



WOKINGHAM BOROUGH COUNCIL

A Meeting of the **PLANNING COMMITTEE** will be held
David Hicks 1 - Civic Offices, Shute End, Wokingham RG40
1BN on **WEDNESDAY 13 DECEMBER 2023 AT 7.00 PM**

A handwritten signature in black ink, appearing to read 'Susan Parsonage', with a long, sweeping tail stroke.

Susan Parsonage
Chief Executive
Published on 5 December 2023

Note: Members of the public are welcome to attend the meeting or participate in the meeting virtually, in accordance with the Council's Constitution. If you wish to participate either in person or virtually via Microsoft Teams, please contact Democratic Services: Democratic.services@wokingham.gov.uk

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<https://youtube.com/live/ZMPGk9JvUII?feature=share>

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Our Vision
<i>A great place to live, learn, work and grow and a great place to do business</i>
Enriching Lives
<ul style="list-style-type: none"> • Champion excellent education and enable our children and young people to achieve their full potential, regardless of their background. • Support our residents to lead happy, healthy lives and provide access to good leisure facilities to enable healthy choices for everyone. • Engage and empower our communities through arts and culture and create a sense of identity for the Borough which people feel part of. • Support growth in our local economy and help to build business.
Providing Safe and Strong Communities
<ul style="list-style-type: none"> • Protect and safeguard our children, young and vulnerable people. • Offer quality care and support, at the right time, to reduce the need for long term care. • Nurture our communities: enabling them to thrive and families to flourish. • Ensure our Borough and communities remain safe for all.
Enjoying a Clean and Green Borough
<ul style="list-style-type: none"> • Play as full a role as possible to achieve a carbon neutral Borough, sustainable for the future. • Protect our Borough, keep it clean and enhance our green areas for people to enjoy. • Reduce our waste, promote re-use, increase recycling and improve biodiversity. • Connect our parks and open spaces with green cycleways.
Delivering the Right Homes in the Right Places
<ul style="list-style-type: none"> • Offer quality, affordable, sustainable homes fit for the future. • Ensure the right infrastructure is in place, early, to support and enable our Borough to grow. • Protect our unique places and preserve our natural environment. • Help with your housing needs and support people, where it is needed most, to live independently in their own homes.
Keeping the Borough Moving
<ul style="list-style-type: none"> • Maintain and improve our roads, footpaths and cycleways. • Tackle traffic congestion and minimise delays and disruptions. • Enable safe and sustainable travel around the Borough with good transport infrastructure. • Promote healthy alternative travel options and support our partners in offering affordable, accessible public transport with good transport links.
Changing the Way We Work for You
<ul style="list-style-type: none"> • Be relentlessly customer focussed. • Work with our partners to provide efficient, effective, joined up services which are focussed around our customers. • Communicate better with customers, owning issues, updating on progress and responding appropriately as well as promoting what is happening in our Borough. • Drive innovative, digital ways of working that will connect our communities, businesses and customers to our services in a way that suits their needs.
Be the Best We Can Be
<ul style="list-style-type: none"> • Be an organisation that values and invests in all our colleagues and is seen as an employer of choice. • Embed a culture that supports ambition, promotes empowerment and develops new ways of working. • Use our governance and scrutiny structures to support a learning and continuous improvement approach to the way we do business. • Be a commercial council that is innovative, whilst being inclusive, in its approach with a clear focus on being financially resilient. • Maximise opportunities to secure funding and investment for the Borough. • Establish a renewed vision for the Borough with clear aspirations.

MEMBERSHIP OF THE PLANNING COMMITTEE

Councillors

David Cornish (Chair)	Andrew Mickleburgh (Vice-Chair)	Alistair Neal
Wayne Smith	Michael Firmager	Stuart Munro
Rachelle Shepherd-DuBey	Tony Skuse	Bill Soane

ITEM NO.	WARD	SUBJECT	PAGE NO.
45.		APOLOGIES To receive any apologies for absence.	
46.		MINUTES OF PREVIOUS MEETING To confirm the Minutes of the Meeting held on 8 November 2023.	5 - 12
47.		DECLARATION OF INTEREST To receive any declaration of interest	
48.		APPLICATIONS TO BE DEFERRED AND WITHDRAWN ITEMS To consider any recommendations to defer applications from the schedule and to note any applications that may have been withdrawn.	
49.	Finchampstead South	APPLICATION NO 231643 206 NINE MILE RIDE, FINCHAMPSTEAD RECOMMENDATION: Conditional Approval	13 - 52
50.	Winnersh	APPLICATION NO 230099 LAND TO THE SOUTH OF GAZELLE CLOSE, WINNERSH, RG41 5HH RECOMMENDATION: Conditional Approval subject to legal agreement.	53 - 92
51.	Emmbrook	APPLICATION NO 223691 "LEE SPRING", LATIMER ROAD, WOKINGHAM, RG41 2YD RECOMMENDATION: Conditional Approval subject to legal agreement.	93 - 190
52.	Wokingham Without	APPLICATION NO 231524 HEATHLANDS FARM, HONEY HILL, WOKINGHAM, RG40 3BG RECOMMENDATION: Conditional approval.	191 - 214
53.	Shinfield South	APPLICATION NO 231561 LAND NORTH OF CUTBUSH LANE, WEST OF UPPERWOOD FARM, CUTBUSH LANE, SHINFIELD. RG2 9AA RECOMMENDATION: Conditional Approval subject to legal agreement.	215 - 246

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

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**MINUTES OF A MEETING OF THE
PLANNING COMMITTEE
HELD ON 8 NOVEMBER 2023 FROM 7.00 PM TO 8.35 PM**

Committee Members Present

Councillors: David Cornish (Chair), Andrew Mickleburgh (Vice-Chair), Alistair Neal, Wayne Smith, Michael Firmager and Tony Skuse

Councillors Present and Speaking

Councillors: Gary Cowan and Rebecca Margetts

Officers Present

Gordon Adam, Principal Highways Development Control Officer
Brian Conlon, Operational Lead - Development Management
Lyndsay Jennings, Legal Services
Madeleine Shopland, Democratic and Electoral Services Specialist

Case Officers Present

James Fuller
Kieran Neumann
Sarah Castle

38. APOLOGIES

Apologies for absence were submitted from Councillors Stuart Munro, Rachelle Shepherd-Dubey and Bill Soane.

39. MINUTES OF PREVIOUS MEETING

The Minutes of the meeting of the Committee held on 11 October 2023 were confirmed as a correct record and signed by the Chair.

40. DECLARATION OF INTEREST

Councillor David Cornish declared a Personal and Prejudicial Interest in item 44 Application 236143 206 Nine Mile Ride, Finchampstead, on the grounds that he knew one of the speakers who would be speaking against the application. He indicated that he would withdraw from the meeting for this item, and that Councillor Mickleburgh would chair this item.

41. APPLICATIONS TO BE DEFERRED AND WITHDRAWN ITEMS

There were no items to be withdrawn or deferred.

42. APPLICATION NO 223083 - LAND SOUTH OF BRIDGE FARM, READING ROAD, ARBORFIELD, RG2 9HT

Proposal: Outline application for the erection of up to 11 No commercial units to provide 6,986sqm GIA commercial / employment development predominantly within Class B8 and/or Class E(g) uses with supporting facilities within Class E uses comprising ancillary offices, trade counters and food/drink facilities with highway works and strategic landscaping. Matters of Access, Siting and Scale to be considered only.

Applicant: Angle Property (Arborfield) LLP and Farley Farms Partnership

The Committee considered a report about this application, set out in agenda pages 14 to 145.

The Committee were advised that updates contained within the Supplementary Planning Agenda included:

- Amended paragraph 29 to include reference to Class E(g).
- Amended paragraph to clarify that it was considered that the scale, massing, and form of the proposed commercial units would not cause any significantly adverse effect on the character of the nearby residential properties.
- Clarification of the status of the site in the current Local Plan.
- Clarification of status of the site in the emerging Local Plan Update and amendment of paragraph 56.
- Clarification of the status of the Ancient Woodland.
- Additional condition 35 regarding foul water drainage.
- Annotation of distances.

All Members present had attended a site visit.

Vanessa Starkey, Arborfield and Newland Parish Council, spoke in objection to the application. The scale and the location of the industrial units would cause change to the rural setting next to the Ancient Woodland, Pound Copse. She indicated that the Parish Council did not believe that the mitigations put in place by the applicant could offset the harm which would be caused. Vanessa added that the siting of the industrial units on the Ancient Woodland would have a detrimental effect on the wildlife due to the light, noise, and pollution. She commented that there were no demonstrable benefits to siting the industrial units on the site, as there was already several existing, nearby small and medium industrial estates, such as Hogwood Industrial Estate, which had vacancies. Vanessa Starkey commented that the development contravened policies stated in the Neighbourhood Plan. Finally, she indicated that the Parish Council objected to the locating of a commercial development on a greenfield site that was situated on a green route enhancement area.

James Good, applicant, spoke in support of the application. He stated that he and his co-applicant had worked positively with the Planning officers over the last 12 months to submit a deliverable and flexible scheme that would suit the needs of modern businesses. He referred to the parameter plan which showed the building location which were fixed and of a fixed height. Observer Way Relief Road had cut off the site from the wider agricultural area, and it had been used as the contractor compound during construction. It no longer felt like open countryside.

James Good indicated that the site was only one of two identified by the Council for employment use in the recent Housing and Employment Land Assessment. The site would be located adjacent to the commercial Bridge Farm and would benefit from existing bus services and good transport links. A new connection would be made the existing cycleway and footpath along Observer Way. He was of the view that it was a sustainable and well-located development and emphasised that the Ancient Woodland and footpath to the east of the site would be unaffected. A new amenity area for the wider community would be created at the south of the site. Efforts had been made to include extensive landscaping proposals to minimise the visual impact of the development over time and enhance biodiversity, which would be considered as part of a later application. Buildings would be constructed to the highest level of energy efficiency, include solar panels, and minimise carbon emissions. James commented that the initial marketing campaign had

suggested that there was significant demand for the type of development. The application would provide employment opportunities.

Councillor Gary Cowan, ward member, spoke in objection to the application. He stated that the National Planning Policy Framework and the Management Development Delivery sought to restrict development outside of development limits and did not encourage countryside development. He was of the view that the need for B8 floor space had not been evidenced and referred to vacancies in similar nearby industrial units. Class E allowed for industrial processors provided that they were judged not to be a detriment to the amenity by virtue of noise, smell and vibration. Councillor Cowan commented that the residential properties in Greensward Lane and at Bridge Farm would suffer should the application be allowed.

Councillor Cowan was of the view that the wildlife in Pound Copse would be negatively impacted, particularly given that Classes B8 and E allowed for outside storage, lighting, and vehicle movement, which would create light and noise pollution. He emphasised that the Forestry Commission, National Planning Policy Framework and Natural England stated that development resulting in the loss or deterioration of habitat such as Ancient Woodland and veteran trees, should be refused. The Council's Ecology Officer had expressed concern regarding light spill into the Ancient Woodland and biodiversity net gain. Councillor Cowan commented that harm would also be caused to the local landscape, and it was unclear how new planting would reduce the impact of noise and sound on Arborfield Village.

Councillor Andrew Mickleburgh asked about settlement boundaries. It was stated that the application site was within the countryside and was located outside the of the settlement limits. He sought clarification from officers as to where the settlement boundaries lay in relation to the site.

Councillor Mickleburgh sought clarification as to whether local and national planning policies, including Neighbourhood Plans were statements of wide principles or rules that must be applied to all localities. He went on to question what criteria would need to be satisfied should the Committee be minded to grant planning permission, should the application conflict with the Neighbourhood Plan. Brian Conlon, Operational Lead – Development Management, explained that the starting point for any application was an assessment against the Development Plan, as required by the Town and Country Planning Act. Where there was conflict, due regard had to be given to any material planning considerations. Officers had to consider whether there was compliance and if any conflict, to what degree, and if any material planning considerations would outweigh these conflicts. The specific application had several clear conflicts as well as several clear benefits.

In response to a question from Councillor Mickleburgh as to the purpose of designating a core employment area, Brian Conlon stated that core employment areas were areas in which the Local Authority wished to support, focus, and consolidate economic development. However, this did not preclude economic development elsewhere. There was no requirement to consider alternative sites within the Plan.

Councillor Mickleburgh noted that the site had been promoted for inclusion in the Local Plan Update but had ultimately not been included. He queried if there were any reasons for non-inclusion which were relevant to the application. Brian Conlon commented that the site had been considered potentially suitable within the Housing and Economic Land

Availability Assessment (HELAA) for employment development. However, this did not identify or determine individual sites for development proposals. Exercises such as the HELAA were useful indicators as to the appropriateness of a site.

The location of the site next to one with existing commercial use was a material planning consideration. Councillor Mickleburgh noted that every application was considered on its own merits and went on to ask about potential for precedence, possible development creep and whether granting permission on the basis of its location by an existing commercial site, could possibly be used as a material factor in any future applications. Officers indicated that the individual site specific circumstances and context was important. The proposal under consideration was unlikely to be replicated elsewhere because of several man made and physical interventions which would limit and visually enclose the site.

Councillor Mickleburgh asked what status the green route enhancement area had in planning. Brian Conlon commented that the Observer Way development was accompanied by structural landscaping which had not yet fully matured and would look different over time. The objective of the Council along transport corridors and areas with natural features such as the Ancient Woodland was to ensure that those routes were environmentally enhanced. Officers were of the view that this would not necessarily conflict with requirements. It was clarified that the green route was along Reading Road to the north and did not extend south past the site.

In response to a question from Councillor Michael Firmager around flooding mitigation, Sarah Castle, Case Officer, provided clarification around drainage and foul water. The site was in Flood Zone 1 and the Environment Agency had not raised objections. Councillor Firmager went on to ask about run off. Gordon Adams, Principal Highways Development Control Officer, emphasised that developments had to have drainage strategies to mitigate against increased flooding.

Councillor Firmager referred to paragraph 127 of the report. It was clarified that the Drainage Officer had no objections to the proposal on drainage or flood risk grounds. He asked that all future planning application reports be checked carefully to avoid any confusion potentially caused by typos.

Councillor Alistair Neal asked about HGV access to the site and the potential for rat running in the surrounding Arborfield Village area. Gordon Adam responded that vehicles would likely access the site from Observer Way or the A237. This access was already in place.

Councillor Neal asked about contributions to cycling and walking to Shinfield. Gordon Adams indicated that it was covered by the CIL regulations around infrastructure. Brian Conlon indicated that the Borough's CIL requirements did not list this type of development as requiring CIL except where it was retail development, so there might be some CIL liability in the future.

Councillor David Cornish noted that the application contravened a number of core policies, such as that around development in the countryside, and several policies within the Barkham Neighbourhood Plan. He asked about the assessment of policies within the Neighbourhood Plan. Officers referred to the overarching principles of the National Planning Policy Framework which due regards had to be given to, such as around economic development. There were occasions when such developments needed to be

provided outside settlement boundaries. Officers were of the view that the identified potential benefits of the scheme would outweigh the identified harm.

Councillor Cornish noted that the Landscape and Trees Officer had recommended that the application be refused and questioned whether this recommendation had been made prior to conditions being suggested. Brian Conlon indicated that this recommendation for refusal remained. The objection had been made on the basis of the likely level of harm to the landscape.

In response to a question regarding the weight of the Neighbourhood Plans, Officers indicated that the Neighbourhood Plan had the same weight as any other development plan.

Councillor Wayne Smith asked about the level of need and asked how far the statement that there were lots of vacancies in industrial areas elsewhere in the Borough could be tested. Brian Conlon responded that identified need was normally only a requirement where there was a policy that required the particular use or the loss of a particular use to be considered, for example the loss of a community asset. In terms of economic development being proposed most Local Plans acknowledged that there was a general need over a planned period, and this was usually supplemented by reviews into employment land such as HELAA, which identified the level of need at a particular time. Policies were not necessarily as responsive as more recent studies which highlighted a continued need. There was no requirement to consider whether an alternative site elsewhere in the Borough which had vacancies or was being lost to development, made the development under question more or less acceptable.

Councillor Smith went on to comment that the application was very finely balanced. He questioned whether the Landscape Officer had raised concerns only regarding the visual impact and not the proximity of the site to the Copse. Sarah Castle commented that their main concern had been around the visual impact on the character and any landscape as the site changed over the years. In addition, the Landscape Strategy stated that the aim was to integrate new development. It was a question of how the scheme could be integrated into a site which was now contained by the road and woodland.

Councillor Smith queried whether an informative could be added so that HGVs must turn left when entering the site, to stop traffic going back through the village. Brian Conlon indicated that officers had considered this when looking at logical desire routes from this site to the west and east, and every route took vehicles out to junction 11 of the M4. Nevertheless, there were a number of conditions which dealt with the construction phase and a travel plan. The site was off the same access road as the existing site. Gordon Adam added that there was an example of a similar banned left turn at a distributor site in Three Mile Cross. Routings could be set as part of the Construction Management Plan. However, a banned left turn would be voluntary on the applicant and would be difficult to enforce and monitor at the operational stage.

Councillor Mickleburgh asked about the level of certainty that the ecological impacts identified could be mitigated, and if a condition could be included should this level of certainty not be able to be provided. Sarah Castle indicated that the applicant had submitted an Ecological Impact Assessment which would have included surveys of flora and fauna and wildlife species on the site. This has been accepted by the Ecology Officer. Several conditions relating to ecology during the construction phase, environmental management and enhancements were proposed.

