planned development growth within Reading and Wokingham Boroughs. For vehicles, this results in journey time delays of peak period journey times between the A2390 and Reading Station range from 7 to 24 minutes east bound and 9 to 24 minutes westbound.

4.31 Concerns were also raised that the data for traffic flows is out of date (being recorded in 2015). Paragraph 3.4.4 and Figure 3.16 of the Transport Statement sets out that RBC has installed a permanent automatic traffic counter on London Road to the west of the A4/A3290 from between 2007, with data being presented up to 2017. As such, the traffic modelling is considered to be up to date and robust.

4.32 In terms of traffic reduction, the modelling forecasts some benefits within Reading Borough. The modelling forecasts reductions in traffic movements in the residential streets in the east side of reading, such as Erleigh Road, Crescent Road and Culver Lane (along with the projected increase in traffic movements along the A4/London Road already set out above). The model expects people to switch to use the public transport into Reading via the proposed scheme as a result of increased efficiencies and reliability of public transport. Some reductions are also shown in central Reading on Forbury Road and Kings Road in the AM, as a result of people switching their mode of travel to use the bus services on the proposal. This is expected to

have the benefit of *relieving or mitigating* the forecast 2021 levels of vehicular traffic via modal shift to public transport.

- 4.33 Concerns have been raised that the scheme has not taken into account a decrease in traffic movement along the A4/London Road. The ES demonstrates that daily traffic flows on London Road (A4) have been generally consistent between 2011 and 2017, fluctuating between around 35,000 2 way daily traffic flows whereas between 2007 and the end of 2010 have shown a general downward trend. However, such trends represent a relatively fluctuation of the number of vehicles passing over a traffic counter strip. Congestion has not decreased over this time. In addition, the traffic modelling via (RTM) projects an increase of traffic demand along this A4/ London Road in 2021 as a result of projected general demand for vehicular movements (with or without the proposal).
- 4.34 Concerns have been raised that the system will, by encouraging people to park and ride from outside the area, increase car journeys, pollution and congestion along the A4 and the A329m through North Earley to the detriment of local residents.
- 4.35 The proposal forms part of a wider network of park and ride and public transport links. The proposal provides a dedicated segregated bus route from TVP P&R to Reading Town Centre (and back) and would provide a link to other modes of public transport.
- 4.36 It is considered that the proposal is unlikely to attract significant number of drivers using other routes to use the A4 or A3290/a329M to access Reading other than those who already use those routes. This is because either alternative routes, public transport and other park and rides would be closer and timelier alternatives.
- 4.37 *Economic growth:* The Transport Statement and indeed the business case state that the current constraint of congestion and inability to expand the road network further are limiting economic growth in the area. At a more local level it is noted that Thames Valley Business Park is a significant area for employment opportunities and greater access to this is of benefit to businesses. Furthermore, the accessibility of employment areas in the wider area, including Winnersh Triangle, is considered a positive impact. From a more regional level, the connectivity of employment opportunities to other areas is again beneficial and it is noted that other transport schemes like Crossrail would help with this. On the whole there is significant benefit arising from the scheme in terms of economic growth.
- 4.38 As such, it is considered that there would be significant benefits arising from the proposal in terms of enhancing more sustainable modes of transport in this location, and the wider benefits of encouraging a modal shift to mitigate projected transport demand in the area.

## **5 Funding:**

- 5.1 Although the funding for this project is not a planning matter, it is important to understand the framework in which the need for the proposal has been developed. The applicant has secured funding from the Local Enterprise Partnership following the presentation of a business case which had to justify a transport intervention, matters for future maintenance are being discussed also.

## **6 Impact on Open Space**

- 6.1 Some objections have been received that raise concern to the loss of open space as a result of the proposal. For clarity, the proposal site within Wokingham is not an area designed as formal *public open space* in the context of the local plan.
- 6.2 Some objections have been raised with regards to the loss of open space within the site and some references have been made to “appropriation” of open space pursuant to Section 122 of the Local Government Act 1972. The appropriation procedure for open space is an executive function rather than a regulatory one. It is an entirely separate legislative stream and separate to planning considerations. It is considered the site does come under the NPPF’s definition of open space being “All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.”
- 6.3 The scheme would not lead to physical loss of open space other than the columns to the east of the Kennet mouth; however it is acknowledged that the perceived loss of open space in terms of the height and physical presence of the structure would also have an impact on visual amenity. In the planning context of open space within the NPPF the visual amenity of the site is the primary characteristic. Policy TB08 refers to the paragraph 74 of the NPPF with regards to proposals that may result in a loss of open space. This states the space should not be lost unless the land is surplus to requirements; or it would be replaced; or it would be for sports provision.
- 6.4 The development proposal has been planned for through the adopted development plan and the land has been identified for development. Open space and green infrastructure has also been planned for through the development plan and this would offset the loss of the open space attributable to this scheme. Therefore, the land can be considered surplus to requirements in the context of the borough wide provision of open space and green infrastructure and the loss of open space and green infrastructure does not weigh against the scheme significantly. In this aspect, the scheme complies with policy TB08 and the NPPF.
- 6.5 In accordance with planning guidance the site has been considered for development management purposes as open space, and to the extent that this Council holds title, it will consider any further issues that may arise in respect of appropriation separately. Nonetheless, this is a separate legal process which may be carried out by the Council’s Executive in due course. As such it is not considered to be a material to the planning considerations and would be carried out under different legislation to the Planning Acts.

## **7 Impact of Thames Path (national trail)**

- 7.1 Concerns have been raised that the proposal would result in an impact to the setting of the Thames Path and will take it out of use during construction. The proposal would alter the character of this part of the Thames Path but it would not itself alter in the path in this location. It should also be noted that the Thames Path as a National Trail includes bridges, narrow and wider sections and as such it would not detract from the qualities of this path as a whole.



- 7.2 Condition 5 (part of the CEMP) is proposed to ensure any temporary closures of the Thames Path are kept to a minimum with a reasonable diversion put in place, to be agreed with the Local Planning Authority. In addition, a clause has been included in the proposed S106 so that any damage to the Thames Path resulting from the maintenance strip (which runs along the Thames Path) must be repaired.
- 7.3 Concerns were also raised that the proposal would impact upon the safety of that section of the Thames Path by encouraging loitering, and making it noisy and smelly. The proposal includes a marshy area under the viaduct to deter people from loitering underneath the structure. In terms of noise and smell, the route would be used by various bus service providers and not general traffic and many of the bus companies who use the service operate with low emission buses which are generally quieter also.

## **9. Technical tree details**

- 9.1 Concerns were raised that the proposal would result in the loss of trees and that it would take 100 years for the replaced trees to regrow.
- 9.2 For clarity, note should be taken to the definitions within the submitted ES. The submitted Arboricultural impact assessment identifies all trees, tree groups, woodland, hedges and shrubs that would require removal. 'Tree/Group reference' refers to a reference number of individual plants prefixed by T (Tree), G (Group), W(Woodland), H(Hedge) or S(Shrub) to indicate the type of feature and as such involves a range of plants under the term 'tree'.
- 9.3 When taking the tree removal together (from the proposal as a whole – within Wokingham and Reading), this would consist of
- 33 individual trees
  - 19 groups containing;
  - individual species of shrub and scrub mix
  - Small trees and early mature/mature smaller woodland regeneration tree species
  - Overgrown hedgerow plants.
- 9.4 Therefore, the majority of the vegetation to be removed is a mix of lower quality scrub, hedgerow plants and small trees and many of the large mature trees growing alongside the Thames will be retained. As such, consideration is required to what planting is being referred to as being removed when considering its impact. As discussed below, the majority of the removal would take place within Reading, who have already considered the original scheme to be acceptable. For information, within Reading, the proposal would remove 20 trees and 11 groups. These groups would comprise 60 trees, and around 670 plants/shrubs/small hedge trees and 10 part tree groups consisting of around 57 trees. Most of the trees towards the river within Reading will be retained, except for T165 (Category B) T167, T184, G177 (10) (Category C).
- 9.5 The proposal would result in the loss of a limited number of trees, shrubs, and small hedges within the Borough, however, such impact is mitigated through replacement planting, which results in a net increase of trees within the Borough.



## **10. Heritage impacts**

- 10.1 The submitted Heritage Desk Based Assessment has assessed the site in terms of the impact upon heritage assets. In respect of the proposal the heritage asset is the Grade II listed 19th century brick Railway Bridge and attached iron/timber accommodation footbridge. The assessment concludes that there would be no harmful impact to the fabric of the listed bridge given that the scheme would not physically connect to it. Furthermore, that there would be no impact to its historic value as it would still be possible to interpret the role the listed bridge played in enabling the construction and use of the Great Western Mainline.
- 10.2 It is acknowledged that the setting of the listed bridge would be altered due to the location of the bridge and viaduct. However, views from the towpath of the existing bridge are achieved when turning at the Kennet Mouth to access the horseshoe bridge, where views of the listed bridge (including the horseshoe bridge) would still be obtained.
- 10.3 Historic England do not raise any objection to the proposal. The Council's Conservation Officer has concerns; however agrees with the assessment in terms of the impact of the proposal on the listed bridge as a heritage asset and notes that the impact would not be considered 'substantial' in view of the NPPF. Nonetheless, the Conservation Officer notes that policy TB24 of the MDD Local Plan requires proposals to conserve and, where possible, enhance heritage assets which the scheme would fail to achieve. As such, whilst not conflicting with the NPPF, it is acknowledged that overall there would be some impact to the setting of the heritage asset and this would conflict with local planning policy. However, this should be weighed against the wider benefits that have been identified in the planning balance.
- 10.4 A mosaic is located near the Kennet Mouth and would require removal to accommodate the scheme. Although it is a non-designated heritage asset, the mosaic is of local importance. NPPF states that a balanced judgement should be made in terms of the scale of the impact against the significance of the heritage asset. It is considered that the mosaic should be preserved and replaced in a new location following construction of the scheme and details of this would be secured through the section 106 planning obligation.