Councillor Mickleburgh proposed that the application be approved. The application conflicted with several national and local planning policies. It was situated outside the settlement limits and was surrounded by countryside. However, he had considered the extent to which the resultant harms could be satisfactorily mitigated and had felt that the benefits provided, particularly around employment, outweighed these harms. This was seconded by Councillor Skuse.

RESOLVED: That application 223083 be approved subject to conditions and informatives as set out in agenda pages 57 to 69 and additional condition 35 as set out in the Supplementary Agenda, and amended condition 1 as detailed in the Officer presentation.

43. APPLICATION NO 231809 - UNIT 34, SUTTONS BUSINESS PARK, SUTTONS PARK AVENUE, RG6 1AZ

Proposal: Full application for the proposed change of use of the existing building to a mixed use including use classes B2, B8 and E(g), creation of additional hardstanding and internal and external refurbishments to include installation of drainage, a dock leveller ramp, 2 no. additional vehicle doors, 6 no. EV charging stations and 286 no. roof-mounted PV panels, plus erection of boundary fencing and access gates, following demolition of an existing two storey side element, generator housing and removal of an external stairway to the rear.

Applicant: Mr Steven Rafferty

The Committee considered a report about this application, set out in agenda pages 95 to 146.

RESOLVED: That 231809 be approved subject to conditions and informatives as set out in agenda pages 107 to 110.

44. APPLICATION NO 231643 - 206 NINE MILE RIDE, FINCHAMPSTEAD

(Councillor Cornish left the meeting for this item, which was chaired by Councillor Mickleburgh)

Proposal: Full application for the erection of a detached dwelling and outbuilding following demolition of the existing property

Applicant: Mr C Lucanu

The Committee considered a report about this application, set out in agenda pages 147 to 180.

The Committee were advised that updates contained within the Supplementary Planning Agenda included:

- To note that a revised parking layout had been received at a late stage. This had been to accommodate the request from the Highways Officer for increased parking and turning in order for the front driveway to accommodate three vehicles. The scale of this alteration had not warranted a re-consultation of the application.

Roger Marshallsay, Finchampstead Parish Council, spoke in objection to the application. He indicated that the Parish Council did not object to the development of the site, but it did

object to the bulk and overbearing nature of the application. In addition, it contravened the recently adopted Finchampstead Neighbourhood Development Plan. Policy D1 stated that building heights should reflect the character of the Parish. The development of three storey housing would generally only be supported within the area of the Strategic Development Location and the Gorse Ride regeneration area, which the site was not. Roger Marshall went on to comment that this was the first planning application which had come forward since the adoption of the Neighbourhood Plan which had contravened it around the building heights, and it would be a shame that if in the first instance the Plan was applied, it was ignored.

Pauline Grainger, resident, spoke in objection to the application. She commented that the application contravened D1 and D2 of the Finchampstead Neighbourhood Plan, and also impacted her property in respect to various WBC considerations for planning applications. Pauline Grainger stated that the dormer windows on the second floor would deprive her property of privacy in the garden, representing a loss of residential amenity. She felt that the dormers would not have an oblique view. The scale of the three-storey dwelling would overshadow her property and significantly reduce the light on her east elevation. Pauline Grainger indicated that her property was not two storeys as described in the report, but a single storey building. Her current outlook was a low wall, a low roof and sky. This would be replaced by a wall which was at least twice as high and a large roof. The windows on the side of the property would look down into her bathroom. She went on to state that the footprint of the house, because of the single-story protruding at the back and side of the building, and the outbuilding represented a large increase on the existing footprint, considerably reducing the size of the garden. This was against design policy within the Finchampstead Neighbourhood Plan. In addition, the site plan from July showed the site sitting 821cm from 204 Nine Mile Ride and 1m from 206A Nine Mile Ride, and not 1.2m and 1.8m as set out in the officer report, thereby contravening design principal R16. The revised site plan dated October showing a revised driveway had not corrected these measurements. Pauline Grainger stated that the excavations were likely to disturb the roots of long-standing shrubs, hedging and trees along the shared boundary line, 1m from the property. The loss of these would be detrimental to the street scene.

Councillor Rebecca Margetts, ward member, spoke in objection to the application. She emphasised that the application went against core policies in the Finchampstead Neighbourhood Plan and was not in keeping with the street scene of the Wokingham Borough Design Guide. The proposed application would replace a single-storey bungalow with a three-storey dwelling, altering the street scene and causing harm in the neighbouring area by dominating the other properties. It would also be out of keeping visually, and its character would not reflect that of the surrounding area. Rebecca Margetts indicated that the surrounding properties were either two-storeys or chalet style bungalows. She commented that the application went against the general principles of the Borough Design Guide relating to context and character.

Councillor Margetts was of the view that the proposed dwelling did not respond positively to the existing context or relate well to neighbouring properties. Planning officers had identified that it was a three-storey dwelling and there were no other examples in the immediate surrounding area. She also referred to policy D1 of the Finchampstead Neighbourhood Plan which related to building heights, which she felt the application did not meet. She emphasised that the application would also not meet Policy D2 which related to the rural character of the Parish. Neighbouring properties would be dominated by the proposed dwelling. Councillor Margetts referred to D3 of the Neighbourhood Plan, which stated that whilst the Neighbourhood Plan encouraged innovation and design, this

needed to be sympathetic to, and complement existing styles, which was not the case. Whilst development of the site had been expected, the proposed dominating style had not. Finally, she urged the Committee to undertake a site visit should they have any doubts.

Councillor Wayne Smith proposed that the application be deferred to enable a site visit to assess bulk, scale, mass, and street scene. This was seconded by Councillor Michael Firmager.

Brian Conlon clarified that the site visit would enable the Committee to see the relationship of the adjoining properties and their scale in relation to the information provided in Plan 4.

RESOLVED: That application 231643 be deferred to allow the Planning Committee to undertake a site visit to assess bulk, scale, mass, and street scene.

(At this point in the meeting, Councillor Cornish returned to the meeting).

Agenda Item 49.

Application Number	Expiry Date	Parish	Ward
231643	20/12/2023	Finchampstead	Finchampstead South;

Applicant	Mr C Lucanu
Site Address	206 Nine Mile Ride Finchampstead Wokingham RG40 3PX
Proposal	Full application for the erection of a detached dwelling and outbuilding following demolition of the existing property.
Type	Full
Officer	James Fuller
Reason for determination by committee	Listed by Councillor

FOR CONSIDERATION BY	Planning Committee on Wednesday, 13 December 2023
REPORT PREPARED BY	Assistant Director – Place and Growth
RECOMMENDATION	APPROVAL subject to conditions and informatives

SUMMARY

Preamble

- 1) The subject application seeks to demolish the existing dwelling and detached garage and erect a detached dwelling and outbuilding. The application was initially listed by Councillor Rebecca Margetts for Planning Committee on the following grounds:
 - *“The scale and mass of the proposed property are excessive for the plot.*
 - *The property proposed is 3 floors and therefore out of keeping with the street scene. Most neighbouring properties are chalet style bungalows or 2 floor properties.*
 - *The height of the building will cause overlooking into neighbouring properties and loss of privacy.”*
- 2) The application was considered at the November 2023 Planning Committee whereby it was resolved *“That application 231643 be deferred to allow the Planning Committee to undertake a site visit to assess bulk, scale, mass, and street scene.”*
- 3) The members of the Planning Committee are due to undertake a site visit on the Friday before the December meeting.

Additional Observations

- 4) The potential loss of light caused by the scheme was raised as a concern by a neighbouring resident during the November meeting. Further to the points made in the previous committee report (Appendix 2), a 45-degree test for loss of light has now been undertaken to further consider these concerns. This demonstrates that there would be no harmful impact for No. 204, as no part of the replacement dwelling is within this angle of obstruction. With respect to No. 206a, whilst the 45-degree line does intersect the proposed property, the section of the build that does so is single storey. On this

basis, it is not considered a refusal of the application is warranted as the level of light lost would not be detrimental to the living conditions of the neighbouring occupants.

- 5) Additionally, objections were raised with the accuracy of the measurements provided for the separation distances between the replacement dwelling and the adjacent side boundaries. It has been confirmed that the property would be positioned approximately 1 to 1.4 metres from the west boundary and approximately 0.9 to 1 metre from the east boundary. It should also be noted that the maximum height of the proposed dwelling would be approximately 8.55 metres, as opposed to the 8.65 metre measurement stated in the previous report.

Conclusion

- 6) As concluded in the original officer report (Appendix 2), the proposed dwelling would not cause any significant harm the character of the area, nor the amenities of nearby neighbours. There are no additional considerations that would warrant an alternative recommendation to that of the November 2023 committee meeting and therefore the application continues to be recommended for approval.

APPENDICES

Appendix 1: Condition and Informatives (as they were for the November 2023 committee)

Appendix 2: Original committee report (November 2023) and associated appendices, including:

- Conditions and Informatives
- Finchampstead Parish Council comments
- Existing and Proposed Plans

CONDITIONS and INFORMATIVES

APPROVAL subject to the following conditions and informatives:

1. Timescale – The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
Reason: In pursuance of s.91 of the Town and Country Planning Act 1990 (as amended by s.51 of the Planning and Compulsory Purchase Act 2004).
2. This permission is in respect of the submitted application plans and drawings titled/numbered (2062 PL13-004d) (2062 PL13-003c) (2062 PL13-002c) (2062 PL13-001c) (2062 PL13-200d) (2062 PL13-010) (Location Plan) (2062 PL13-101e) (2062 PL13-100e) (2062 PL10-005a) received by the local planning authority on 07/07/2023, 13/07/2023, 26/10/2023 & 27/10/2023. 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 associate 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 external surfaces of the building/s shall have first been submitted to and approved in writing by the local planning authority. Development shall not be carried out other than in accordance with the so-approved details.
Reason: To ensure that the external appearance of the building is satisfactory.
Relevant policy: Core Strategy policies CP1 and CP3.
4. Parking and turning space to be provided
No part of any building(s) hereby permitted shall be occupied or used until the vehicle parking and turning space has been provided in accordance with the approved plans. The vehicle parking and turning space shall be retained and maintained in accordance with the approved details and the parking space shall remain available for the parking of vehicles at all times and the turning space shall not be used for any other purpose other than vehicle turning.
Reason: To provide adequate off-street vehicle parking and turning space and to allow vehicles to enter and leave the site in a forward gear in the interests of road safety and convenience and providing a functional, accessible and safe development and in the interests of amenity. Relevant policy: Core Strategy policies CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.
5. Cycle parking to be provided
No building shall be occupied until secure and covered parking for cycles has been provided in accordance with the approved details. The cycle parking/ storage shall be permanently so-retained for the parking of bicycles and used for no other purpose.
Reason: In order to ensure that secure weather-proof bicycle parking facilities are provided so as to encourage the use of sustainable modes of travel. Relevant policy: NPPF Section 9 (Sustainable Transport) and Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

6. Access surfacing

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

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

7. Electric vehicle charging

Prior to commencement of development, details for an Electric Vehicle Charging Strategy serving the development shall be submitted for approval in writing by the Local Planning Authority. This strategy should include details relating to on-site infrastructure, installation of charging points and future proofing of the site unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure that secure electric vehicle charging facilities are provided so as to encourage the use of sustainable modes of travel. Relevant policy Core Strategy policies CP1, CP3 & CP6.

8. 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:

1. Calculations indicating the existing runoff rate from the site.
2. BRE 365 test results demonstrating whether infiltration is achievable or not.
3. Use of SuDS following the SuDS hierarchy, preferably infiltration.
4. Full calculations demonstrating the performance of soakaways or capacity of attenuation features to cater for 1 in 100 year flood event with a 40% allowance for climate change and runoff controlled at existing rates, or preferably better.
5. If connection to an existing surface water sewer is proposed, we need to understand why other methods of the SuDS hierarchy cannot be implemented and see confirmation from the utilities supplier that their system has got capacity and the connection is acceptable.
6. Groundwater monitoring confirming seasonal high groundwater levels in the area.
7. A drainage strategy plan indicating the location and sizing of SuDS features, with the base of any SuDS features located at least 1m above the seasonal high water table level.
8. Details demonstrating how any SuDS for this development would be managed throughout the lifespan of the development and who will be responsible for maintenance.

The approved scheme shall be implemented prior to the first occupation of the development and shall be maintained in the approved form for as long as the development remains on the site.

Reason: To prevent increased flood risk from surface water run-off. Relevant policy: NPPF (2019) Section 14 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Core Strategy policy CP1 and Managing Development Delivery Local Plan policies CC09 and CC10.

9. Incidental accommodation

The outbuilding hereby approved shall be used for incidental purposes only to the main dwellinghouse and shall not be used, sold or sub-let as a separate dwelling.

Reason: A separate unit of accommodation of this nature may not be acceptable in this location in the interests of the amenities, character of the area and highway safety in accordance with Core Strategy Policies CP1, CP3, CP4, and Managing Development Delivery Local Plan Policies CC01, CC07, TB07, TB08.

Informatives

1. 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.
2. Whilst it would appear from the application that the proposed development is to be entirely within the curtilage of the application site, the granting of planning permission does not authorise you to gain access or carry out any works on, over or under your neighbour's land or property without first obtaining their consent, and does not obviate the need for compliance with the requirements of the Party Wall etc. Act 1996.
3. The applicant is reminded that should there be any change from the approved drawings during the build of the development this may require a fresh planning application if the changes differ materially from the approved details. Non-material changes may be formalised by way of an application under s.96A Town and Country Planning Act 1990.
4. Bats are a protected species under the Conservation of Habitats and Species Regulations 2017 (as amended). Should any bats or evidence of bats be found prior to or during the development, all works must stop immediately and an ecological consultant 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.
5. The development hereby permitted is liable to pay the Community Infrastructure Levy. The Liability Notice issued by Wokingham Borough Council will state the current chargeable amount. A revised Liability Notice will be issued if this amount changes. 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, failure to do this will result in penalty surcharges being added. For more information see the Council's website - Community Infrastructure Levy advice page. Please submit all CIL forms and enquiries to developer.contributions@wokingham.gov.uk

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Application Number	Expiry Date	Parish	Ward
231643	15/11/2023	Finchampstead	Finchampstead South;

Applicant	Mr C Lucanu
Site Address	206 Nine Mile Ride Finchampstead Wokingham RG40 3PX
Proposal	Full application for the erection of a detached dwelling and outbuilding following demolition of the existing property.
Type	Full
Officer	James Fuller
Reason for determination by committee	Listed by Councillor

FOR CONSIDERATION BY	Planning Committee on Wednesday, 8 November 2023
REPORT PREPARED BY	Assistant Director – Place and Growth
RECOMMENDATION	APPROVAL subject to conditions and informatives

SUMMARY
<p>This planning application is brought before the Planning Committee as the application has been listed by the Local Councillor, Rebecca Margetts.</p> <p>This application seeks permission for the demolition of the existing bungalow, and for the erection of a replacement three storey, five-bedroom dwelling. The proposed scheme also includes the erection of a detached outbuilding in the rear garden.</p> <p>The proposed replacement dwelling would not adversely impact the character of the area or result in any undue harm to the residential amenities of neighbouring properties. The planning issues section of this report provides further details of these considerations.</p> <p>Subject to conditions, the application is recommended for approval.</p>

NO RELEVANT PLANNING HISTORY

DEVELOPMENT INFORMATION
Site Area – 650m ² Existing Use – Residential Proposed Use – Residential Existing Dwellings – 1 Proposed Dwellings – 1 Net Increase in GIA – 220.48m ² Parking Spaces (existing) – Minimum 3 Parking Spaces (proposed) – Minimum 3

CONSTRAINTS
Modest Development Location Green Route

CONSULTATION RESPONSES
WBC Environmental Health – No object subject to conditions

WBC Highways – No objection subject to conditions
WBC Landscape & Trees – Objection raised
WBC Drainage – No objection subject to a condition
WBC CIL – Information only

REPRESENTATIONS

Finchampstead Parish Council: Object to this application on the following grounds:

- It is overdevelopment of the plot.
- The proposal is for a 3 storey house which is contrary to FNDP Policy D1, relating to building heights where the development of 3 storey (and above) housing will generally only be supported within the area of the Strategic Development Location (that part within Finchampstead Parish) and the Gorse Ride regeneration area.
- It is out of keeping with the street scene.

Local Members: Objection raised on the grounds that the property is excessive for the plot and out of keeping with the street scene. Further concern is raised with the overlooking potential of the property.

Neighbours: Two objection letters received. These contained the following concerns:

- The dwelling will impact upon the privacy of neighbours.
- The scheme will devalue neighbouring properties.
- The construction work will impact the landscaping features on neighbouring plots.
- The height of the three-storey property will be out of character with this area of Nine Mile Ride.
- The dwelling would be extended to 1 metre of the neighbouring building, No. 206a, and this will close the gap between the buildings.
- The proposal significantly reduces the amount of garden space available to No. 206.
- The proposal represents overdevelopment.
- There will be overlooking of neighbouring plots.
- There will be a loss of light to neighbouring properties.

PLANNING POLICY

National Planning Policy Framework
National Design Guide
National Planning Practice Guidance

Core Strategy (CS)

CP1 – Sustainable Development
CP3 – General Principles for Development
CP6 – Managing Travel Demand
CP7 – Biodiversity
CP9 – Scale and Location of Development Proposals
CP10 - Improvements to the Strategic Transport Network.

MDD Local Plan (MDD)

CC01 – Presumption in Favour of Sustainable Development

CC02 – Development Limits

CC03 – Green Infrastructure, Trees and Landscaping

CC04 – Sustainable Design and Construction

CC06 – Noise

CC07 – Parking

CC09 – Development and Flood Risk

CC10 – Sustainable Drainage

TB21 – Landscape Character

TB23 – Biodiversity and Development

Joint Minerals and Waste Plan (JMWP)

Other

Borough Design Guide Supplementary Planning Document

Finchampstead Neighbourhood Development Plan

PLANNING ISSUES

Site Description:

1. The application site is current occupied by a three-bedroom detached bungalow and a detached garage. There is residential garden to the rear of the property and driveway parking for at least three vehicles to the front of the property.
2. The immediate street scene is residential in nature and is made up of a complete range of housing types, including modest bungalows and large detached dwellings.
3. To the west of the site is a small retail area.

Description of Proposal:

4. The proposal involves the following works:
 - Demolition of the existing property and garage.
 - Erection of a three-storey dwelling comprising the following:
 - Ground floor comprising an open plan kitchen and family area, a snug room, a study, a utility room, a bathroom, and storage space.
 - First floor comprising four bedrooms, one bathroom and two ensembles.
 - A second floor comprising a master bedroom, an ensuite and a walk-in wardrobe.
 - Erection of an outbuilding in the rear garden.

Principle of Development:

5. 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 Policy CC01 states that planning applications that accord with the policies in the Development Plan for Wokingham Borough should be approved without delay, unless material considerations indicate otherwise.
6. The site is located within settlement limits and as such the development is acceptable in principle subject to compliance with the wider objectives of the relevant Development Plan documents.

Character of the Area:

7. Policy CP3 of the Core Strategy states that development must be appropriate in terms of its scale of activity, mass, layout, built form, height, materials and character to the area in which it is located and must be of high-quality design without detriment to the amenities of adjoining land uses and occupiers.
8. Relevant to this application, the FNDP states that the development of 3 storey (and above) housing will generally only be supported within the area of the Strategic Development Location (that part within Finchampstead Parish) and the Gorse Ride regeneration area. Policy D2 states that any development proposals should be located and designed to maintain the separation of settlements and to complement the relevant landscape characteristics.

9. In the immediate vicinity of the development, there is a bungalow at No. 206A Nine Mile Ride, and two larger, two storey properties at Nos. 204 & 208 Nine Mile Ride. The remaining properties on the opposite side of the highway include a mixture of two storey and single storey dwellings (some of which are chalet style with loft accommodation). This reflects the wider character of Nine Mile Ride, which has a variety of property styles and ages. Like the existing bungalow and adjoining neighbours, the replacement dwelling would remain visible within the street scene and from public viewpoints, given the relative lack of vegetation across the front boundary of the site.
10. The replacement dwelling would have a maximum ridge height of approximately 8.65 metres, which would be an approximate 1.75 metre increase from the existing bungalow. This increase in height would facilitate the provision for three floors.
11. The erection of a three-storey dwelling in this section of Nine Mile Ride was a common objection in those representations received. The proposed second floor accommodation is provided within the roof space of a crown roof with a rear dormer window. This design provides the appearance of a two-storey property with a loft conversion.
12. With regard to its design, the dwelling has two projecting gables, a front open porch, a hipped roof with a flat crown, in addition to a flat roof dormer to the rear. The proposed dwelling is more modern in nature when compared to its adjacent neighbours and also the dwelling as it stands today, but the choice of materials such as white render and timber cladding would not appear unacceptable within the diverse street scene.
13. The property would be facilitated through the provision of a flat crown roof arrangement. Whilst this design form is often discouraged, in this instance, the size of the crown roof is considered acceptable. In any case, it should be noted that this is a common design feature within Nine Mile Ride, being utilised by many other dwellings, including No. 208, and therefore this would not be harmful to the varied character of the street.
14. Finchampstead Parish Council have raised a concern that the scheme represents an overdevelopment of the plot, and a neighbouring resident has commented on the extended width of the property. Despite these concerns, the spacious feel of the existing site has clearly been taken into account. The proposed property would respectively retain a 1.2 metre and 1.8 metre separation distance from the adjacent east and west boundaries. This is compliant with the Design Principle R16 of the Borough Design Guide, which advises that new housing must retain a 1 metre separation distance between flank wall and boundary, in order to limit a sense of enclosure.
15. Further to the above, the site has an approximate depth of 52 metres, whereas the replacement dwelling would only be approximately 16 metres in depth. The footprint is not drastically changing from the existing bungalow and a significant expanse of amenity space to the rear of the dwelling would be retained. It is important to note that there are many examples of larger dwellings in Nine Mile Ride that do not benefit from such sizable plots. It is therefore not considered that the scale of the property

relative to the size of the site is a matter for which raises concern, nor is the scheme therefore representative of overdevelopment.

16. With regard to the rear of the property, both the single storey projection and dormer feature would have limited street presence, with views of both these structures being negligible from the public domain. In any case, the ground floor protrusion is of an unimposing design and is therefore an acceptable addition. The dormer feature would have a flat roof and would comply with the Borough Design Guide in that it would be set back from the sides of the roof, as well as set down from the ridge height of the host dwelling.
17. Due to the significant expanse of land to the rear of the dwelling, as described, the erection of the single storey outbuilding would not affect the useable amenity space available to the current or any future occupants of No. 206 Nine Mile Ride. The outbuilding would have a footprint of approximately 7.415 x 3.25 metres, with a maximum height of approximately 2.9 metres. It would be situated adjacent to the rear boundary and is well screened from view within the public realm and therefore would not impact the wider character of the area.
18. In light of the above and with due regard to the specific design of the replacement dwelling, the property would not be considered visually out of character or cause any discernible level of harm on the immediate character or appearance of the area.

Neighbouring Amenity:

Overlooking:

19. The proposed property has been carefully designed to avoid any harmful outlook to neighbouring dwellings. There are two first floor side windows proposed, however, due to the non-habitable nature of the rooms these would serve, this does not amount to any privacy concerns.
20. There is fenestration to the rear of the property at both first and second floor level. The outlook from these windows would provide oblique views of the neighbouring properties rear gardens, however, this would not result in direct overlooking and is a standard arrangement for suburban streets such as Nine Mile Ride.

Overbearing:

21. It is important to note that the first and second floor component of the proposed dwelling do not extend any further into the rear of the site than the existing bungalow. However, the introduction of a single storey protrusion to the rear of the property would increase the run of built form adjacent to the side boundaries.
22. Due to the close proximity to the application site, the potential impact of this would be marginally greater for the occupants of No. 206a than the existing dwelling, but still not significant. Notwithstanding, the added single storey protrusion would be appropriately set in from the boundary, with a modest height of approximately 2.9 metres. On this basis, it is not considered the property would be adversely overbearing for the residents of No. 206a. Further consideration on this matter should be given to the fact the existing garage, set to be demolished, is in closer proximity to the shared boundary with No. 206a and is positioned further into the rear of the

site than the main dwelling. It can therefore be argued that the removal of the garage would reduce the sense of enclosure currently experienced by the adjacent occupants.

23. With regard to No. 204, the significant separation distance between the two properties would sufficiently offset any potential overbearing affect. The single storey protrusion would only slightly extend beyond the position of the existing conservatory, which is currently adjacent to the shared boundary with No. 204. As such, the additional impact would be limited.

Loss of Light:

24. There would be no adverse loss of light experienced by the occupants of No. 204 following the erection of the replacement dwelling, due to the separation distance between the two properties. The impact is further mitigated because the rear elevations of the dwellings are south facing.

25. When providing an assessment of the potential loss of light to No. 206a, it is important to note that the nearest door/window of the neighbouring property serves a non-habitable room. The fenestration that serves the nearest habitable room at No.206a is sufficiently distanced from the proposed dwelling, such that there would be no unacceptable loss of light. There may be a degree of overshadowing to a small section of the rear garden of No. 206a, however, given the large amount of amenity space the site benefits from, the majority of the garden would be unaffected by the proposed development.

Highways:

26. Following the submission of an amended parking layout, the Highways Officer has raised no objection to the scheme. The Officer has recommended several conditions which can be seen in Appendix 1 below.

Landscape & Trees:

27. The Trees & Landscape Officer has stated that they are unable to support the application, on the basis that their request from their consultation dated 09/08/2023 has not been addressed. The request was for the submission of an Arboricultural Impact Assessment (AIA). As there are no protected trees on the site, such a request is not considered necessary nor reasonable in order to make the scheme acceptable. Whilst some trees to the rear of the site may be impacted by the presence of a new outbuilding, the removal of these trees would not require planning permission and therefore would not warrant the council withholding planning permission on this basis.

Drainage:

28. The site is located in Flood Zone 1 and the Drainage Officer has no objection to the scheme in principle. However, as no drainage details have been submitted with the application, the Drainage Officer has recommended that a drainage strategy is submitted prior to commencement of the development.

Environmental Health:

29. It is the role of the Environmental Health Officer (EHO) to be considerate of issues relating to public health and the environment, and if any environmental health factor will adversely affect future occupants of the application site or nearby properties.
30. The EHO is satisfied that ordinary living noise generated from the proposed dwelling should not be a concern.
31. They have recommended that a working hours condition is included, however, given the scale of the works, it is not considered there is sufficient justification for such a condition and this would not pass the tests for the imposition of planning conditions.
32. The property owner is to ensure that all waste is removed from site, no burning of waste is permitted as part of a building project.

CIL:

33. The proposed development will be liable for CIL based on the floorplans listed below:
 - Existing Ground Floor Plan EX13-001
 - Proposed Outbuilding PL13-010
 - Proposed Ground Floor Plan PL13-001c
 - Proposed First Floor Plan PL13-002c
 - Proposed Second Floor Plan PL13/003c

The Net increase in GIA is 220.48sqm.

Conclusion:

34. Due regard should be had to the fact the property has been carefully designed to give the impression of a two-storey property when viewed from the public realm, and it is concluded that no harm would be caused to character of the area. In addition, existing separation distances prevents any harm to the amenities of nearby neighbours, whilst the removal of the garage would reduce the sense of enclosure currently experienced by the adjacent occupants. There are no highways, environmental health or landscape concerns and no objection is raised to drainage.
35. For all the above stated reasons, the proposed replacement dwelling and outbuilding would accord with national and local planning policies and is therefore recommended for conditional approval.

The Public Sector Equality Duty (Equality Act 2010)

In determining this application the Council is required to have due regard to its obligations under the Equality Act 2010. The key equalities protected characteristics include age, disability, gender, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief. There is no indication or evidence (including from consultation on the application) that the protected groups identified by the Act have or will have different needs, experiences, issues and priorities in relation to this particular planning application and there would be no significant adverse impacts upon protected groups as a result of the development.

APPENDIX 1 - Conditions / informatives

APPROVAL subject to the following conditions and informatives:

1. Timescale – The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
Reason: In pursuance of s.91 of the Town and Country Planning Act 1990 (as amended by s.51 of the Planning and Compulsory Purchase Act 2004).
2. This permission is in respect of the submitted application plans and drawings titled/numbered (2062 PL13-004d) (2062 PL13-003c) (2062 PL13-002c) (2062 PL13-001c) (2062 PL13-200d) (2062 PL13-010) (Location Plan) (2062 PL13-101e) (2062 PL13-100e) (2062 PL10-005a) received by the local planning authority on 07/07/2023, 13/07/2023, 26/10/2023 & 27/10/2023. 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 associate 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 external surfaces of the building/s shall have first been submitted to and approved in writing by the local planning authority. Development shall not be carried out other than in accordance with the so-approved details.
Reason: To ensure that the external appearance of the building is satisfactory.
Relevant policy: Core Strategy policies CP1 and CP3.
4. Parking and turning space to be provided
No part of any building(s) hereby permitted shall be occupied or used until the vehicle parking and turning space has been provided in accordance with the approved plans. The vehicle parking and turning space shall be retained and maintained in accordance with the approved details and the parking space shall remain available for the parking of vehicles at all times and the turning space shall not be used for any other purpose other than vehicle turning.
Reason: To provide adequate off-street vehicle parking and turning space and to allow vehicles to enter and leave the site in a forward gear in the interests of road safety and convenience and providing a functional, accessible and safe development and in the interests of amenity. Relevant policy: Core Strategy policies CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.
5. Cycle parking to be provided
No building shall be occupied until secure and covered parking for cycles has been provided in accordance with the approved details. The cycle parking/ storage shall be permanently so-retained for the parking of bicycles and used for no other purpose.
Reason: In order to ensure that secure weather-proof bicycle parking facilities are provided so as to encourage the use of sustainable modes of travel. Relevant policy: NPPF Section 9 (Sustainable Transport) and Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

6. Access surfacing

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

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

7. Electric vehicle charging

Prior to commencement of development, details for an Electric Vehicle Charging Strategy serving the development shall be submitted for approval in writing by the Local Planning Authority. This strategy should include details relating to on-site infrastructure, installation of charging points and future proofing of the site unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure that secure electric vehicle charging facilities are provided so as to encourage the use of sustainable modes of travel. Relevant policy Core Strategy policies CP1, CP3 & CP6.

8. 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:

1. Calculations indicating the existing runoff rate from the site.
2. BRE 365 test results demonstrating whether infiltration is achievable or not.
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6. Groundwater monitoring confirming seasonal high groundwater levels in the area.
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8. Details demonstrating how any SuDS for this development would be managed throughout the lifespan of the development and who will be responsible for maintenance.

The approved scheme shall be implemented prior to the first occupation of the development and shall be maintained in the approved form for as long as the development remains on the site.

Reason: To prevent increased flood risk from surface water run-off. Relevant policy: NPPF (2019) Section 14 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Core Strategy policy CP1 and Managing Development Delivery Local Plan policies CC09 and CC10.

9. Incidental accommodation

The outbuilding hereby approved shall be used for incidental purposes only to the main dwellinghouse and shall not be used, sold or sub-let as a separate dwelling.

Reason: A separate unit of accommodation of this nature may not be acceptable in this location in the interests of the amenities, character of the area and highway safety in accordance with Core Strategy Policies CP1, CP3, CP4, and Managing Development Delivery Local Plan Policies CC01, CC07, TB07, TB08.

Informatives

1. 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.
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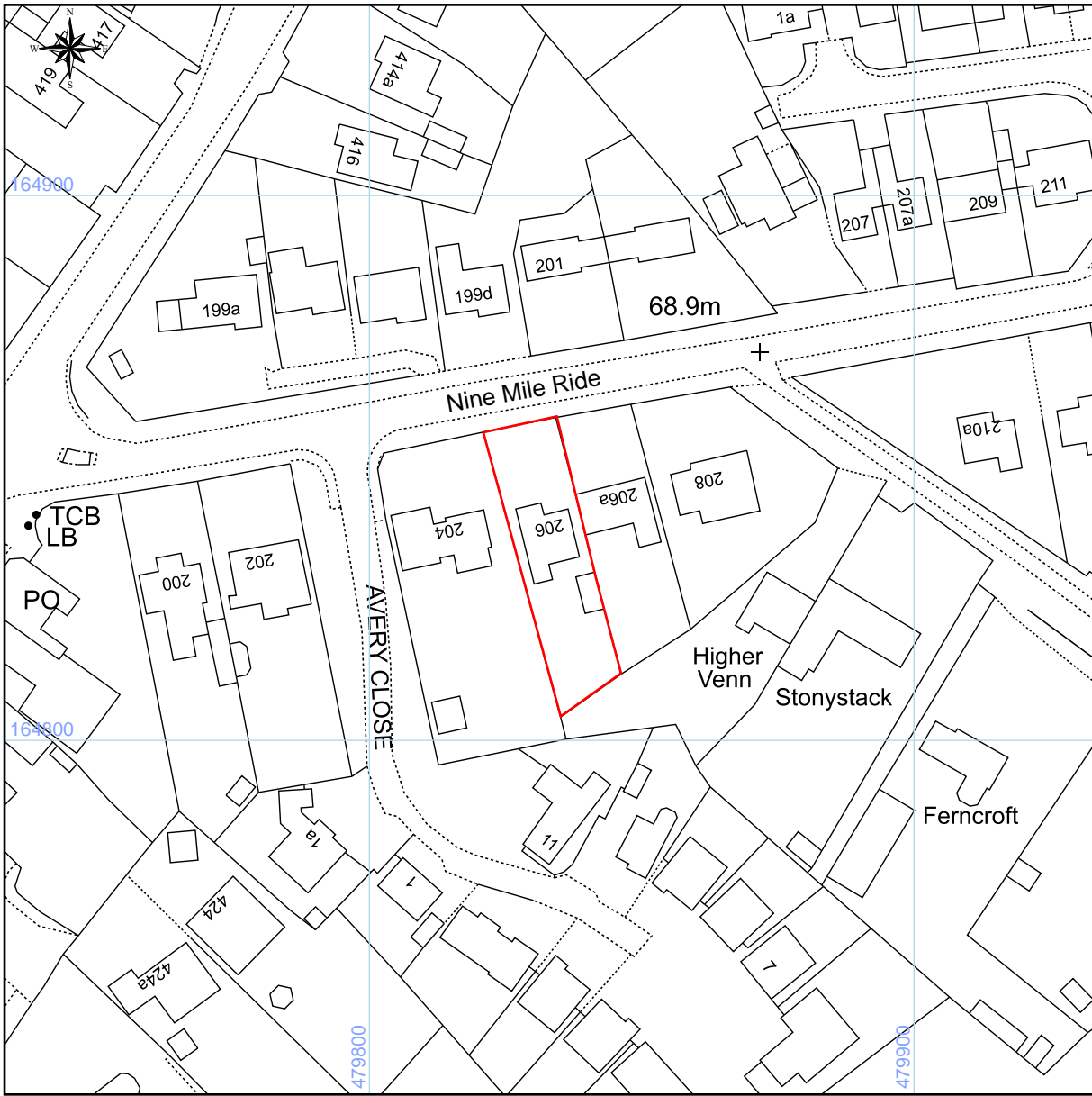
APPENDIX 2 - Parish Council Comments