## **11. Ecology**

- 11.1 Concerns have been raised that the proposal would result in harm and displacement of wildlife. The Council's Ecology Officer has stated that within Wokingham Borough there are no rare habitats in close proximity to the site and those that would be lost could be replaced elsewhere.
- 11.2 In relation to specific species that could be impacted the site has been surveyed for potential bat activity and for reptiles. The Ecology Officer had raised concern that potential fragmentation of the bats habitat could occur as a result of the scheme but notes the provision of bat boxes, and conditions for a lighting strategy to mitigate this. Furthermore, the change to the lighting design in terms of reduced columns is considered positive and less likely to impact on bats. The translocation of reptiles and associated mitigation has been secured by way of condition. (14).

11.3 The NPPF states that the planning process should seek to provide biodiversity benefit and it is noted that objections have been received with regards to whether the proposal would achieve a net gain. The submission includes a bio-diversity calculator which demonstrates that there would be a net gain of biodiversity. For clarity, the majority of the habitat affected by the proposal would be located outside of the borough (within Reading), and that the counterbalance habitat proposed is located roughly evenly between the boroughs, consisting of semi-improved grassland (including the margin planting and marshy planting under the viaduct). The Ecology officer raised that there is a risk that the proposal may not deliver a net gain, and to ensure this, a backup mechanism is secured by way of condition and S106 to ensure that a net gain in biodiversity is achieved. As a result, the council's ecology officer raises no objection, subject to a condition requiring a Landscape and Environmental Management Plan (LEMP) to be submitted, and as part of the S106 includes details for a backup mechanism (14).

11.4 Comments were also raised with regard to impact upon Bats. There are potential bat habitats along the site and it is noted that bats use the site as a corridor for migrating/commuting. The provision of bat boxes and the amended lighting scheme would mitigate the potential for fragmentation of the bats habitat, subject to a condition requiring a lighting strategy for light sensitive species (Condition 15).

11.5 Concerns were also raised with regard to the impact upon Breeding Birds. The council's ecologist considers that the most suitable area for breeding birds for this site (within Wokingham Borough) was the Broken Brow Thames Valley Park & Ride site. This was subject to a breeding bird survey prior to the application for the park & ride and this was included in the application bundle for transparency. The council's ecologist is satisfied that the area of the application site has had sufficient survey effort and the loss of this habitat will not adversely affect the breeding of a schedule 1 bird species, and that the loss of this habitat will not significantly alter the local population status of section 41 NERC Act listed species. As such, the proposal would be acceptable in this respect.

## **12. Flooding**

12.1 The Environment Agency objected to the first consultation on the previous application due to concerns over flood plain storage and ecological impacts. However, after discussions and the submission of additional information the EA withdrew their objection subject to conditions (5, 7, 8, 9, 10, 11).

12.2 Within the ES, a Flood Risk Assessment (FRA) has been incorporated. This states that other than the most eastern section of the site, the whole of the site is within flood zones 2 and 3b (i.e. functional floodplain). In accordance with the NPPF, the proposal has been considered against a sequential and exception test. The proposal has already been sequentially tested through the local plan process, it has been demonstrated that the development would provide wider benefits development provides wider benefits to the community that outweigh flood risk (Transport benefits); and, a site specific FRA can show the development will be safe for its lifetime and flood risk is not increased elsewhere (flood plain storage secured by S106).

12.3 In addition, the scheme includes a SUDS scheme to mitigate the impact of surface water from the structure. Concerns have been raised that the proposal would result

in issues of water quality due to 'heavy metals' and pollutants being washed into the river. The Council's Drainage Officer has assessed the application and has no objection subject to conditions. As such, the proposal would not result in an increase in pollution to this part of Wokingham/ Thames Path. The Council's Drainage Officer does not object to this subject to a condition (12).

### **13. Environmental Health:**

13.1 *Noise and Vibration:* The Environmental Health Officer does not consider there are any receptors within Wokingham Borough that would be impacted harmfully by noise and vibration during construction or operation. This is subject to the provision of a Construction Environment Management Plan (CEMP) which can be secured through a condition (5). Whilst the provision of buses along the route may give rise to noise, it should be noted that the buses are likely to meet Euro 6 standards and as such would be relatively quieter than standard diesel buses. In addition, the area is already characterised by the noise of trains and as such the area is subject to transport related noises as existing.

13.2 Air Quality: Concerns have been raised that the proposal would increase pollution or would not decrease it. In addition, concerns were raised that the proposal would result in a degradation of air quality increase or pollution to this part of the Thames Path, and to the detriment of the nearby school and residents. It should be noted that such school and residents are located within Reading, and as such the impacts here including upon the AQMA is for reading to consider.

13.3 In terms of impacts within Wokingham, the report sets out that during construction the main potential effects are dust deposition and elevated particulate matter (dust) concentrations. However, these can be adequately mitigated via measures set out within the CEMP (Condition 5). The ES does not include specific monitoring for air quality changes along the Thames Path within Wokingham. However, the council's Environmental Health Officer (scientific specialist) has reviewed the ES and proposal and considers that there would be no significant impact predicted within Wokingham Borough – including the Thames Path – as a result of the proposal.

13.4 A number of the comments raise concern that the proposal would not decrease levels of pollution and that this was one of the justifications of the proposal. However, it should be noted that the effects of a modal shift in terms of pollution has not modelled. However, the proposal would through providing a more efficient alternative to the private motorcar, would encourage a modal shift away from private vehicles towards the use of the proposal, using low emission buses. The result is that the proposal is likely to help lower pollution levels along the A4.

13.5 *Ground Conditions:* The submitted surveys indicate potential contaminants from historic uses of the site. Nonetheless, the Environmental Health Officer considers the impact of the scheme to be acceptable in this respect subject to a suitably worded condition (10) to secure further ground investigation where required. As such, no objection is raised.

13.6 *Litter:* Concerns have been raised that the proposal would result in additional litter and to address this a management plan is to be agreed through S106. Litter is no more likely to occur than the existing situation and is not a matter that can be controlled through this application.

## **14. Residential amenity**

- 14.1 There are no residential properties within the immediate vicinity of the site and as such no impact would occur residential amenity as a result of the proposal. It is acknowledged there are some leisure uses along the river bank including Wokingham Waterside Centre but these would be located a sufficient distance that no overbearing or loss of light impact would occur. As such the scheme is considered to comply with policies CP1 and CP3 in relation to this aspect.

## **15. Archaeology**

- 15.1 The site is located in an area where there is some potential for archaeological remains and Berkshire Archaeology have recommended a condition, which is considered to be reasonable and necessary to impose (Condition 16).

## **16. Employment Skills Plan:**

- 16.1 Policy TB12 of the MDD requires proposals within the major category for planning applications to provide an employment skills plan to encourage training and apprenticeship opportunities at the local level. It is considered this could be covered through the section 106 planning obligation.

## **17. Consideration of alternatives/scheme options**

- 17.1 It should be noted that this scheme has come about after years of evaluation of different schemes. The starting point for the development of the project was to consider potential alternatives. As part of the ES and the design process as a whole the agent has considered alternative schemes and appraised these options.
- 17.2 *Tidal Flow scheme on the A4 London Road:* Such scheme is where a lane or lanes would carry traffic in one direction at one time and then switch to carrying traffic in the opposite direction at another time. Option 5 proposed a tidal flow for all vehicular traffic, and option 6 was for a bus only tidal flow schemes. However, the assessment concluded that there would be insufficient economic benefits of the proposal and that it did not bring environmental benefits (reducing carbon emissions) compared to alternatives. There were also safety and capacity issues. Tidal flow schemes, either for traffic or for buses only, would cause safety risks and additional congestion, with residents living along the northern side of the A4 have to cross 2 lanes of oncoming traffic in the PM peak hour.
- 17.3 *Tunnel under the Kennet River Mouth:* The route would pass through edge of superstore car park, then via a tunnel go under the River Kennet Mouth to the TVP P&R. However, the assessment found that there were high delivery costs when compared to the benefits, and therefore was discounted. A comment was raised that a toll road tunnel could help pay for such a proposal. However, as this implies a route for all vehicles to use, that it would not bring about the desired transport benefits (modal shift, improved public transport infrastructure) and environmental improvements (including air quality) to justify the proposal. It is also understood that the proposal would also not be economically viable, even as a toll road.