Finchampstead Parish Council Comments:

'Object to this application on the following grounds:

- *It is overdevelopment of the plot.*
- *The proposal is for a 3 storey house which is contrary to FNDP Policy D1, relating to building heights where the development of 3 storey (and above) housing will generally only be supported within the area of the Strategic Development Location (that part within Finchampstead Parish) and the Gorse Ride regeneration area.*
- *It is out of keeping with the street scene.'*

Location Plan of RG40 3PX



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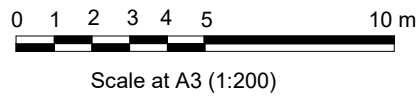
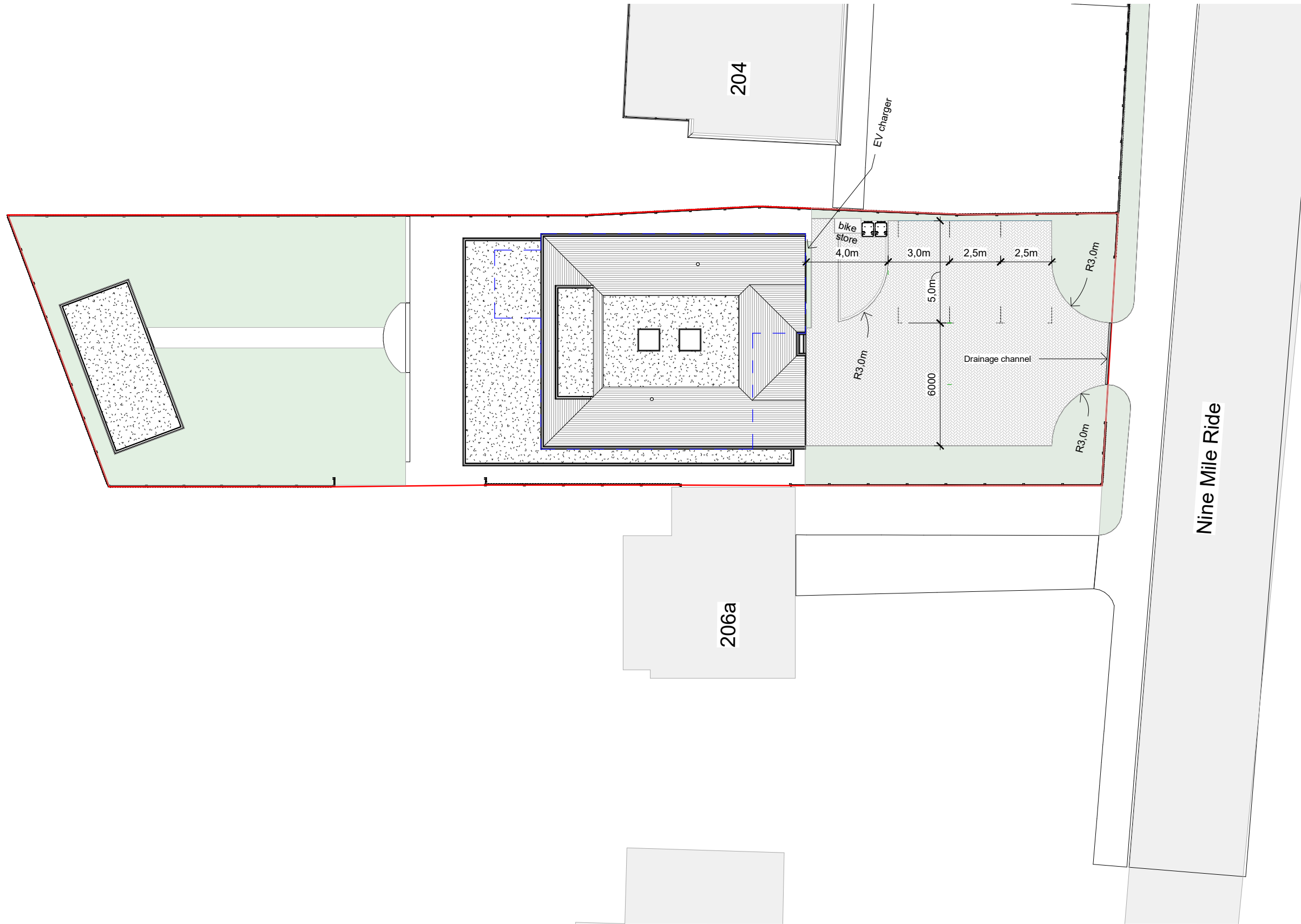
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Date Issue/Revisions

Key

- Boundary
- - - Demolished building
- Permeable block paving
- Soft landscaping

33



DRIVEWAY LAYOUT



Form Design Group
Walton on Thames, Surrey, KT12 4RZ
Tel 01932 213248

- Architecture
- Planning
- Structures
- interiors
- Landscape

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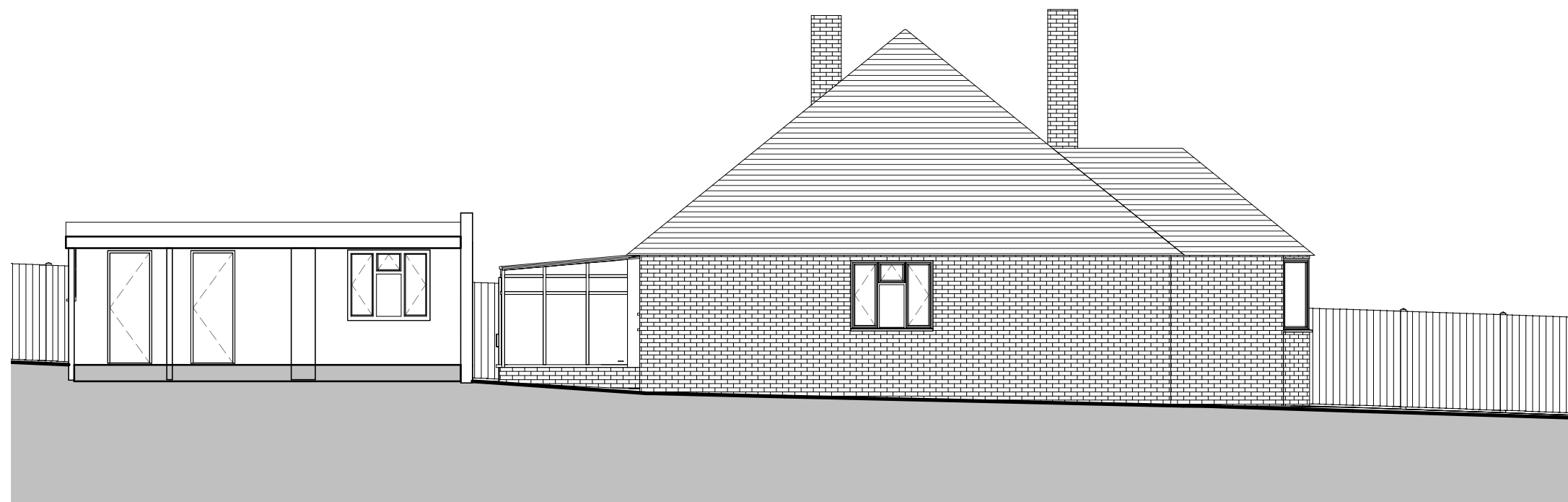
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Date Issue/Revisions



FRONT ELEVATION - NORTH

35



SIDE ELEVATION - EAST

EXISTING ELEVATIONS



Scale at A3 (1:100)



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Walton on Thames, Surrey. KT12 4RZ
Tel 01932 213248

Architecture
Planning
Structures
interiors
Landscape

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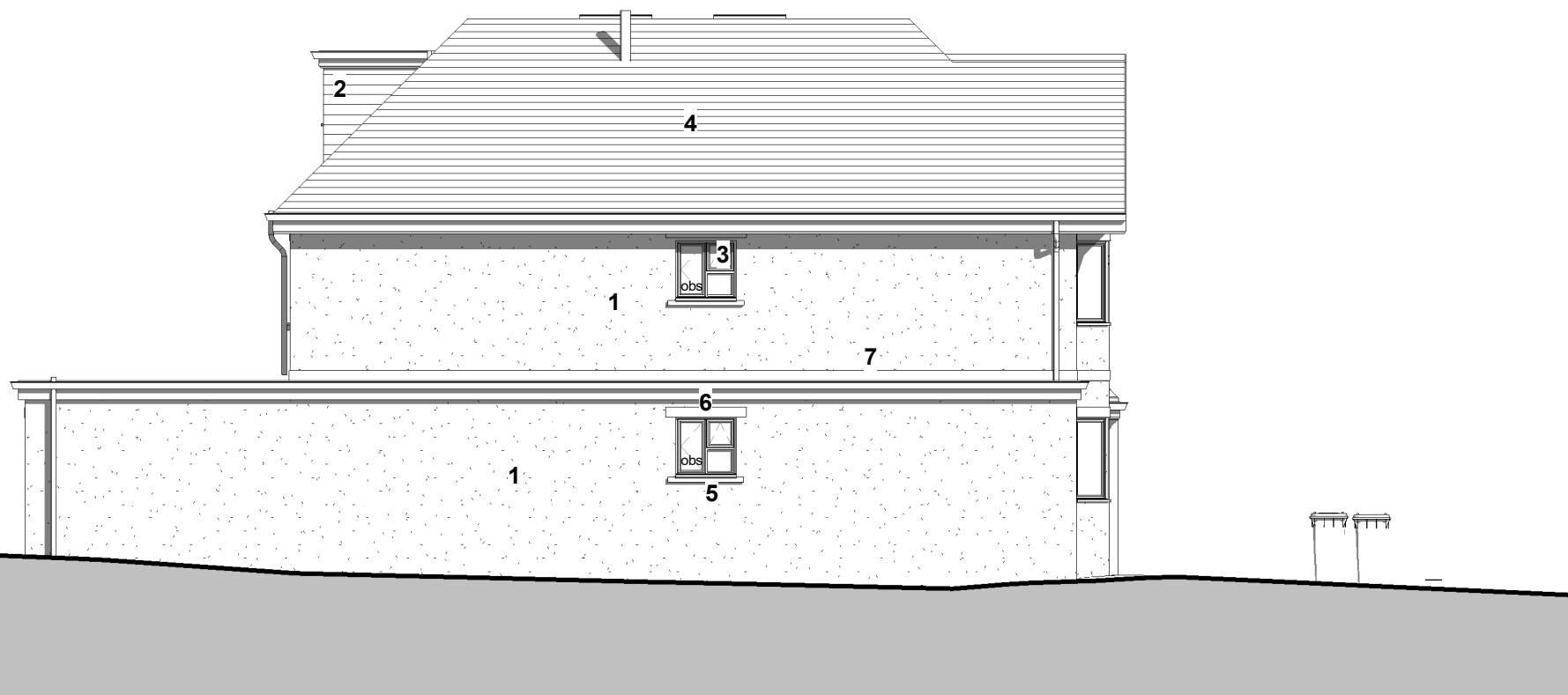
Date Issue/Revisions

MATERIALS:

- 1. WHITE RENDER
- 2. TIMBER CLADDING
- 3. GLAZING
- 4. RED PLAIN ROOF TILES
- 5. STONE CILL
- 6. STONE WINDOW HEAD
- 7. STONE FEATURE BAND



FRONT ELEVATION - NORTH



SIDE ELEVATION - EAST

PROPOSED ELEVATIONS

37



Scale at A3 (1:100)



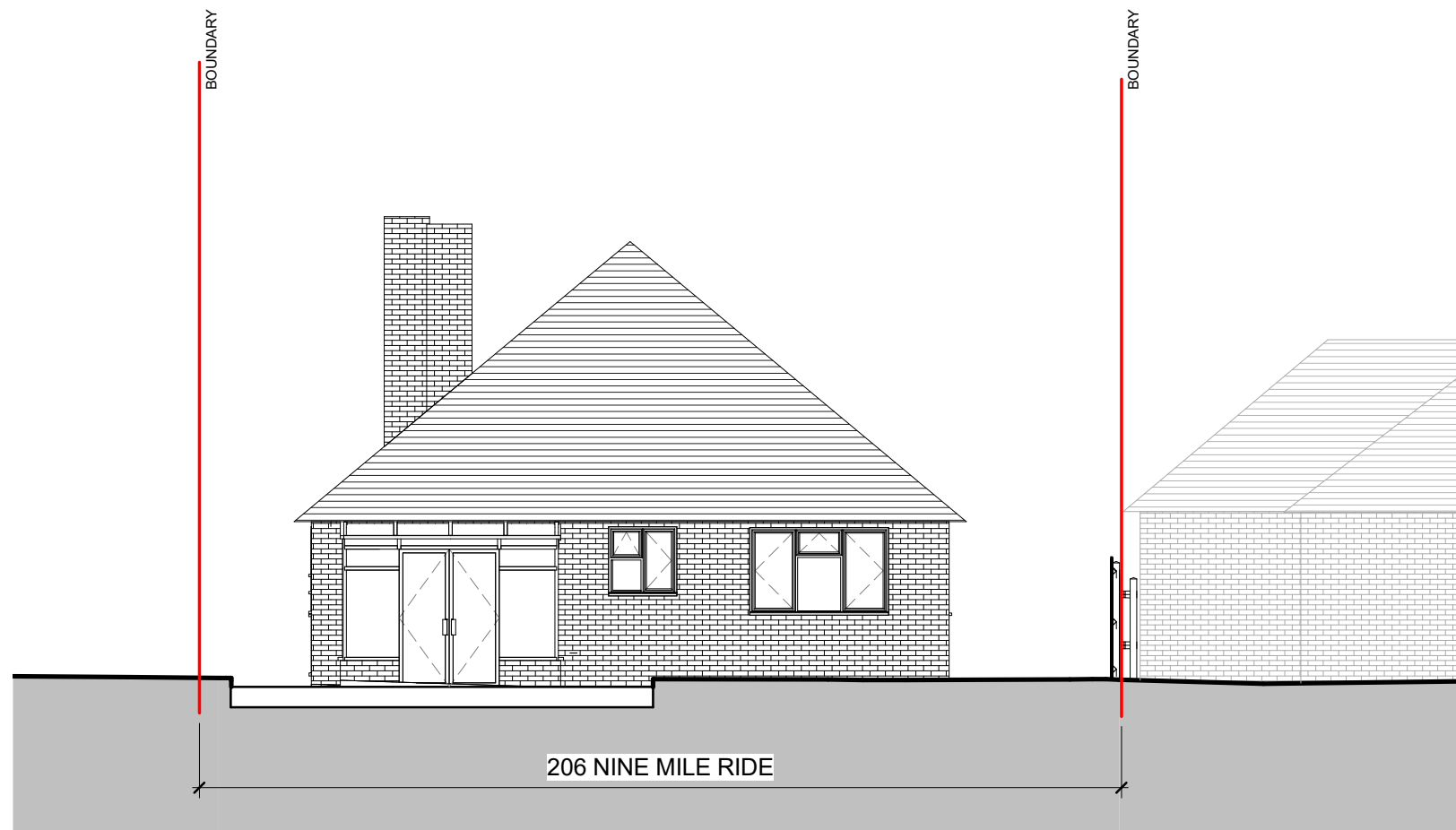
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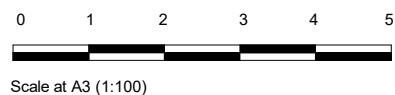
REAR ELEVATION - SOUTH



SIDE ELEVATION - WEST

EXISTING ELEVATIONS

39



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MATERIALS:

- 1. WHITE RENDER
- 2. TIMBER CLADDING
- 3. GLAZING
- 4. RED PLAIN ROOF TILES
- 5. STONE CILL
- 6. STONE WINDOW HEAD
- 7. STONE FEATURE BAND