- 17.4 *Park and Ferry*: This option would involve the need for a new jetty at Christ Church Bridge, and the route would follow the Thames River between Reading station and TVP P&R. However, the option provided insufficient economic benefits and did not offer significant environmental benefits such as reducing carbon emissions compared to the other options. It is estimated that the ferry would take approximately 20 minutes in one direction and therefore would not provide a significant journey time saving to encourage a modal shift. Passengers would need to interchange between modes at Woodley, Winnersh, and Bracknell which would further discourage use.
- 17.5 *Park and Rail* This option considered a new station at TVP that would provide direct rail connection between TVP P&R and Reading Railway station. However, this option offered high delivery costs when compared to the benefits, and is not supported by Network Rail. Network Rail have confirmed that they no plans to deliver a railway station at Thames Valley Business Park. Network Rail have clarified that there is not additional capacity to accommodate a park and rail in this location. As the addition of an additional stop on a stopping service (slow train) would add additional journey time and hence take up additional capacity on the network. There would be an increase pressure on the capacity in this area due to the increased trains caused by Crossrail and the electrification project (proposing to increase long and shorter distance trains) and the addition of a station and hence stopping service would not assist in this.
- 17.6 *MRT route between Suttons Park Avenue and Alexander Turner Close, across the River Kennet and beneath the Reading to Waterloo railway line*. This option considered a routing that would be located south of the main line railway, routing along Sutton Park Avenue and Alexander Turner Close, across the River Kennet and then go beneath the Reading to Waterloo railway line. However, this option was assessed to have high delivery costs when compared with the potential benefits.
- 17.7 *A congestion charging zone in Reading*. This will need to be supported by the provision of good alternatives to driving, so that people can travel in and around the Reading Area without being charged. The proposal would support the delivery of such scheme if considered in the future.
- 17.8 *Workplace parking levy in the town centre*. This is understood to be considered by Reading Borough Council. However, this proposal would need to function alongside the proposal in order to provide the public transport links, efficiency and capacity to encourage such modal shift.
- 17.9 *Widen existing dual use path and make improvements to horseshoe bridge*. There is limited ability to enhance horseshoe bridge as it is Grade II Listed beyond the existing improvements made. In addition, this would not have the intended benefit of enhancing the efficiency and reliability of public transport.
- 17.10 *Encouraging cycling in Reading*: Reading Borough Council and Wokingham Borough Council have a number of cycle schemes which have been implemented and are being implemented, this includes the 'Ready bikes' and new route linking to Reading and Wokingham Road – (National Cycle Network) NCN route 422, and cycle lanes along the reading and Wokingham road in Wokingham.

17.11 *Light Rail*: In terms of light rail, it is understood that the funding is not available for this and it is not likely that a business case could be made at this time. However, the delivery of a segregated bus network allows ability for the route to be upgraded to light rail in the future.

## **18. Equalities Impact Assessment**

18.1 In determining this application the committee is required to have regard to its obligations under the Equality Act 2010. The key equalities protected characteristics include age, disability, gender, race, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief.

18.2 The proposal will be fully accessible for disabled users by providing level access and a reasonable gradient for wheelchair users, being designed to meet the Design Manual for Roads and Bridges, and Department Of Transport's inclusive mobility document. The proposal will be accessible to all groups and support a modal shift to public transport. In terms of the key equalities protected characteristics it is considered there would be no significant adverse impacts as a result of the development of those holding protected characteristics.

## **19. Sustainability assessment (Planning balance)**

19.1 **Whilst the proposal does not comply with all of the development plan policies, as set out within the NPPF, it is the decision maker's role to weight the benefits of the proposal against its impacts in the planning balance – in assessing whether the proposal constitutes sustainable development.**

19.2 Planning application 172048 was refused by Wokingham Borough council on 30th May 2018 for the reason that;

*The proposed MRT link, including bridge structure, due to its height and scale and its prominent and sensitive location, particularly its proximity to the River Thames and River Kennet, would be harmful to the landscape character of the area including its riparian appearance. This would be contrary to policies CP1, CP3 and CP11 of the Core Strategy.*

19.3 Following this refusal of this application the submission has been revised to better set out the alternatives and enhance the evidence base, and a Public Consultation exercise conducted to seek enhancement options resulting in the selection of ivy to hang over the structure to assist in its softening.

19.4 The proposal, through the erection of a segregated bus and cycle/path in this location consisting of a viaduct and bridge would result in some impact to the localised character of this part of the Thames Valley, and would have an impact upon landscape character. However, it needs to be noted that the proposal would result in a major transport scheme to be located adjacent to part of the Thames River, and as with any major transport scheme – given the scale required to accommodate public transport and associated required infrastructure– will result in a change to the existing character. In allocating the site for such purpose (for a high quality express bus network or mass rapid transit) such change was recognised and accepted via the adoption of the Core Strategy. Such impact is to be mitigated through the design detail of the proposal.

19.5 The resulting proposal is the most deliverable and mitigates/ softens its impact as much as it can. The proposal, throughout its lifetime, has been extensively revised in order to mitigate the impact that would result from it. This includes prior to submission including the consideration of alternative schemes, during pre-application discussions, scrutiny by a Design Review Panel, extensive revisions as a result of consultee comments, and discussion with WBC officers as part of the 2017 submission, and revisions as a result of WBC refusal of the proposal. The resulting changes to the proposal within Wokingham are detailed below;

- Two-column support of the viaduct has been revised to a single flared column
- Lighting columns along the viaduct replaced with low-level parapet lighting
- Deck narrowed by one metre at narrowest point.
- Provision of 3 x short stay mooring platforms on the River Thames and associated riverbank planting
- Provide wetland/marsh under viaduct,
- Retention of Willow tree to East Kennet Mouth
- Enhanced justification of the benefits, including submission of additional and updated evidence base.
- Relocation of mosaic and provision of benches and information boards and signage
- Provision of planting (Ivy) to hang over the road deck.

19.6 This submission has also been revised to provide a more up to date evidence base and to provide more evidence with regard to the benefits of the proposal. This includes updated traffic data, and greater information with regards to the prospective bus routes proposed and updated journey time savings. The benefits include projected bus journey savings of 6-13 minutes in 2021 (e.g. when delivered) and as result of modal shift, will mitigate the projected increase of traffic journeys along the A4.

19.7 The proposal would result in local environmental impacts and as a result of these localised impacts to the character of that part of the river and that it would have an impact upon the landscape character of that valued landscape. This has been weighed up against the environmental benefits through the provision of a sustainable transport route and would also have significant social and economic benefits. The site has been both allocated spatially and functionally in the Core Strategy for the provision of a high quality express bus network or mass rapid transit in order to deliver the objectives of the Local Transport network – managing the increased demand upon transport infrastructure within the borough. The submitted evidence projects that the proposal would improve bus journey reliability and result in journey savings of between 6 – 13 minutes in peak hours, and mitigate the projected increase in vehicular traffic along the A4/London Road. It is also noted that the proposal is the scheme that is the most deliverable and has mitigated its impact upon character as far as it reasonably could. In terms of economic benefits, the proposal would assist in the economic development of both boroughs by providing more reliable and efficient mode of transport. Moreover the proposal is highly important to the wider transport strategy (network), mitigating the current constraint on congestion that is limiting economic growth in the area.

19.8 In taking these considerations together, whilst the proposal would result in environmental impacts locally, these impacts needed to be considered against the adopted Policy CP10 , and in doing so recognises that some impact would occur. Environmental benefit is also considered to exist through the provision of sustainable transport infrastructure. The scheme has social and economic benefits which are supported by the sites adoption in the Core Strategy. This includes mitigating the impact of population growth upon the wider transport network (that integral to the Core strategy) via enhancing public transport reliability and journey times for buses, and through modal shift, mitigate the projected growth of traffic movements along the A4/London Road in 2021 with benefits for cyclists and walkers also. The proposal has been demonstrated to be the most deliverable option and the impact has been mitigated as far as reasonably possible. The proposal would also have economic benefits through mitigating the traffic and congestion that is limiting economic growth of the area. As such, on balance, whilst the proposal would result in some local environmental impacts, it also includes some environmental benefits, in addition to significant economic and social benefits of the proposal would outweigh the impact. As such, the proposal would constitute a sustainable form of development and is recommended for approval.

## **CONCLUSION**

This is a resubmission for the proposed for the erection of a new public transport link for use by buses, cyclists and pedestrians between the A3290 (Wokingham) and Napier Road (Reading) in accordance with Policy CP10 of the adopted Core Strategy . As a whole the proposal consists of a bridge and viaduct, and reinforced soil embankment, junction improvements, new footpath links and landscaping. The proposal crosses between two boroughs and whilst each LPA must consider the scheme in principle as a whole, only that element falling within the relevant borough should be considered by Wokingham.

Whilst the proposal would result in localised environmental and visual impacts on balance the proposal would result in wider benefits and mitigate the impact of population growth upon the wider transport network (that integral to the Core Strategy). The proposal has been shown to enhance reliability and journey times for buses, and mitigate its impact upon congestion along the A4/London Road with benefits for cyclists and walkers. The proposal has been demonstrated to be the most deliverable option and has been mitigated as far as reasonably possible. As such, on balance, it is considered the economic and social benefits of the proposal would outweigh any impact.

As such, the proposal would constitute a sustainable form of development and is recommended for approval subject to conditions and completion of a planning obligation.