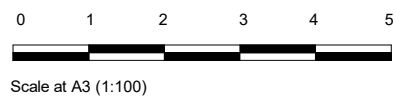
REAR ELEVATION - SOUTH



SIDE ELEVATION - WEST

PROPOSED ELEVATIONS

41



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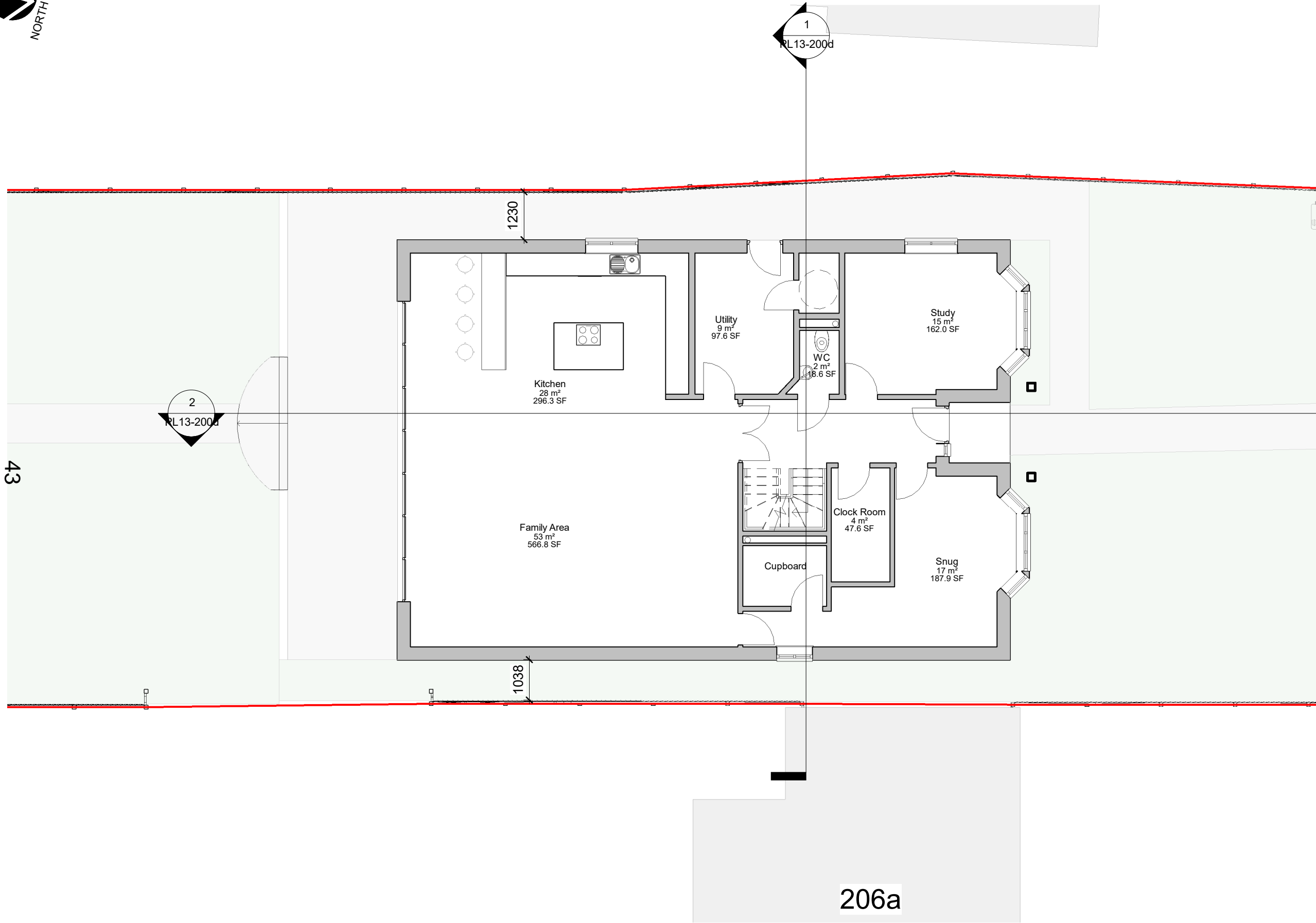
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PL13-200d

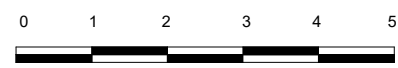
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PL13-200d

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PROPOSED GROUND FLOOR PLAN

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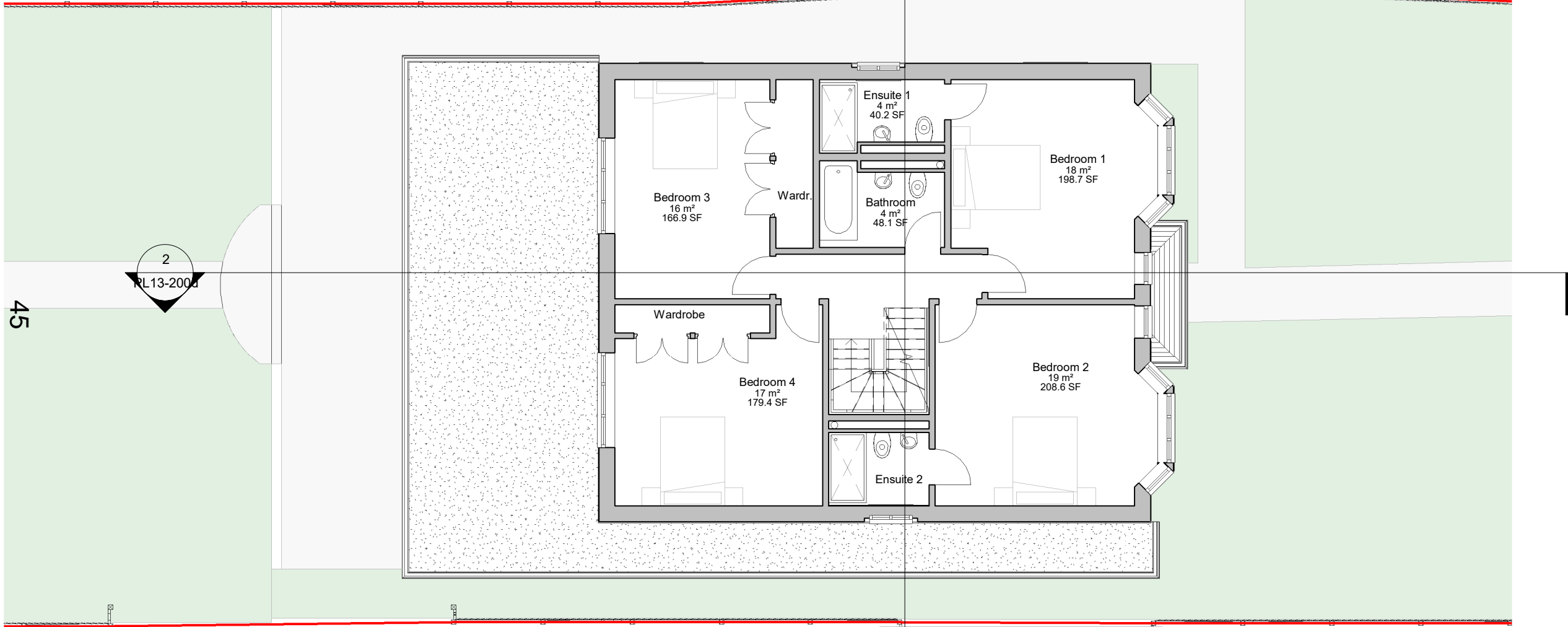


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PL13-200d

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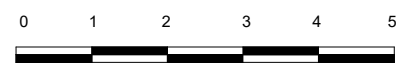
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PROPOSED FIRST FLOOR PLAN

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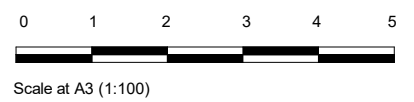
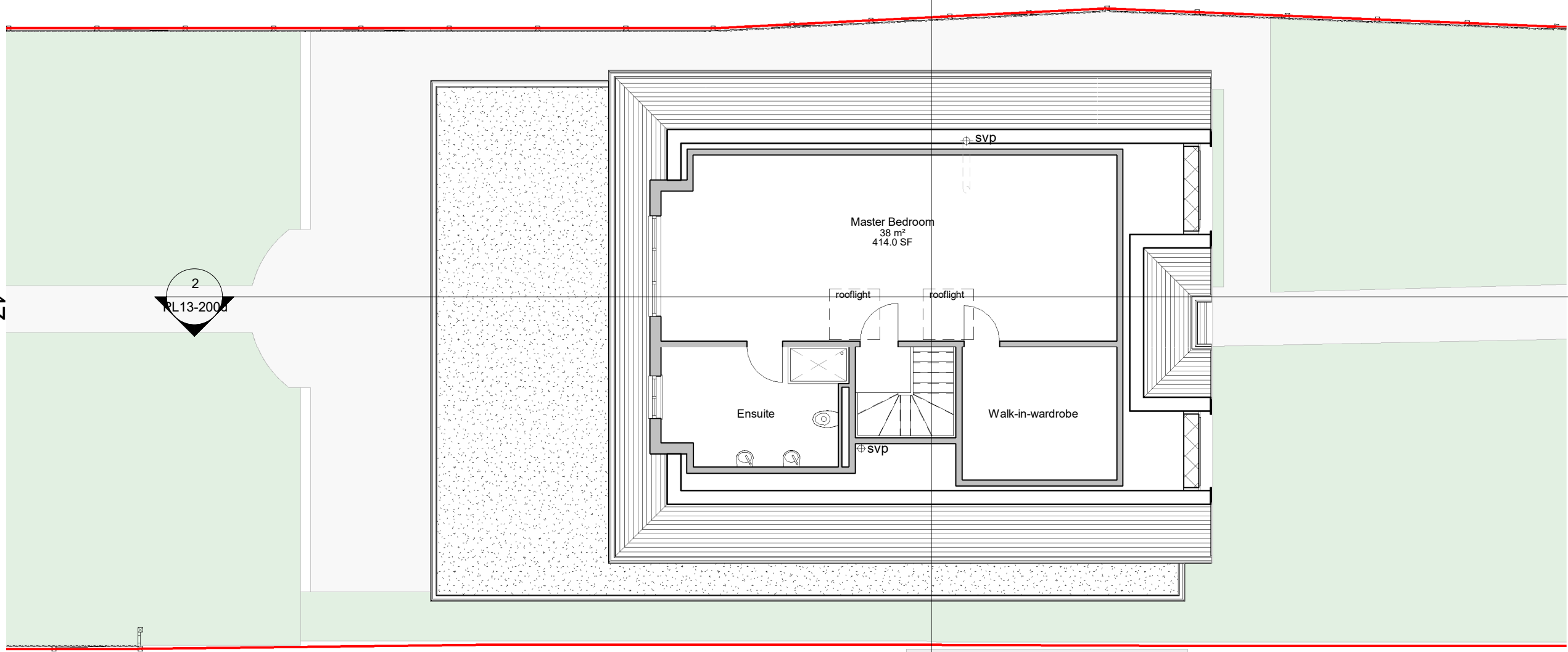
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PROPOSED SECOND FLOOR PLAN

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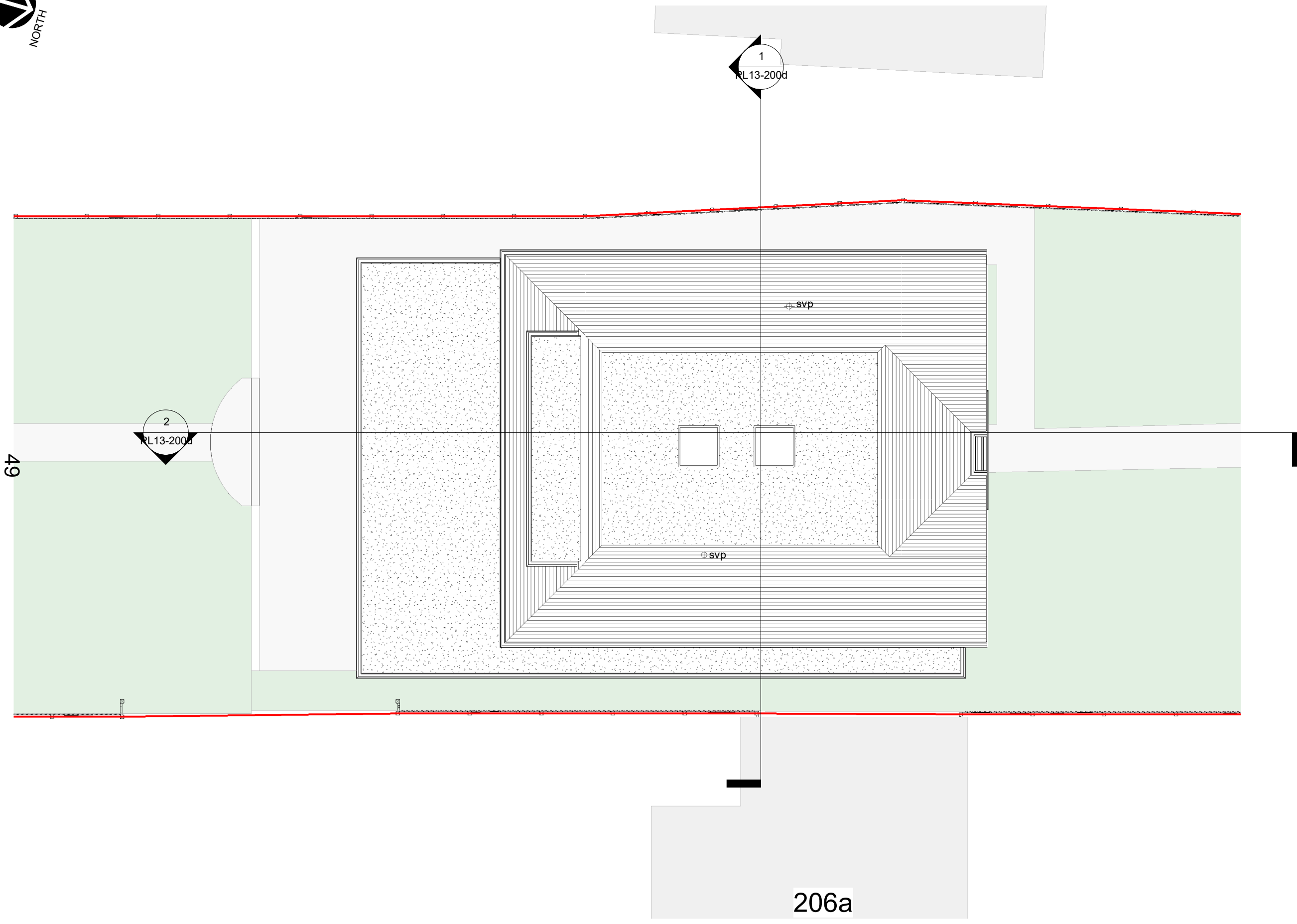
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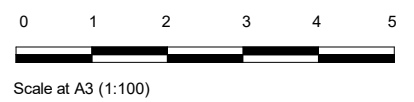
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PROPOSED ROOF PLAN



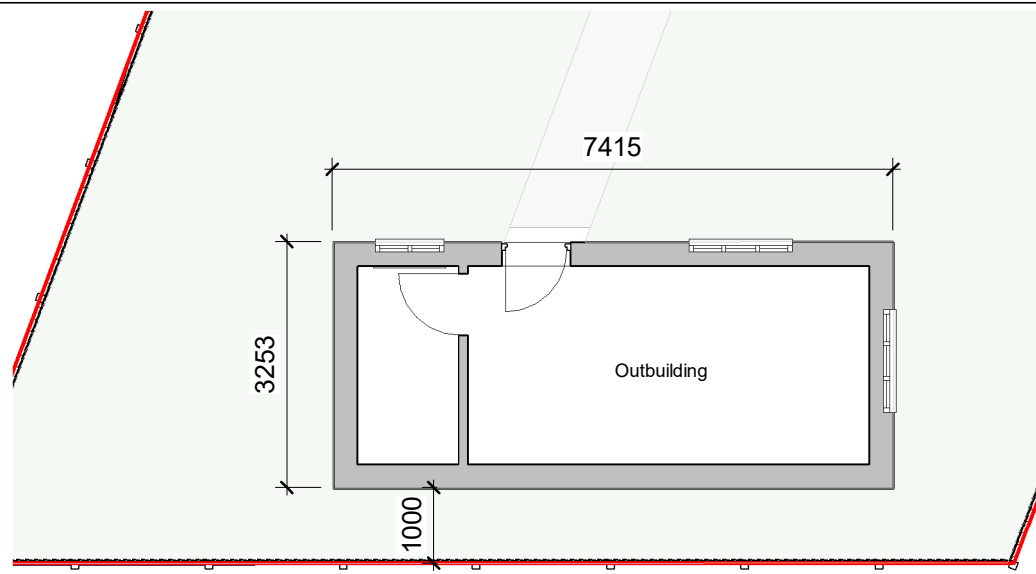
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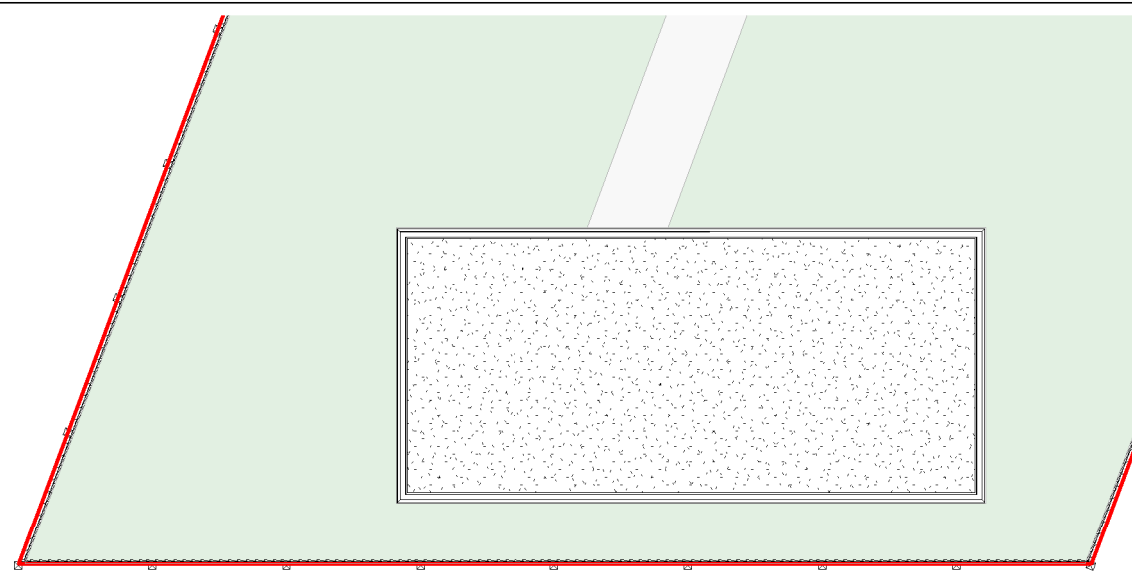
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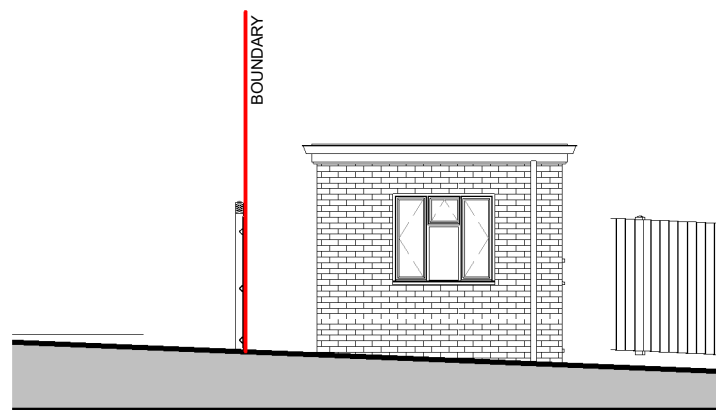
Date Issue/Revisions