PLANNING REF : 182892  
PROPERTY ADDRESS : Radstock House  
: Radstock Lane, Earley, Wokingham  
: RG6 5UL  
SUBMITTED BY : Earley Town Council  
DATE SUBMITTED : 15/11/2018

COMMENTS:

Councillors considered this application but requested that the application for the proposed MRT link, including bridge structure be refused on the following grounds:

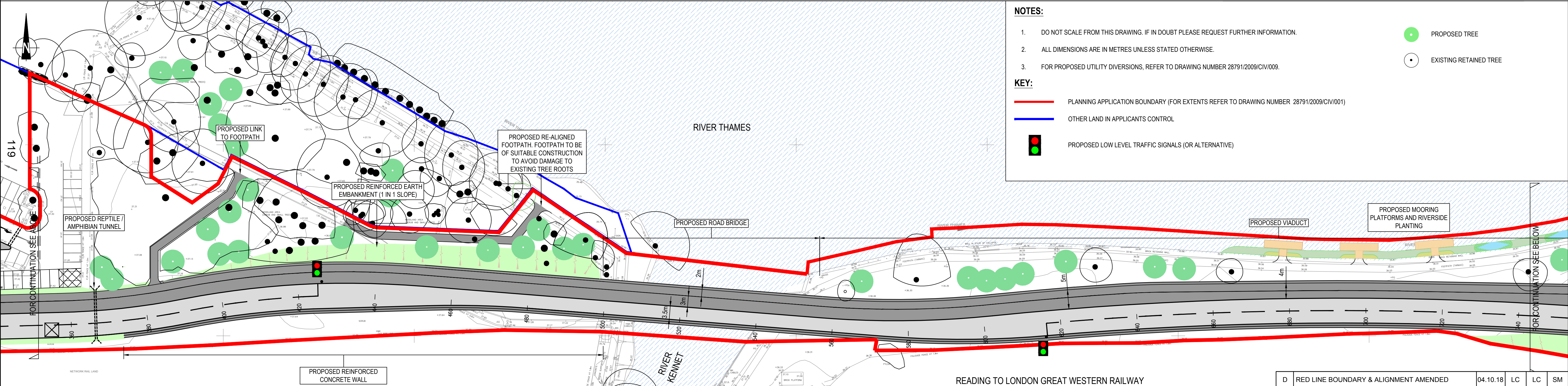
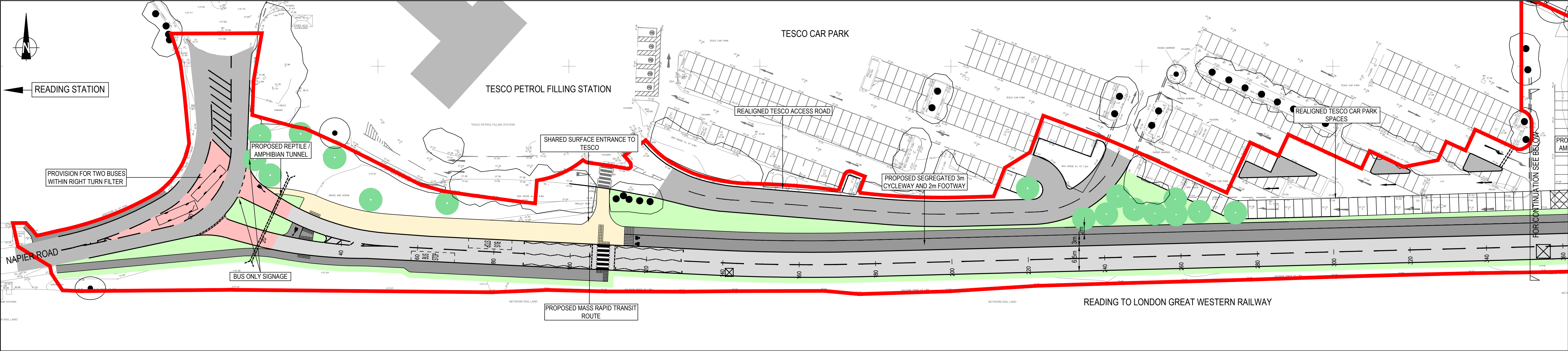
Concerns over the environmental impact on the National Thames Path and the natural environment of the River Thames of the extra vehicles diverted to the area

Loss of wildlife habitat

Due to the height, scale, prominence and its proximity to the River Thames and River Kennet, would be harmful to the landscape character of the area including its riparian appearance. Contrary to policies CP1, CP3 and CP11 of the Core Strategy.

This page is intentionally left blank



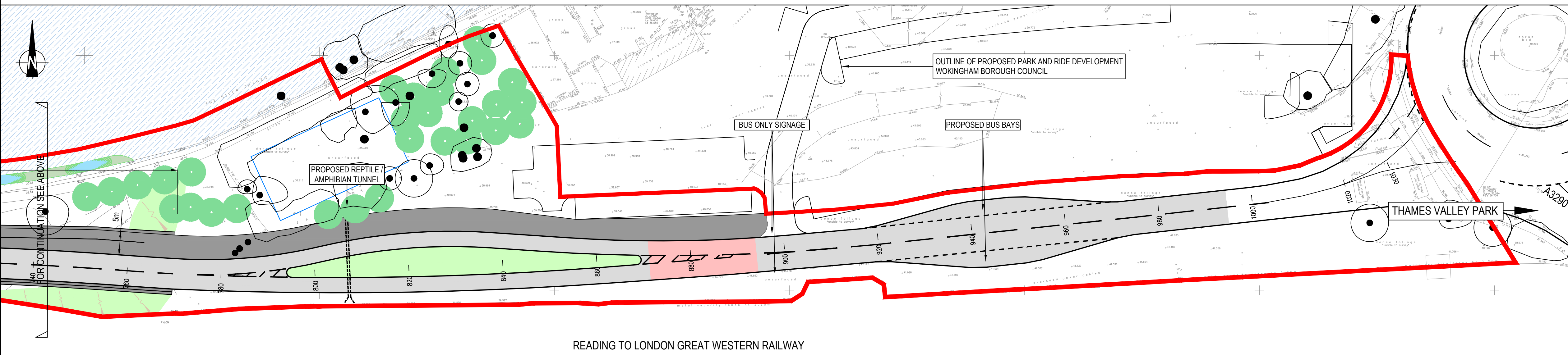


**NOTES:**

- DO NOT SCALE FROM THIS DRAWING. IF IN DOUBT PLEASE REQUEST FURTHER INFORMATION.
- ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
- FOR PROPOSED UTILITY DIVERSIONS, REFER TO DRAWING NUMBER 28791/2009/CIV/009.

**KEY:**

- PLANNING APPLICATION BOUNDARY (FOR EXTENTS REFER TO DRAWING NUMBER 28791/2009/CIV/001)
- OTHER LAND IN APPLICANTS CONTROL
- PROPOSED TREE
- EXISTING RETAINED TREE
- PROPOSED LOW LEVEL TRAFFIC SIGNALS (OR ALTERNATIVE)



D	RED LINE BOUNDARY & ALIGNMENT AMENDED	04.10.18	LC	LC	SM
C	AMENDMENT TO RED LINE BOUNDARY	25/05/18	DH	SM	SM
B	REVISED LAYOUT (TESCOS AND PINCH POINT)	14/03/18	LC	SE	SM
A	REVISED LAYOUT	29/06/17	RC	DH	SM
Mark	Revision	Date	Drawn	Chkd	Appd

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.  
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake his own investigation where the presence of any existing sewers, services, plant or apparatus may affect his operations.

Drawing Issue Status  
**FOR PLANNING**  
**EAST READING MASS RAPID TRANSIT**  
**GENERAL ARRANGEMENT PLAN**

Client



Reading Borough Council  
Working better with you

Date of 1st Issue  
30.05.2017

Designed  
LC

Drawn  
SF

A1 Scale  
1:500

Checked  
SE

Approved  
SM

Drawing Number  
28791/2009/CIV/005

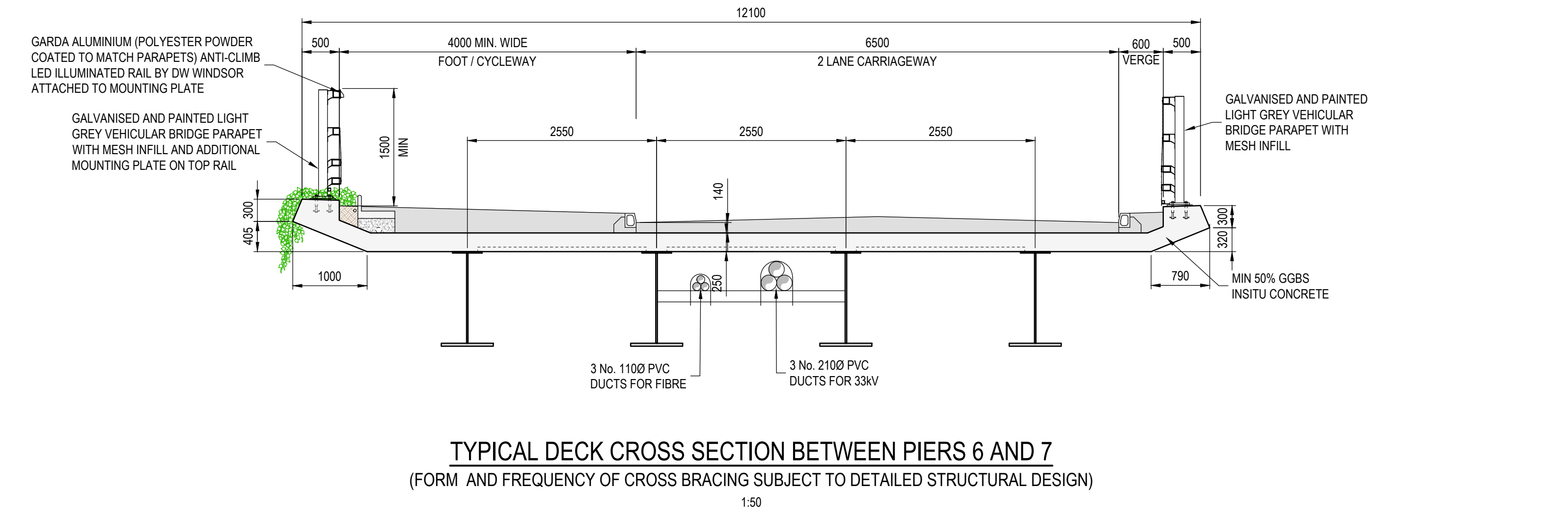
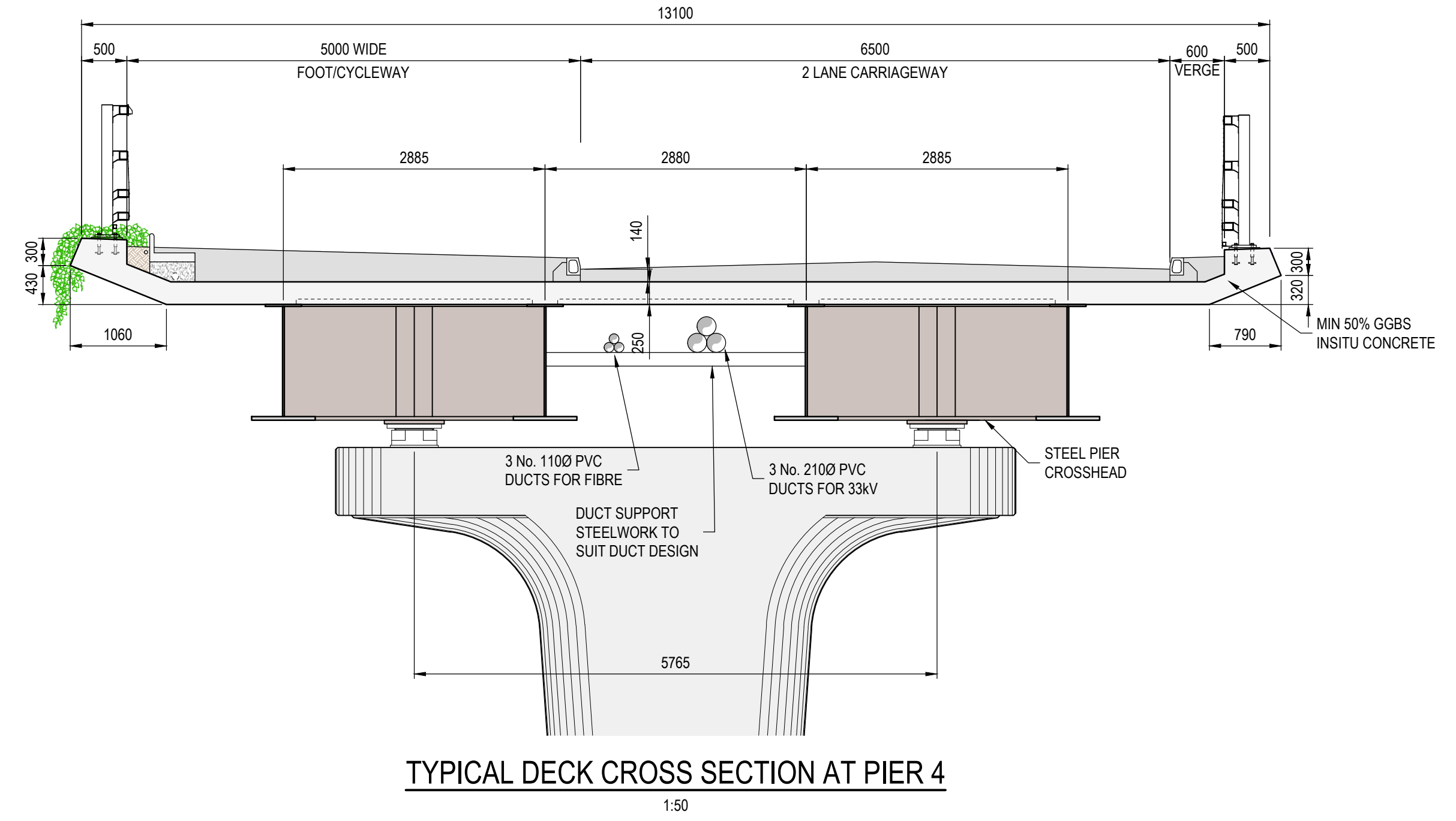
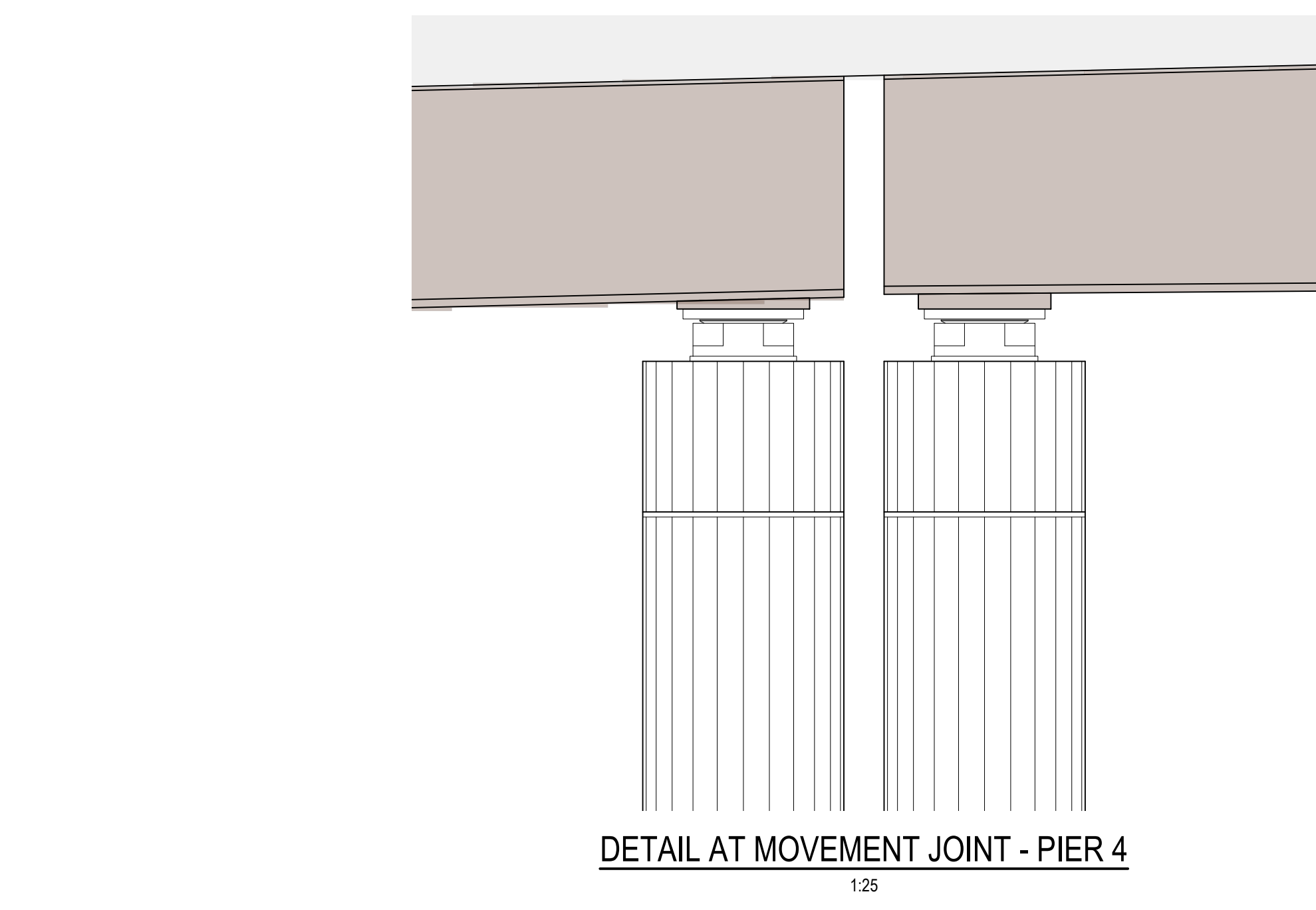
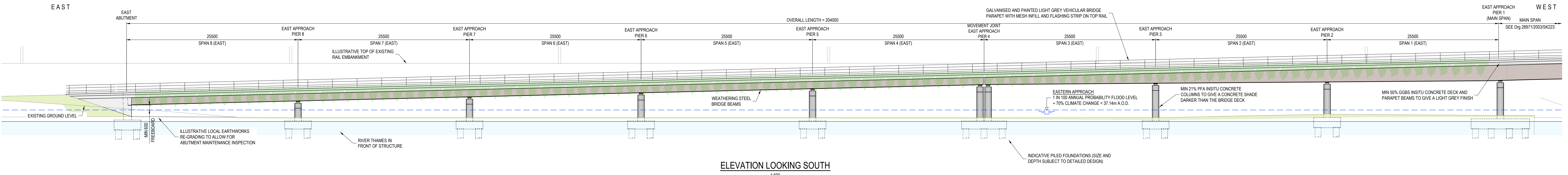
Revision  
D