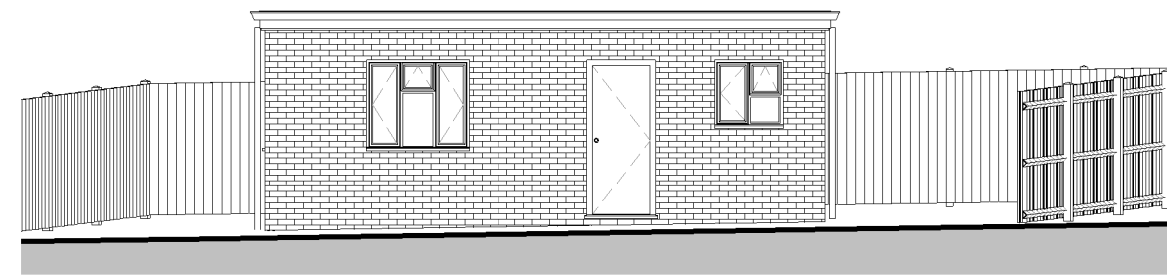
PROPOSED GROUND FLOOR PLAN



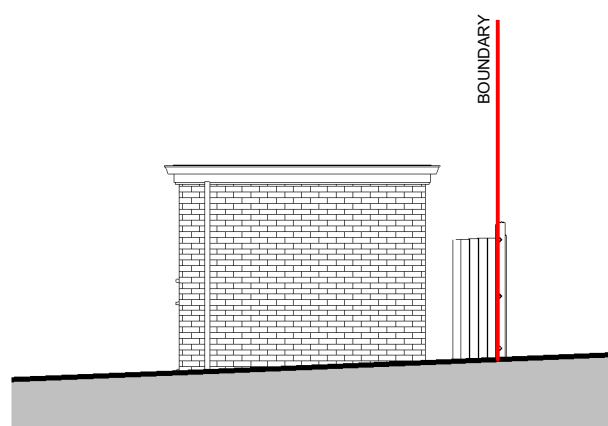
PROPOSED ROOF PLAN



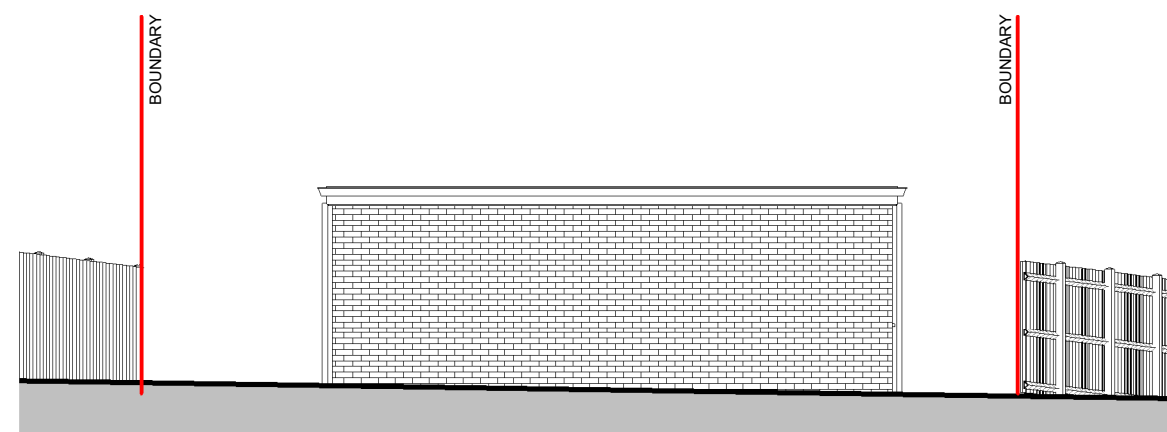
PROPOSED SIDE - EAST



PROPOSED FRONT - NORTH



PROPOSED SIDE - WEST



PROPOSED REAR - SOUTH

PROPOSED OUTBUILDING

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Agenda Item 50.

Application Number	Expiry Date	Parish	Ward
230099	15.12.2023	Winnersh	Winnersh

Applicant	Aldi Stores Limited
Site Address	Land to the South of Gazelle Close, Winnersh, RG41 5HH
Proposal	Full application for the proposed erection of a foodstore with associated access, parking and servicing areas, landscaping, and other associated works to include solar panels to the roof.
Type	Full
Officer	Mark Croucher
Reason for determination by committee	Major application

FOR CONSIDERATION BY	Planning Committee on Wednesday, 13 December 2023
REPORT PREPARED BY	Assistant Director – Place and Growth

RECOMMENDATION	<p>That the committee authorise the GRANT OF PLANNING PERMISSION subject to the following:</p> <p>A. Completion of a legal agreement relating to the following head of terms:</p> <p style="padding-left: 40px;">1. Employment Skills Plan</p> <p>B. Conditions and informatives as set out in Appendix 1 (subject to any additions and updates agreed with the Assistant Director – Place and Growth between the date of the resolution and the issue of the decision).</p> <p>C. Alternative recommendation: That the Planning Committee authorise the Head of Development Management to refuse planning permission in the event of a S106 legal agreement not being completed within three months of the date of the committee resolution (unless a longer period is agreed by officers on behalf of the Assistant Director – Place and Growth and confirmed in writing by the Local Planning Authority).</p>
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SUMMARY

The proposed development is for a new retail store and it has been demonstrated by a Sequential Test and Retail Impact Assessment that the proposal would not have a detrimental impact on the vitality or viability of other commercial centres. There is also an extant planning permission on the site for a building with vehicle fitting repair, sales and external vehicle display/storage areas - the site has therefore previously been considered acceptable for development under the current development plan policies.

Whilst the location of the site is technically within the countryside, it is well contained and linked to the built-up areas of Winnersh. Any impact on the more open landscape to the south would be negligible and the council's Tree and Landscape officer has not objected.

The junction from Gazelle Close onto Reading Road will remain unchanged. The Council's Highway Engineer is satisfied with this arrangement and in addition the proposed parking and access arrangements within the site are acceptable.

Large parts of the site fall within Flood Zone 3b and the Environment Agency has objected. Notwithstanding this, the flood compensation scheme & surface water drainage strategy is considered acceptable. Another significant factor is that the site has extant planning permission for a less vulnerable use and there is no change in vulnerability of the people that would use the site. Overall, these are considered as mitigating factors against the risk of bringing forward this type of development in this location.

The building is located away from neighbouring dwellings and the proposal would not result in detrimental noise or disturbance subject to the recommended conditions.

In summary, the proposal would bring forward a number of economic benefits and would contribute positively to the vitality and vibrancy of the area. On balance the benefits of the scheme outweigh the negative impacts and the proposal complies with the development plan when taken as a whole. The application is recommended for approval subject to the recommended conditions and legal agreement. The relevant material considerations are explored further in the report set out below.

RELEVANT PLANNING HISTORY		
Application No.	Description	Decision & Date
211633	Application for a certificate of lawfulness for the proposed construction of new workshop, sales and showroom building with associated staff and visitor parking, outdoor vehicle display, parking and storage areas, internal roadway and landscaping. Creation of new vehicle and pedestrian access to Gazelle Close. Extension to private car park to Winnersh Fields Business Park with creation of new vehicle access from existing car park in accordance with planning permission 201539.	Approved: 02 July 2021
211152	Application to vary conditions 2 and 3 of planning consent 201539, which relates to the variation of 'condition 2 of planning consent 181333 for the proposed erection of a new showroom and workshop building for vehicle fitting repair and sales, with external vehicle display/storage areas, customer and staff parking, associated landscaping and new access to Gazelle Close and proposed extension to Winnersh Fields Business Park (additional 30 spaces, access through existing car park). Condition 2 refers to minor amendments to fenestration, vehicle parking and access area. The variation is for	Withdrawn: 26 May 2021

	minor repositioning of the vehicular and pedestrian site access from	
201539	Application to vary condition 2 of planning consent 181333 for the proposed erection of a new showroom and workshop building for vehicle fitting repair and sales, with external vehicle display/storage areas, customer and staff parking, associated landscaping and new access to Gazelle Close and proposed extension to Winnersh Fields Business park (additional 30 spaces, access through existing car park). Condition 2 refers to minor amendments to fenestration, vehicle parking and access area. The variation is for, Minor repositioning of the vehicular and pedestrian site access from Gazelle Close, such that the revised access position sits outside of the adopted highway.	Approve: 27 August 2020
182357	Application for advertisement consent for the installation of 2 No. fascia signs and 1 No. monolith advertisement sign internally illuminated with halo illumination to the lettering.	Approve: 15 October 2018
181333	Application to vary conditions 2 following the grant of planning consent (171299) for the proposed erection of a new showroom and workshop building for vehicle fitting repair and sales, with external vehicle display/storage areas, customer and staff parking, associated landscaping and new access to Gazelle Close and proposed extension to Winnersh Fields Business park (additional 30 spaces, access through existing car park). Condition 2 relates to minor amendments to fenestration, vehicle parking and access area.	Approve: 29 June 2018
171299	Full application for the proposed erection of a new showroom and workshop building for vehicle fitting repair and sales, with external vehicle display/storage areas, customer and staff parking, associated landscaping and new access to Gazelle Close and proposed extension to Winnersh Fields Business park (additional 30 spaces, access through existing car park).	Approved: 13.12.2017



DEVELOPMENT INFORMATION	
Gross Internal Floor Space	1793 sqm
Previous land use	Nil – extant permission for new vehicle showroom and workshop building for vehicle fitting repair and sales.
Existing parking spaces	Nil
Proposed parking spaces	123
CONSTRAINTS	Flood Zone 2 and 3 Countryside Thames Basin Heaths - Special Protection Area – 5 and 7 km

CONSULTATION RESPONSES	
Trees and Landscape	No objection subject to conditions.
Drainage	No objection to the technical information submitted although Environment Agency is the main approval body for flooding from rivers.
Highways	No objection subject to conditions
Environmental Health	No objection to the open hours/deliveries times subject to mitigation measures secured by a condition.
Ecology	No response.
Employment Skills Plan	No objection subject to an ESP secured by S106 agreement.
Public Rights of Way	No objection.
Planning Policy	Further information required (<i>officer's note: Further information regarding the Retail Impact Assessment and Sequential Test has been submitted and is acceptable. See paragraphs 3 - 9</i>)
Environment Agency	Objection. The site is within Flood Zone 3b and the Flood risk mitigation measures to

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Line Search

address flood risk for the lifetime of the development included in the design are inadequate. (*officer's note: see paragraphs 38 - 53*)
No objection.
No objection.

REPRESENTATIONS

Town/Parish Council:

Winnersh Parish Council

Winnersh Parish Council Planning & Transport Committee have raised the following concerns:

1. Flood Risk - Is the +25% allowance for climate change sufficient?
2. Travel - Are the 8 cycle spaces for the public covered by CCTV? The Committee noted the positioning of the spaces are hidden and therefore concerns were raised about potential crime. The Committee also noted there were discrepancies within the report regarding the number of spaces for both cyclists and motorists.
3. Traffic - The Committee are concerned about the management of future traffic and turning right from the junction. This is currently a left turn only exit but is often abused by drivers turning right. An increase in traffic will create more vehicles turning right illegally increasing the road safety risk. As a result the junction will require better measures to stop the right turning traffic. The Committee are concerned that if traffic signals are installed this will place pressure on the Winnersh cross roads.

Earley Town Council

ETC raises objection to this application and recommends that WBC refuses the application for the following reasons:

1. The application site is in a Flood Zone 3B designation, which in general terms would mean no development should be permitted. This is contrary to Policy CP1(9), as it increases the risks from all forms of flooding, indeed the policy advocates reducing the risk and is contrary to NPPF paragraph 159, being inappropriate development in an area with significant risk of flooding. The exception test should only be applied if there are no suitable alternative sites.
2. In addition, the applicant has failed to demonstrate how potential highway safety risks at the Gazelle Close/Reading Road junction can be mitigated. This junction already presents a risk by vehicles exiting this retail development by the existing left turn only exit, which is obviously a sub-standard arrangement given the desire lines of drivers. This left -turn only exit arrangement is often disregarded by vehicles exiting this retail development and turning right regardless or making dangerous U-turns in the Reading Road once they have exited. With the significant increase in traffic, as a result of the proposed development, at the Gazelle Close/Reading Road junction onto

a 40mph class A road, the obvious dangerous drawbacks of the current junction design need to be addressed.

If WBC are minded to approve this application, provisions within a S106 Agreement are requested, requiring the applicant to address the multiple concerns of respondents to highway safety concerns about the Gazelle Close/Reading Road junction, and for the applicant to fund improvements, to resolve conflicts with vehicles turning into and out of the existing junction, with improved junction design and traffic management provisions, particularly the impact of vehicle movements at this junction on the safety of this popular cycle route for local school children which transits this location.

Local Members:

Cllr Paul Fishwick

Flood Risk Page 8 Sustainability report - 3.2 The drainage system will discharge for rainfall events up to and including the 1 in 100 year +25% allowance for climate change storm. - Is this sufficient? The site has flooded (or likely to have flooded) more recently than the historic flooding events in 3.3.4. have shown. Examples would be August 2011, January 2014, February 2014, December 2019, February 2020 Sustainable Travel Page 10 - 3.6.

Are the 8 cycle spaces covered by CCTV? They appear 'hidden' around a corner. Need to be prominent at the front of the store. There is a need to create safer cycling space from the store to the Reading Road with a segregated cycle link. Transport Assessment 3.9 states Local Transport Note (LTN) 2/08 Cycle Infrastructure Design details in paragraph 1.5 "Typical cycle trip distances". Reference should now be made to LTN 1/20 4.11 states According to the above standards, assuming 1,875sqm GFA for the ALDI the following standards may apply: Total 93 car parking spaces for ALDI 15 cycle spaces - this is much less than page 10 of the Sustainability report. What is correct? 6 m/c spaces total car parking of 176 car parking spaces with a minimum of 26 cycle parking spaces, with 7 motorcycle parking spaces. - the numbers are different from other quoted statements and needs to be clarified, as this will feed into the traffic assessment. Target model split Table 5.1 needs to be split into walking, cycling and public transport (bus/rail) separate from any car passenger travel. Summary states in 8.4 The proposed ALDI development would comprise; 1,875 sqm GFA Class E Foodstore including a total 124 customer car parking spaces of which 4 EVCP spaces and 20 passive spaces, 5 sabled parking bays, 8 P&C parking bays and 2 click and collect bays. Also 3 m/c bays. Cycle parking is to be provided on site including 10 customer cycle parking spaces under shelter. Staff cycle parking would be provided internal to the warehouse. These numbers need to be clarified as they are different elsewhere.

Gazelle Close j/w A329 Reading Road This is currently a left only exit but is often abused by drivers turning right, which creates a road safety issue. Additional traffic generation will through probability create even more illegal right-turning traffic increasing the road safety risk. The junction will require improved physical measures to stop the right-turning traffic. The introduction of traffic signals must not be a solution as this would create a significant right-turn trip generation, not only from this development but all businesses in Gazelle Close, placing pressure on the Winnerish cross-roads that has seen a reduction in traffic due to the relief road. Improved walking and cycling to Aldi. It would be beneficial to upgrade the Reading Road to LTN 1/20 walking and cycling standards that would assist residents/visitors with a safer route.

Cllr Prue Bray

I have two concerns about this proposal. Provided I can get reassurance about both, I have no objection. The first is the fact that the site is in Flood Zone 3. I know that a lot of work has been done on the impact of flooding for this location, but not in the very recent past, and the situation is likely to have been affected by the changes to the land adjacent to the site that is the country park for Hatchwood Mill, as well as by revised thinking on the impact of climate change. I would like to be reassured that there will be no increased risk of flooding for existing residents and businesses caused by this development.

The second is the traffic. The turn out of Gazelle Close onto Reading Road is left turn only - although it is frequently ignored when there is light traffic. I would like reassurance that the junction will not be signalised. I fear that this would cause tailbacks onto the Showcase roundabout at busy times. I would prefer to see it remain left turn only coming out. If Highways are of the opinion that it would work effectively, a mini-roundabout might be appropriate.

Neighbours: 59 letter received raising objections and support for the application. The following comments objecting to the application are summarised below:

- No consideration for ecology.
- Biodiversity Net Gain should be considered.
- The Transport Assessment is devoid of any impact / capacity assessment.
- Impact on highway safety.
- Increase in traffic.
- Concerns regarding the junction onto Reading Road.
- Are there sufficient parking spaces?
- The area is already densely populated with supermarkets.
- Impact on flooding.
- The area floods.
- The additional hard-surfacing will impact flooding and drainage.
- Impact on character and appearance of the area.
- Noise from the use could disturb residents.
- The supermarket isn't needed. There are already supermarkets in the area.
- The site should be used for something else.
- Impact on existing cycle lane.
- The provision of cycle parking appears to be out of sight.
- The environmental impact from greater air pollution resulting from any increased congestion would also be hugely undesirable.
- Impact on existing wildlife.
- Views across this area will be lost for our occupiers in the office park which trades on being semi rural.
- Additional pressure for vehicle parking

Comments in support of the application are summarised below:

- The addition of a more affordable shopping option within reach of the local communities could provide a benefit to residents and make better use of the current space.
- as with all works of this nature, I would like to suggest generally the project is a good idea.