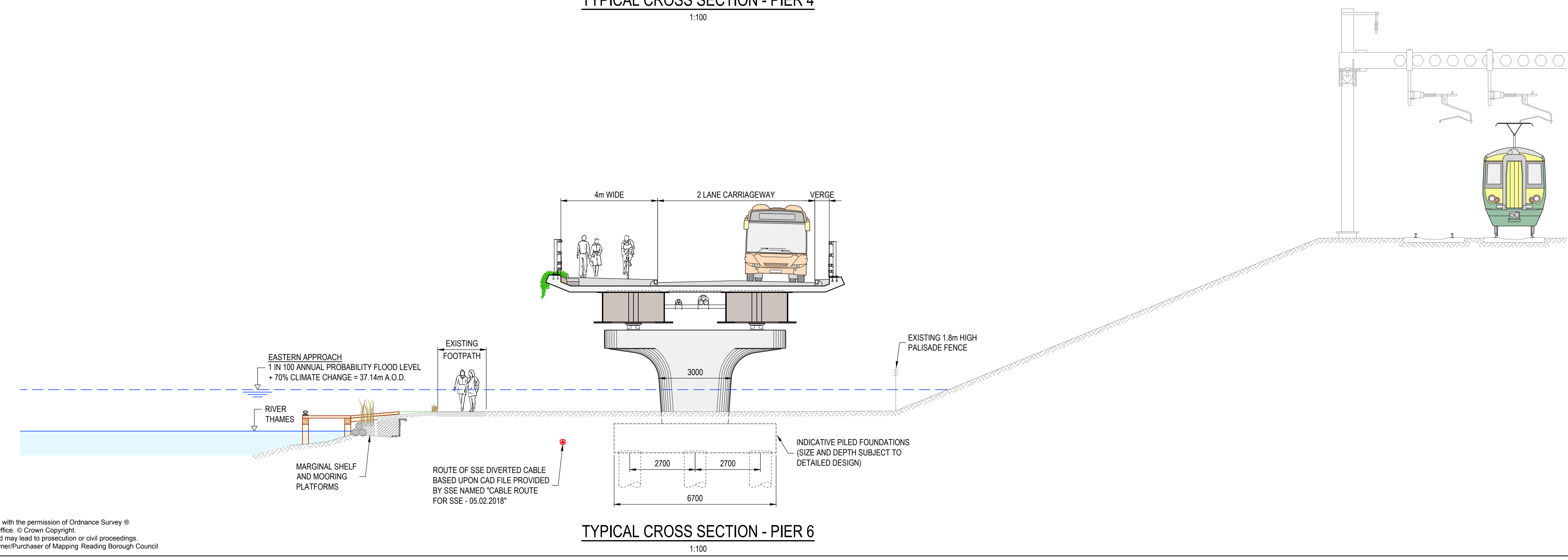
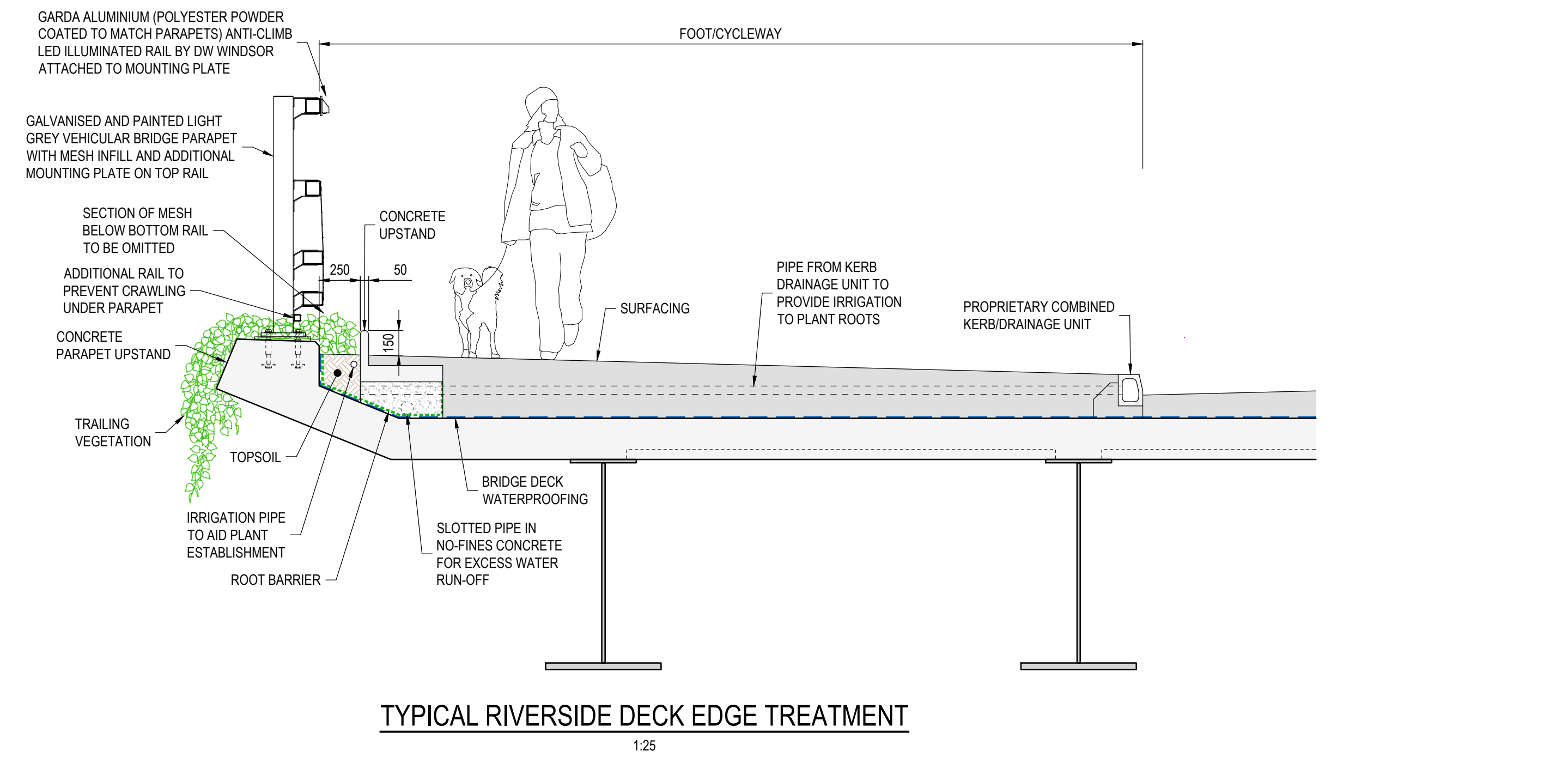
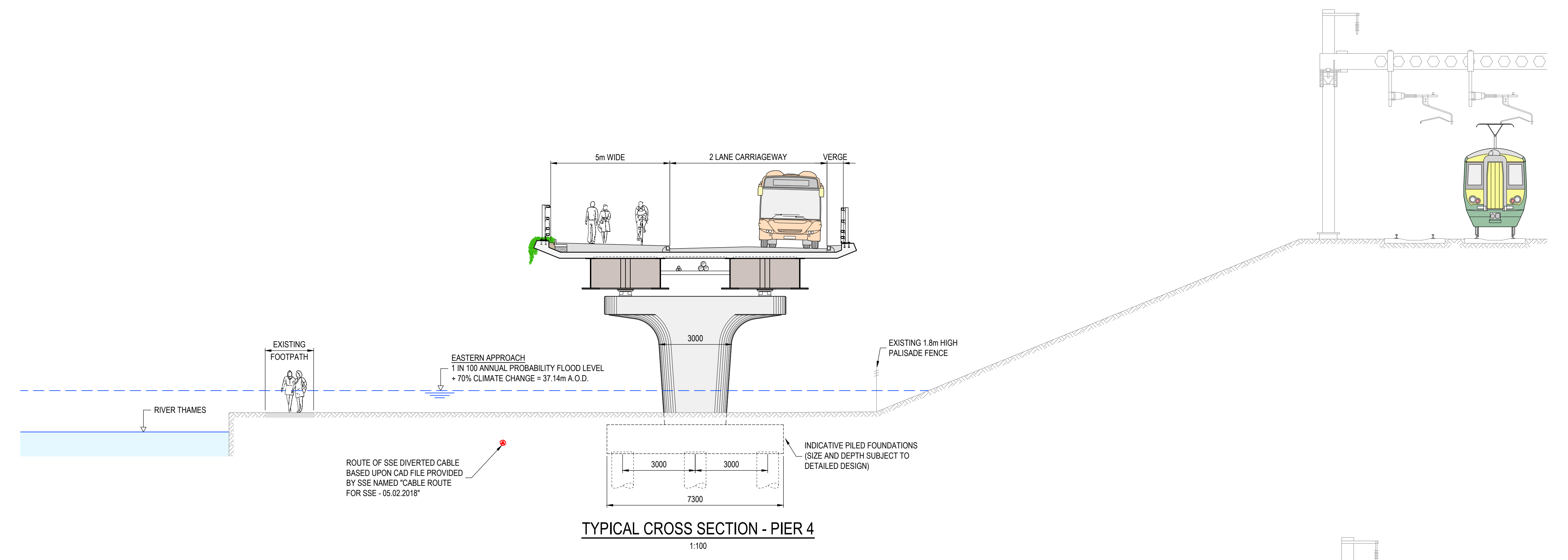
Offices throughout the UK and Europe  
**www.peterbrett.com**  
© Peter Brett Associates LLP  
READING  
Tel: 0118 950 0761



This page is intentionally left blank



121



P03	VIADUCT RIVERSIDE DECK EDGE TREATMENT UPDATED	05.10.18	GCP	SCW	SM
P02	MARGIN SHELF AND MOORING PLATFORMS ADDED	20.04.18	GCP	SCW	SM
P01	FIRST ISSUE	29.03.18	GCP	SCW	SM
Mark	Revision	Date	Drawn	Chkd	Appd

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.  
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty is made in this regard. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake his own investigation where the presence of any existing sewers, services, plant or apparatus may affect his operations.

Drawing Issue Status  
**FOR PLANNING**

**EAST READING - MASS RAPID TRANSIT  
BRIDGE AND VIADUCT  
SINGLE COLUMN OPTION  
EAST APPROACH**

Client

**Reading Borough Council**  
Working better with you

Date of 1st Issue: 29.03.2018  
Designed: DMS  
Checked: SCW  
AS SHOWN

Drawing Number: 28791/2003/SK321

Drawn: GCP  
Approved: SM

Revision: P03

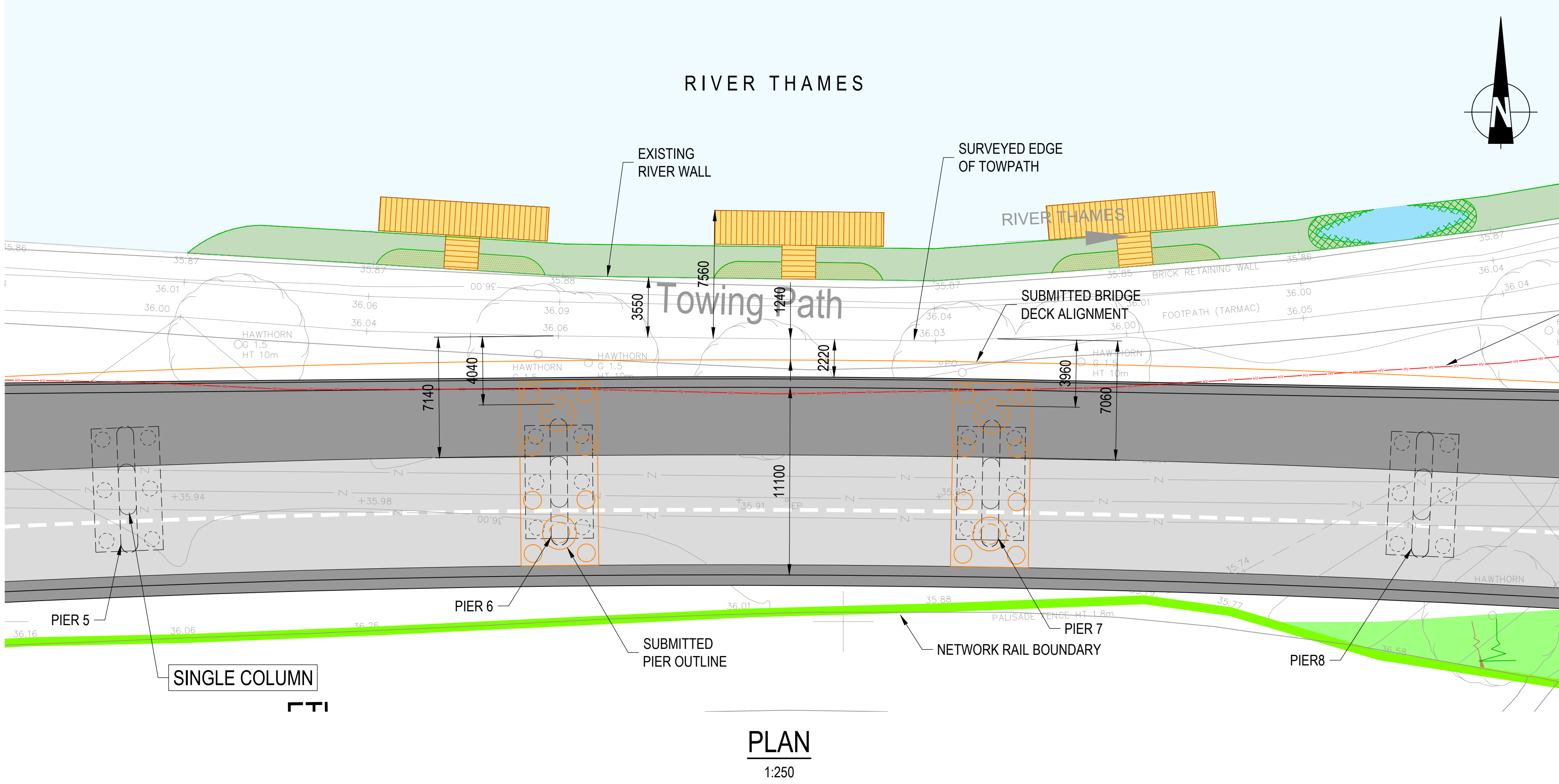
Reading  
Peter Brett Associates LLP  
Tel: 0118 950 0761