- The Premier Inn has brought more people to the area and generally I think the project would be a great success and compliment the area well.
- I fully support this application and I am hopeful it will be approved. It will be good for the local community, creating job opportunities for local residents, whilst providing an alternative option to the more expensive supermarket in Winnersh.
- The Aldi outlet would be a fantastic addition to Shopping in the Winnersh area and beyond. I fully support this Application , and hopefully it will be approved.
- I am really looking forward to having an Aldi in Winnersh as the only supermarket is Sainsburys which I find quite expensive. Aldi will also give a broader range of goods and cheaper prices.
- this area is waste ground and the perfect spot for a medium sized shop as shown in this plan.
- It will bring life back into a dead area.

PLANNING POLICY

National Planning Policy Framework National Design Guide National Planning Practice Guidance

Core Strategy (CS)

CP1 – Sustainable Development
 CP2 – Inclusive Communities
 CP3 – General Principles for Development
 CP6 – Managing Travel Demand
 CP7 – Biodiversity
 CP8 – Thames Basin Heaths Special Protection Area
 CP9 – Scale and Location of Development Proposals
 CP11 – Proposals Outside Development Limits
 CP13 – Town Centres and Shopping
 CP14 – Growth and Renaissance of Wokingham Town Centre
 CP15 – Employment Development
 CP17 – Housing Delivery

MDD Local Plan (MDD)

CC01 – Presumption in Favour of Sustainable Development
 CC02 – Development Limits
 CC03 – Green Infrastructure, Trees and Landscaping
 CC04 – Sustainable Design and Construction
 CC05 – Renewable Energy and Decentralised Energy Networks
 CC06 – Noise
 CC07 – Parking
 CC08 – Safeguarding alignments of the Strategic Transport Network & Road Infrastructure
 CC09 – Development and Flood Risk
 CC10 – Sustainable Drainage
 TB11 – Core Employment Areas
 TB12 – Employment Skills Plan
 TB15 – Major Town, and Small Town/District Centre development
 TB16 – Development for Town Centre Uses
 TB17 – Local Centres and Neighbourhood and Village Shops

TB19 – Outdoor Advertising
TB20 – Service Arrangements and Deliveries for Employment and Retail Use
TB21 – Landscape Character
TB23 – Biodiversity and Development
TB25 – Archaeology

Other

Borough Design Guide Supplementary Planning Document
CIL Guidance + 123 List
Sustainable Design and Construction Supplementary Planning Document
Wokingham Town Centre SPD

PLANNING ISSUES

Principle of development:

1. 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 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.

Countryside

2. The application site is adjacent to, but outside of, the defined settlement limits of Winnersh. The site is therefore within the countryside. It does not meet any of the exceptions in policy CP11 and therefore conflicts with this policy. It is however relevant that a planning application has been approved to develop the site. The application (ref: 171299) for the erection of a new workshop, showroom and car park is extant. The officer report for the previous application stated that the site is closely related to the existing settlement and business park and there would be no expansion into the open countryside. The impact on the landscape and countryside is considered further in the *Landscape and impact on character of the area* section of this report.

Impact of retail development

3. Retail development is classed as a town centre use and policy TB16 of the MDD Local Plan states that proposals over 500sqm outside primary shopping should satisfy the Sequential Test and Retail Impact Assessment.
4. The Sequential Test guides main town centre uses towards town centre locations first, then, if no town centre locations are available, to edge of centre locations, and, if neither town centre locations nor edge of centre locations are available, to out of centre locations (with preference for accessible sites which are well connected to the town centre). It supports the viability and vitality of town centres by placing existing town centres foremost in both plan-making and decision-taking.
5. Considering the Sequential Test, the proposal is for a new supermarket with associated car park and delivery facilities and given the size of the development and

supermarkets in general, it is reasonable to conclude that there are no suitable alternative sites within a reasonable catchment of existing major town centres or Primary Shopping Areas. The applicants Sequential Test looked at sites within Wokingham, Winnersh Village Centre, Lower Early District Centre, Woodley Town Centre and several other Local Centres. None of the areas considered identified sites identified are considered suitable, available or viable. Other sites that have been identified within the Local Plan Update were also considered. However, the LPU can only carry limited weight at this stage and none of those sites had a planning history of extant permissions showing the principle of development was acceptable.

6. With regard to the location of this site, whilst it is technically within the countryside, it is adjacent to Major Settlement Limits and close to the Showcase Roundabout, where a large number of commercial uses are located, including Winnersh Triangle business park and large retail stores. As stated, there is an extant planning permission on site for a new showroom and workshop building for vehicle fitting repair and sales and therefore the site is sequentially appropriate for the development proposed. The accessibility of the site is considered in further detail in paragraphs 33 - 37 of this report.
7. A Retail Impact Assessment has been submitted and this should demonstrate there would be no unacceptable impact on the vitality and/or viability of these centres either from the proposal or from the cumulative effect of proposals. It is important to note that the policy is not drafted to preclude any impact.
8. The catchment area of the impact includes Woodley, Early and Wokingham and matches zones identified in the Western Berkshire Retail & Commercial Leisure Assessment 2016. A new Lidl store in Shinfield was also included within the analysis, even though it is 5km from the application site and the trading overlap would be minimal. The analysis submitted states that the convenience goods impacts are within acceptable parameters. It states that the only store that would be subject to a material level of impact is another Aldi store at Elms Field, Wokingham. The retailer is the same as the application site and they confirm that they are confident that both stores can operate successfully. Overall, it is not considered that the impact on existing centres would be unacceptable.
9. In summary, the location of the development fulfils both the Sequential Test and Retail Impact Assessment and the principle of a new supermarket in this location is acceptable from this perspective.

Landscape and impact on character of the area:

10. The building has been designed to be elevated from the car park for flood risk reasons. It would have a shallow mono-pitch roof and the elevations would comprise of grey cladding with smooth black brick and large banks of glazing at the frontage. Overall, the modern design of the building is in keeping with the character and appearance of the large retail warehouse style buildings adjacent to the site.
11. The glazed frontage of the building will be facing northwards and this is appropriate because it would be main vista when approaching the site from Reading Road, providing an active frontage to Gazelle Close. By its nature the supermarket building would have blank edges but these would be limited to views from the associated car park and the access road to the office buildings at Winnersh Fields. Landscaping will

also break up the blank edges of the building. Overall, the orientation and design of the building is reflective of its intended purpose and appropriate in its context.

12. The development includes soft landscaping which will mainly be located around the periphery of the site. There will be several good size pockets of landscaping to the site frontage, abutting Gazelle Close, and this will soften the impact of the building when approaching from Reading Road. It was described in the previous paragraph that the eastern edge of the building facing the access to Winnersh Fields was blank with limited detailing – there is however a sizeable area of landscaping proposed along this side of the building that will screen the development. Elsewhere, there will be smaller pockets of soft-landscaping within the site and to the western boundary that contribute to the overall landscaping plan. The Council's Tree and Landscape Officer has advised that proposals '*are acceptable and provides appropriate landscape mitigation for the proposed development.*'
13. The building would relate satisfactorily to the existing retail and business park. The retail park comprises of larger warehouse style retail units with large parking areas surrounding them and the proposal would have similar characteristics.
14. Whilst the site is within the countryside, it is experienced within and viewed contiguous with the existing commercial buildings at Winnersh Retail Park and Winnersh Fields Business Park. There is a belt of trees and vegetation to the south of the site which would be largely retained and this contains the site from views from the south. Given the site context, it does not detrimentally impact the wider landscape quality or characteristics associated with the Loddon River Valley Landscape Character Area.
15. Views of the site would mainly be from Winnersh looking into the retail and business park. There would be glimpsed views from the B3270 and Hatch Farm Way, especially in winter months, but the development would still be perceived in the context of those surrounding buildings, and it would not unduly encroach beyond the visual envelope of existing development.
16. The Council's Landscape Officer has advised that they have no objection with regard to the overall impact of the development:

I consider the proposed location, design and scale of the food store will relate well to the existing business units within Winnersh Fields Business Park and will have very limited additional visual impact on the Loddon River Valley Landscape Character Area to the west as the proposed building will be seen in the context of the existing buildings if glimpses are gained through the existing vegetation.

17. The existing parcel of land has a character and appearance akin to vacant plot within a built-up area and the proposal would improve the vitality and vibrancy of the immediate area. An existing vehicle access is stopped up with large concrete blocks and the site is surrounded with temporary security fencing. Vegetation on the site is predominantly scrub that has negligible amenity value. Overall, the parcel of land appears to be an anomaly within the setting of sizeable commercial and retail buildings and the development would round-off this cluster of commercial development.

18. Overall, whilst the site is within the countryside, the development would be seen and experienced within an immediate envelope of development and commercial uses and within the wider setting of Winnersh. Any landscape impact would be very limited. As stated, there is also an extant planning permission to re-develop the site for commercial purposes and the proposal would bring into use a vacant plot.

Neighbouring Amenity, Noise and Disturbance:

19. There are no residential dwellings adjacent to the site. The nearest dwellings are approximately 150m and there are significant intervening features that include the A329 and other commercial and industrial uses. The Reading Road properties will be shielded from the loading bay by the building and partially from the proposed plant location. There also several intervening physical features and buildings between the site and Green Acres Lane.

20. The council's Environmental Health Officer has advised:

Having read through the report titled 'Environmental Noise Assessment' by Sharps Redmore Acoustic Consultants dated 20th December 2022. I find the methodology and findings to be robust, it is a good report.

[...]

Wokingham's standard condition regarding new plant installation is outlined below. We ask for 5dB below background level. It is my view given the shielding offered by the building to Reading Road and the distance to Greenacres Lane that with some simple attenuation such as acoustic fencing or shielding this is achievable for this development.

21. Overall, considering the siting of the building and the context of the area, the proposed development is considered to have an acceptable impact on the amenity of neighbouring residents subject to recommended conditions 4 - 7.

22. The development is closer to other commercial uses and offices, but it is not considered that noise from deliveries would result in a level of disturbance that would detrimentally impact workers at other sites. The proposed use of the site would be entirely in keeping with the surrounding commercial operations.

23. Condition 28 is recommended to secure a Construction Management Plan and this will minimise the impact of the development during the construction phases.

24. The Environmental Health Team have not raised any concerns regarding air quality or the impact of this on local residents.

Highway Access and Parking Provision:

25. The access to the site would be via Gazelle Close. The existing pavement will be extended into the site. Dropped kerbs and tactile paving will be provided at the internal crossing point.

26. The existing junction from Gazelle Close onto Reading Road is left turn only and requires vehicle to use the showcase roundabout to travel eastward by either turning

around or travelling via Hatch Farm Way. This arrangement will remain. Modelling for the existing junction has been submitted and the council's Highway Engineer is satisfied it shows an acceptable impact on the highway network with minimal queuing.

27. Representations have raised concerns with the existing access onto Reading Road and that many vehicles turn right, despite the restriction, or turn around in the Premier Inn access road/carpark. Accident data has been submitted for Reading Road showing two minor accidents near the existing junction with Gazelle Close. The submitted Transport Assessment concludes that the accident data shows no blackspots or frequent common causes relating to highway deficiencies, just driver error. The NPPF is clear that development should not be prevented on highways grounds unless there would be an unacceptable highway safety impact. As stated above, the council's Highway Engineer is satisfied with the information submitted and that the existing access is acceptable on highway safety grounds.
28. There are existing controlled pedestrian crossing points either side of the Gazelle Close junction onto Reading Road. One is located west, at the Showcase Roundabout, and the other is located approximately 120m to the east of the Gazelle Close Junction. This provides safe crossing points for pedestrians.
29. Visibility Splay and Swept path drawings have submitted demonstrating the entrance of the site is suitable for large delivery vehicles.
30. There would be 123 car parking spaces on site and this exceeds the Borough parking standards for a store of this size by 33 spaces. Of these spaces 7 would be disabled spaces and 8 family parking spaces and this accords council's parking standards. It is proposed that there would be 4 active electric charging point and 20 passive spaces for future connections. All standard spaces are 5m x 2.5m in dimensions and there is ample space behind these spaces for safe manoeuvring. Motorcycle parking spaces would be located to the west of the car park. The proposed vehicle parking arrangements for the site are acceptable subject to conditions 15, 16, and 23.
31. The council's cycle parking standards require at least 14 spaces. There would be 12 sheltered cycle parking spaces at the front of the site and storage for 2 staff cycles within the integral warehouse. The proposed development can meet the required cycle parking requirement subject to recommended condition 17.
32. Overall, the proposed development would have an acceptable impact on highway safety and the layout has adequate parking and manoeuvring to meet the council's standards, subject to conditions 15 – 24.

Accessibility:

33. Whilst the site is within the countryside, it is adjacent to a Major Development Location. The area benefits from good pedestrian infrastructure and there would be a large catchment of existing residents that would be within a reasonable walking distance of the site (800 – 1200m). As stated in the previous section, there are pedestrian crossing points along Reading Road that make walking to the site a viable and sustainable travel option.
34. The A329 has cycle lanes that connects into a network of other cycle infrastructure that leads to Winnersh Triangle Train Station, Hatch Farm Way and Toutley Road.

There are continuous cycle lanes from the junction with Reading Road to Wokingham and Reading town centres.

35. There are bus stops along the A329 in either direction approximately 300m from the site. These stops are served by the Number 4 Lion Service which connects Wokingham Bracknell and Reading. Services start from 5am and finish 11pm on weekdays and 6am – 11pm on Saturdays and have a half hourly frequency during peak hours. There are also regular services on Sundays.
36. Winnersh Triangle Train Station is approximately a 400m walk from the site and provides a realistic opportunity for people to access the site via train services.
37. Overall, the site is well located so that many residents, patrons and staff will have realistic and desirable sustainable transport options to access the Supermarket. A staff travel plan has been submitted to promote sustainable transport use and this is secured by recommended condition 19.

Flooding and Drainage:

38. Criterion 4 of MDD Local Plan policy CC09 states that *'in exceptional circumstances, new development in areas of flood risk will be supported where it can be demonstrated that:*
 - a) The development provides wider sustainability benefits to the community that outweigh flood risk.*
 - b) The development will:*
 - i. Be safe for its lifetime, taking account of the vulnerability of its users*
 - ii. Not increase flood risk in any form elsewhere and, where possible, will reduce flood risk overall*
 - iii. Incorporate flood resilient and resistant measures into the design*
 - c) Appropriate evacuation and flood response procedures are in place to manage the residual risk associated with an extreme flood event.*
39. Policy CP1 of the Core Strategy states that planning permission will be granted for development proposals that avoid increasing (and where possible reduce) risks of or from all forms of flooding (including from groundwater).
40. This Environment Agency Flood Map for Planning shows the site is located within Flood Zones 2 and 3. The majority of the site is within Flood Zone 3 with a small area to the north being in Flood Zone 2. Flood Zone 3 can be split into two further categories, 3a (High Risk of Flooding) and 3b (the Functional Floodplain). Apart from a small section of the west elevation, the proposed building falls outside of Flood Zone 3b but the car park and landscaping to the west would be situated within the functional floodplain.
41. The NPPF advises that development in areas of Flood Risk should apply a sequential, risk-based approach, referred to as a Sequential Test. The aim of the Sequential Test is to steer new development to areas with the lowest risk of flooding from any source.
42. The applicant has carried out a Sequential Test which shows there are no other suitable or viable sites for such a development within the same catchment area. It is

also relevant for the Sequential Test that the existing site has extant planning permission to be developed into a vehicle showroom and repair garage with an external parking court. The development of the site for commercial purposes has therefore been previously considered acceptable under the current development plan policies.

43. The Planning Practice Guidance (PPG) states that the Exceptions Test does not need to be applied for development within Flood Zone 3a but as sizable parts of the site are in Flood Zone 3b, it is relevant to consider the development against this and it reflects to the criteria in Local Plan policy CC09. The NPPF states that to pass the exceptions test, development should demonstrate that:

a) the development would provide wider sustainability benefits to the community that outweigh the flood risk; and

b) the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

44. The PPG provides examples of materials considerations that would have wider sustainability benefits to the community and the development would meet these by resulting in overall reduction in flood risk to the wider community through flood risk management infrastructure and the provision of multifunctional Sustainable Drainage Systems.

45. The Council's Drainage Engineer has advised that the development would result in additional flood water storage:

'The proposal mentions a flood compensation scheme that provides 499m³ of additional flood storage. Ensure that this compensation meets the required standards and that the design is effective in managing flood risk. Addressing concerns related to under slab voids is crucial. It's essential to have a robust plan in place for their maintenance and to prevent them from being used for unintended purposes. The conclusion highlights the similarities between the extant permission and the current proposal, especially in terms of building locations and flood compensation schemes. LLFA satisfied with the submitted report.'

46. The PPG also refers to the re-use of suitable brownfield land as part of a local regeneration scheme. Whilst the proposal would not completely accord with this benefit, the land does have an extant permission and the proposal would bring forward an otherwise vacant plot with planning permission.

47. With regard to criterion b of the Exception Test, the proposal can be made safe for its lifetime taking account of the vulnerability of its users without increasing flood risk elsewhere. The users would be 'less vulnerable' in flood risk terms and information has been submitted demonstrating the building is sufficiently raised from flood water levels.