**pba**  
peterbrett  
Working better with you

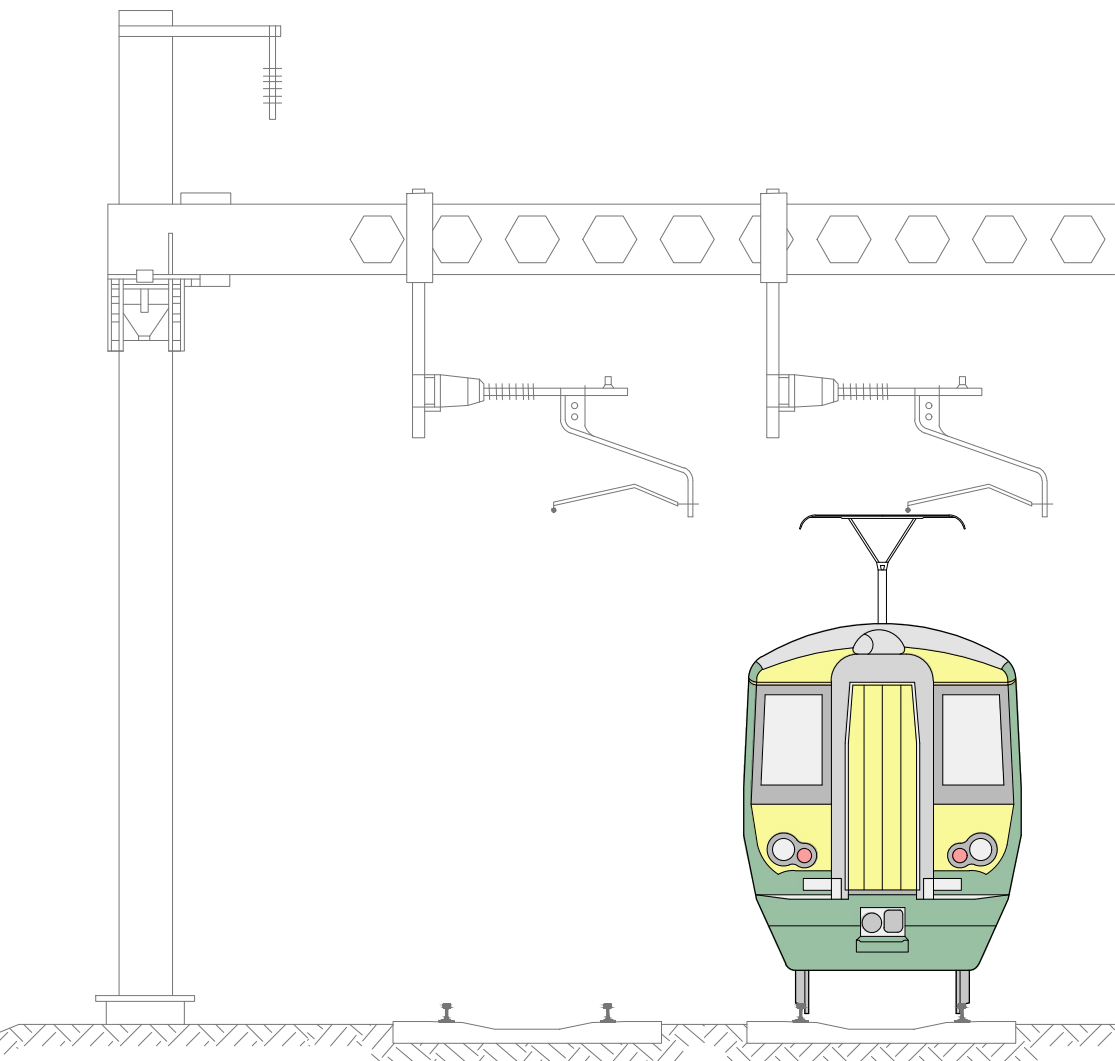
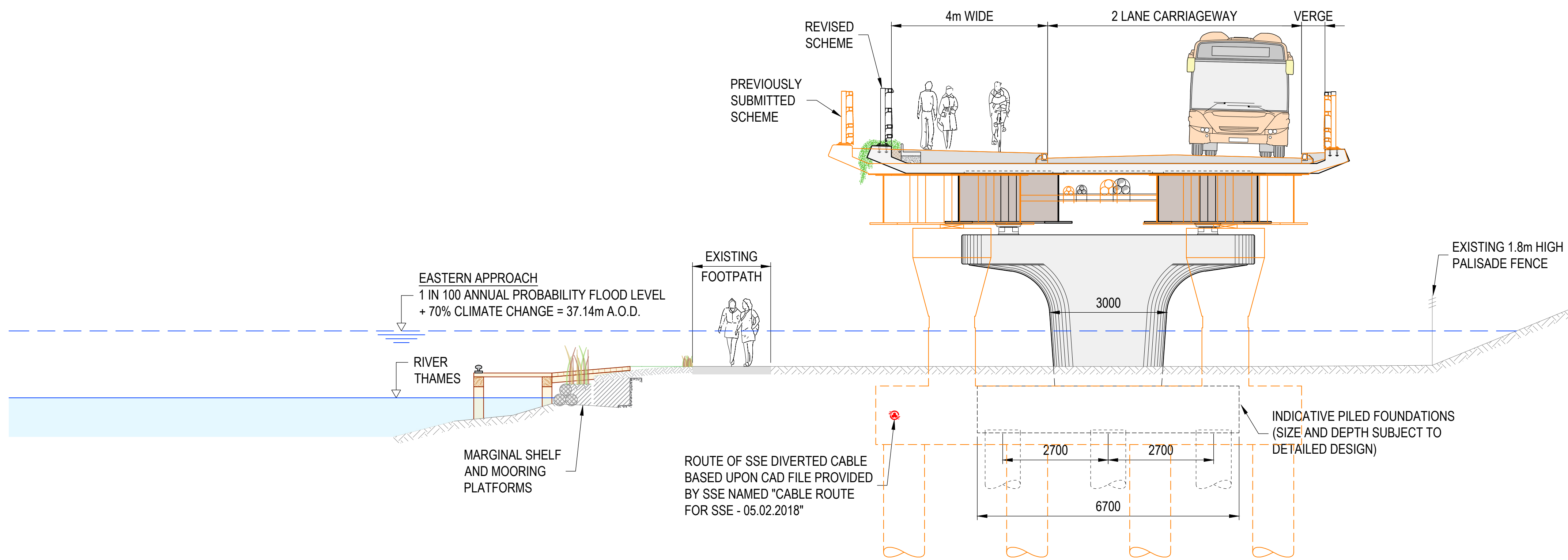
Offices throughout the UK and Europe  
www.peterbrett.com  
Peter Brett Associates LLP  
Tel: 0118 950 0761

This page is intentionally left blank





PROPOSED ROUTE OF SSE DIVERTED CABLE TO AVOID  
PILED FOUNDATIONS; BASED UPON CAD FILE PROVIDED  
BY SSE NAMED "CABLE ROUTE FOR SSE - 05.02.2018"



P02	VIADUCT RIVERSIDE DECK EDGE TREATMENT UPDATED	05.10.18	GCP	SCW	SM
P01	FIRST ISSUE	20.04.18	GCP	SCW	SM
Mark	Revision	Date	Drawn	Chkd	Appd


SCALING NOTE: Do not scale from this drawing. If in doubt, ask.  
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake his own investigation where the presence of any existing sewers, services, plant or apparatus may affect his operations.

Drawing Issue Status

FOR PLANNING

EAST READING - MASS RAPID TRANSIT  
BRIDGE AND VIADUCT  
SINGLE COLUMN OPTION - CROSS SECTION  
COMPARISON CLOSE TO RIVERSIDE

Client



Reading  
Borough Council  
Working better with you

Date of 1st Issue  
20.04.2018

Designed  
DMS

Drawn  
GCP


A1 Scale  
AS SHOWN

Checked  
SCW

Approved  
SM

Drawing Number  
28791/2003/SK324

Revision  
P02



Offices throughout  
the UK and Europe  
**www.peterbrett.com**  
© Peter Brett Associates LLP  
READING  
Tel: 0118 950 0761

This page is intentionally left blank



Figure 2. Photomontage of the proposed view  
from the towpath looking east





Figure 4. Photomontage of the proposed view  
from the towpath looking west







Figure 6. Artist's impression of the view from the River Thames towards the new bridge, looking south.



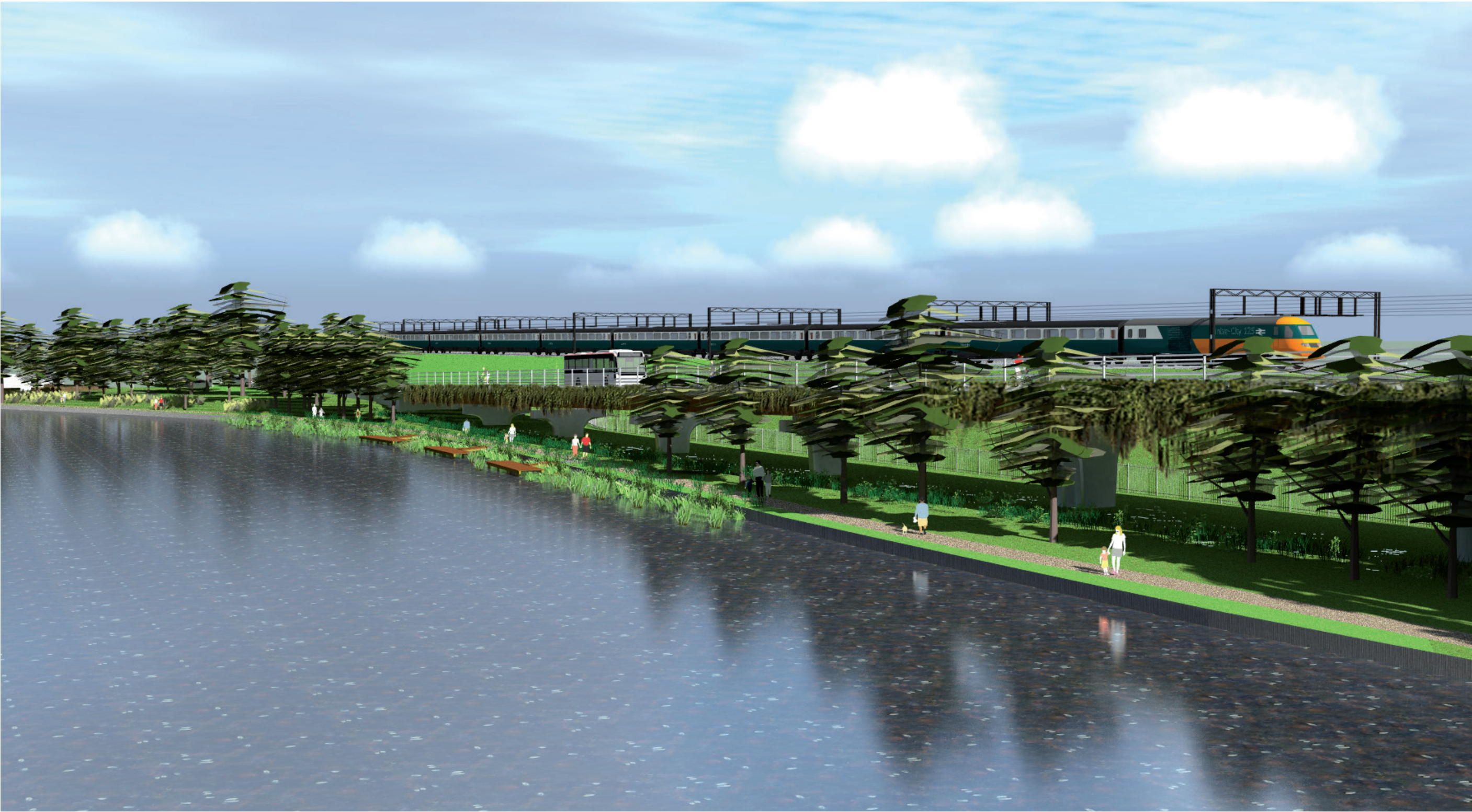


Figure 7. Artist's impression of the view from the River Thames looking south east





Figure 8. Artist's impression of the view from the River Thames to the south west, towards the proposed new bridge over the Kennet



This page is intentionally left blank