48. The majority of the building, including the entrance, is located outside of the functional floodplain and is located on higher ground. Recommended condition 25 secures a Flood Response Plan that will set out how the development would remain safe during a flooding event.

49. The proposal meets the Sequential and Exceptions Tests, subject to conditions. For the reasons stated, it is also considered that the exceptions in policy CC09 have been met and, in accordance with the policy CP1, the development would not increase flooding elsewhere.
50. The Environment Agency has objected because parts of the site are within the functional Flood Plain. In addition to the points raised above, there are further material considerations that need to be weighed against this objection.
51. As stated, there is an extant permission to develop the site for commercial purposes. Whilst the development before the committee has a larger floor area and car park, the principle of a 'less vulnerable' use within flood zone 3b has been established and this permission is extant. Although it is noted that the current application would likely draw a greater number of people to the site. The officer report for the previously approved application noted that only parts of the carpark were located in Flood Zone 3b and the wider sustainability benefits of increase of flood storage and other material benefits outweighed the harm. The Applicant has highlighted that the proposed building would have a higher floor level and increased flood water storage capacity of approximately 99 cubic metres from the extant permission.
52. The Environment Agency has objected to the information within the Applicant's Flood Risk Assessment, advising that the flood risk mitigation measures to address flood risk for the lifetime of the development are inadequate because they will not make the development resilient to the flood levels and inadequate floodplain storage compensation – The EA consider that it has not been demonstrated that flood risk would not be increased elsewhere. Further information from the applicant has been submitted and whilst the Environment Agency maintain their objection, the Council's Drainage Engineer has advised that as the Lead Local Flood Authority (LLFA), the Flood Compensation Scheme & Surface Water Drainage strategy is acceptable. There are some flood risk benefits in the form of an increase in flood storage across the site.
53. The objection from the Environment Agency and the location of parts of the site within the functional Flood Plain need to be weighed up in the final planning balance. Whilst there are measures to make the development safe for its lifetime and additional flood water storage measures, it must still be noted that the PPG advises that a Less Vulnerable use within Flood Zone 3b is not compatible. The extant planning permission on the site is also a material consideration that was not taken into account by the EA. These matters are re-visited on the planning balance section of this report.

Trees:

54. An Arboricultural Implications Assessment (AIA) has been provided to support the application which demonstrates an acceptable impact on existing trees. There would be six smaller Category C trees removed but the council's Tree and Landscape Officer raises no objection to this as the majority of the treed landscape buffer will be retained as part of the proposals.
55. There will be some works proposed within the root protection areas (RPA's) of some of the larger trees on the boundary, however this will be a minor incursion by the car park surfacing and details of the no-dig, permeable surfacing will need to be provided

as part of an Arboricultural Method Statement (AMS) which can be provided though recommended condition 11.

Ecology:

56. The site comprises of mixed scrub, other neutral grassland, lowland mixed deciduous woodland, a dry ditch, and hardstanding. Gazelle Close runs is immediately north of the site, along with a network of roads and junctions which form part of Winnersh Triangle and its businesses, shops, and residential properties.
57. An Ecological Impact Assessment has been submitted. Where possible, the lowland mixed deciduous woodland has been retained but the proposal will result in the loss of a small area of lowland mixed deciduous woodland, however, given the results of the autumn activity surveys and the wider urban area of the site, it is expected that only urban, light tolerant species will use this habitat. A lighting plan has been submitted shows with some light spill on adjacent habitats. Measures to control light and noise pollution at night during the construction phase should be incorporated into a Construction and Environment Management Plan (CEMP).
58. One tree is identified as having the potential to support roosting bats will not be lost as part of development. Retained trees will be appropriately buffered for their root protection area, and measures to buffer these trees to control light and noise pollution will be incorporated into a CEMP. Additionally, the tree identified as having PRFs should not be lit during construction or operation of the proposals.
59. No reptiles or signs of reptiles were found, and therefore they are considered likely absent from site. Nevertheless, mitigation in the form of directional phased strimming can be implemented as a precaution.
60. The development will not result in any adverse effects on nesting birds, reptiles, common amphibians, bats, or any other species groups subject to a CEMP and Landscape Environmental Management Plan (LEMP) secured by recommended conditions 29 and 30 and the mitigation measures included therein.

Sustainable Design and Construction:

61. Policy CC05 states that planning permission will only be granted for proposals that deliver a minimum 10% reduction in carbon emissions through renewable energy or low carbon technology where the development is for 1,000 sqm gross floorspace.
62. A Sustainability Statement has been submitted stating that energy use for the development has been minimised through the implementation of passive design measures to reduce the requirement of both heating & cooling systems, with the addition of renewable technologies including an ASHP supplemented by heat recovery from the stores refrigerated cases, and a 50kWp roof-mounted solar panels. Condition 13 is recommended to ensure the policy requirements of CC05 area met.

Employment Skills Plan:

63. Policy TB12 of the MDD Local Plan states that for Proposals for major development should be accompanied by an Employment and Skills Plan (ESP) to show how the proposal accords opportunities for training, apprenticeship or other vocational

initiatives to develop local employability skills required by developers, contractors or end users of the proposal.

64. ESPs are worked out using the Construction Industry Training Board (CITB) benchmarks which are based on the value of construction. The value of the construction for this proposal has been calculated as £1,837,825. This is calculated by multiplying the interior floor space of 1,793m² by £1025, which is the cost of construction per square metre as set out by Building Cost Information Service of RICS.

65. This means that based on the CITB benchmarks the employment skills plan for 230099 - Land to the South of Gazelle Close, Winnersh is seeking:

230099 - Land to the South of Gazelle Close, Winnersh	
Project value	£1,837,825
Community Skills Support E.g. work experience or CSCS training courses	3
Apprenticeship starts	0
Jobs created	1

66. This will be secure via a legal agreement and is listed in the Heads of Terms at the beginning of this report.

The Public Sector Equality Duty (Equality Act 2010):

67. In determining this application, the Council is required to have due regard to its obligations under the Equality Act 2010. The key equalities protected characteristics include age, disability, gender, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief. There is no indication or evidence (including from consultation on the application) that persons with protected characteristics as identified by the Act have or will have different needs, experiences, issues and priorities in relation to this particular planning application and there would be no significant adverse impacts as a result of the development.

Conclusion and Planning Balance:

68. The proposed development will result in a number of beneficial impacts. The proposal will have a positive economic impact by resulting in jobs and new business to the area. Information has been submitted showing that the proposal would not detrimentally impact the viability of other retail and town centres. It will provide a new day-to-day shopping facility within a sustainable and accessible location to residents – many representation letters also raised this as a positive effect of the development.

69. Whilst the location of the site is within the countryside, it has a very limited effect on the character and appearance of the wider area and the setting of the Hatch Farm Country Park to the south. The site is well contained, and its existing appearance and setting are more akin to vacant plot within a built-up area. To this extent there would

be some benefit in developing a somewhat neglected parcel of land within a built-up area, adding to the vitality and vibrancy of the locality.

70. Considering flooding and drainage, large parts of the site fall within flood zone 3b and the Environment Agency has objected – this weighs negatively against the proposal. Notwithstanding this, the flood compensation scheme & surface water drainage strategy is considered acceptable. Another significant factor is that the site has extant planning permission for a less vulnerable use and there is no change in vulnerability of the people that would use the site. Overall, these are considered as mitigating factors against the risk of bringing forward this type of development in this location.
71. There would be some loss of deciduous woodland on the site but the extent of this would be very limited and it has been advised that the surrounded built environment compromises the ecology value of this habitat.
72. Whilst representatives have raised concerns about the existing junction from Gazelle Close to Reading Road, the council's Highway Engineer has advised that the existing access arrangements and junctions are acceptable and would not have an unacceptable impact on highway safety.
73. The council's Tree and Landscape Officer does not object to the development. Noise and disturbance would be limited due to the distance from residential properties, and this can be mitigated by the recommended conditions.
74. Overall, it is considered that on balance the benefits of the scheme outweigh the negative impacts and the proposal complies with the development plan when taken as a whole. The application is recommended for approval subject to the recommended conditions and legal agreement.

The Public Sector Equality Duty (Equality Act 2010)

In determining this application the Council is required to have due regard to its obligations under the Equality Act 2010. The key equalities protected characteristics include age, disability, gender, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief. There is no indication or evidence (including from consultation on the application) that the protected groups identified by the Act have or will have different needs, experiences, issues and priorities in relation to this particular planning application and there would be no significant adverse impacts upon protected groups as a result of the development.

APPENDIX 1 - Conditions / informatives or Reasons for refusal

APPROVAL subject to the following conditions and informatives:

Time limit

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).

Approved details

2. This permission is in respect of the submitted application plans and drawings numbered ref:

201057-1000 Rev P1 (Site Location Plan)
201057-1300 Rev P5 (Proposed Site Plan)
201057-1301 Rev P3 (Proposed Floor Plan)
201057-1302 Rev P1 (Proposed Roof Plan)
201057-1400 Rev P2 (Proposed Elevations)
201057-1401 Rev P2 (Proposed Site Sections)

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.

Material samples

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

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

Hours of use

4. The use hereby permitted shall not operate other than between the hours of 07:00 to 23:00 Mondays to Saturday and 08:00 to 19:00 on Bank or National Holidays.

Reason: To safeguard the amenities of nearby residents and occupiers of the surrounding buildings and to prevent additional noise contamination in the countryside. Relevant policy: Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy CC06.

Deliveries

5. No deliveries shall be taken in or dispatched from the site outside the hours of 08:00 to 22:00 Monday to Saturdays and between 10:00 to 14:00 on Sundays, Bank or Public Holidays.

Reason: To safeguard the amenities of nearby residents and occupiers of the surrounding buildings and to prevent additional noise contamination in the countryside. Relevant policy: Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy CC06.

6. Hours of work

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 08:00 and 18:00 Monday to Friday and 08:00 to 13:00 Saturdays and at no time on Sundays or Bank or National Holidays.

Reason: To safeguard the amenities of nearby residents and occupiers of the surrounding buildings and to prevent additional noise contamination in the countryside. Relevant policy: Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy CC06.

7. Plant/Machinery attenuation

All plant, machinery and equipment installed or operated in connection with the carrying out of this permission shall be so enclosed and/or attenuated that noise therefrom does not exceed at any time a level of 5dB[A] below the existing background noise level [or 10dB[A] if there is a particular tonal quality] when measured at a point one metre external to the nearest residential or noise sensitive property. Any recommended noise mitigation measures should be retained and maintained thereafter.

Reason: To safeguard the amenities of nearby residents and occupiers of the surrounding buildings and to prevent additional noise contamination in the countryside. Relevant policy: Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy CC06.

8. Ground and building levels

No development shall take place until a measured survey of the site and a plan prepared to scale of not less than 1:500 showing details of existing and proposed finished ground levels (in relation to a fixed datum point) and finished roof levels shall be submitted to and approved in writing by the local planning authority, and the approved scheme shall be fully implemented prior to the occupation of the building(s).

Reason: in order to ensure a satisfactory form of development relative to surrounding buildings and landscape. Relevant policy: Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy TB21.

Landscaping

9. 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, proposed finished floor levels or contours, means of enclosure, car parking layouts, other vehicle and pedestrian access and circulation areas, hard surfacing materials and minor artefacts and structure (e.g. furniture, play equipment, refuse or other storage units, signs, lighting, external services, etc).

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 (and TB06 for garden development).

Retention of trees and shrubs

10. 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 the local planning authority gives written consent to any variation.

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.

11. Protection of trees

a) No development or other operation shall commence on site until an Arboricultural Method Statement and Scheme of Works which provides for the retention and protection of trees, shrubs and hedges growing on or adjacent to the site in accordance with BS5837: 2012 has been submitted to and approved in writing by the local planning authority. No development or other operations shall take place except in complete accordance with the details as so-approved (hereinafter referred to as the Approved Scheme).

b) No operations shall commence on site in connection with development hereby approved (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) until the tree protection works required by the Approved Scheme are in place 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 in writing 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.

Landscape management

12. 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, other than 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.

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.

Sustainable design

13. Prior to the commencement of development full details of how the development will achieve a 10% reduction in carbon emissions shall be submitted to and approved in writing by the Local Planning Authority. The details thereby agreed shall be fully implemented and maintained in working order in perpetuity.

Reason: To ensure the development results in a 10% reduction in carbon emissions in accordance with policy CC05

External lighting

14. Prior to the occupation of the development hereby approved, details of any external lighting shall be submitted to and approved in writing by the Local Planning Authority. The lighting shall be installed in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of the amenity of the area.

Parking and turning

15. No part of any building(s) hereby permitted shall be occupied or used until vehicle parking and turning spaces has been provided in accordance with details to be submitted to and approved in writing by the local planning authority. The vehicle parking and turning space so-approved shall be retained in accordance with the approved details and the parking space remain available for the parking of vehicles at all times and the turning space shall not be used for any purpose other than vehicle turning.

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

Parking Management Plan

16. Prior to the first occupation of the development, a Parking Management Strategy for the management of the parking arrangements shall be submitted to and approved in writing by the local planning authority. The submitted Parking Management Strategy shall include details of the management of all parking spaces and the monitoring and the delivery of additional electric vehicle charging spaces when required.

Reason: To ensure satisfactory development in the interests of amenity and highway safety in accordance with Wokingham Borough Core Strategy Policies CP1, CP6, CP13 and CP21 and MDDLDP policies CC07 and TB20.

Cycle parking

17. No building shall be occupied until full details of secure and covered parking for customers and staff cycles has been submitted to and agreed in writing by the Local Planning Authority. The building shall not be occupied until the cycling parking details have been implemented in full accordance with the agreed details. The cycle parking/storage shall be permanently so-retained for the parking of bicycles and used for no other purpose.

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

Construction Method Statement

18. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- i) the parking of vehicles of site operatives and visitors,
- ii) loading and unloading of plant and materials,
- iii) storage of plant and materials used in constructing the development,
- iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate,
- v) wheel washing facilities,
- vi) measures to control the emission of dust and dirt during construction,
- vii) a scheme for recycling/disposing of waste resulting from demolition and construction works.

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

Travel plan

19. Prior to the commencement of the development a Travel Plan shall be submitted to and approved in writing by the local planning authority. The travel plan shall include a programme of implementation and proposals to promote alternative forms of transport to and from the site, other than by the private car and provide for periodic

review. The travel plan shall be fully implemented, maintained and reviewed as so-approved.

Reason: To encourage the use of all travel modes. Relevant policy: NPPF Section 4 (Sustainable Transport) and Core Strategy policy CP6.

Visibility splays

20. Prior to the occupation of the development the proposed vehicular access shall have been formed and provided with visibility splays shown on the approved drawing number SK12. The land within the visibility splays shall be cleared of any obstruction exceeding 0.6 metres in height and maintained clear of any obstruction exceeding 0.6 metres in height at all times.

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

Access

21. Prior to the commencement of development, full details of the construction of roads and footways, including levels, widths, construction materials, depths of construction, surface water drainage and lighting shall be submitted to and approved in writing by the local planning authority. The roads and footways shall be constructed in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

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

Accommodation of construction vehicles and deliveries etc

22. No development shall commence until provision has been made to accommodate all site operatives, visitors and construction vehicles loading, off-loading, parking and turning within the site during the construction period, in accordance with details to be submitted to and agreed in writing by the local planning authority. The provision shall be maintained as so-approved and used for no other purpose until completion of the development or otherwise as provided for in the approved details.

Reason: To prevent queuing and parking off site, in the interests of highway safety and convenience. Relevant policy: Core Strategy policy CP6.

Electric Vehicle Charging

23. Prior to commencement of development, an Electric Vehicle Charging Strategy shall be submitted to, and approved in writing by the Local Planning Authority. This strategy shall include details relating to onsite electric vehicle charging infrastructure in accordance with Building Control Regulations Approved Document S and details of installation of charging points. The development shall be implemented in accordance with the agreed strategy thereafter.

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

Delivery Local Plan policy CC07.

Delivery Servicing Plan

24. Prior to occupation of the development hereby approved, a Delivery and Servicing Plan be submitted to and approved in writing by Local Planning Authority. The use shall be implement in accordance with he details thereby approved.

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

Flooding and drainage

25. No building hereby permitted shall be occupied until surface water drainage and flood mitigation works have been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. the submitted details shall include:

- i) provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii) include a timetable for its implementation; and
- iii) provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

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

Flood Response Plan

26. Prior to the commencement of the development hereby approved, a Flood Response Plan shall be submitted to and approved in writing by the Local Planning Authority. The details thereby agreed shall be implemented in perpetuity unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure the development is flood resilient and remains safe during flooding events.

Flood Risk Assessment

27. The development permitted by this planning permission shall be carried out in accordance with the Flood Risk Assessment ref: 12245w003c, including the finished floor level of all buildings shall be no lower than 40.29mAOD as stated in section 5.1 of the FRA.

Reason: To ensure the development is flood resilient and remains safe during flooding events.

Foul and storm water sewage

28. The development hereby approved shall not be occupied until works for the disposal of foul and storm water sewage have been provided on the site to serve the development hereby permitted, in accordance with details to be submitted to and approved in writing by the local planning authority.

Reason: To ensure appropriate utility connections.

Ecology

29. Prior to the commencement of the development a Landscape Environmental Management Plan (LEMP), in accordance with the Environmental Impact Assessment by Tyler Grange dated 15115_R01a, including long term design objectives, enhancements, management responsibilities, timescales, and maintenance schedules for all landscape areas shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved LEMP.

Reason: To ensure an acceptable impact on ecology.

Construction Works Details

30. No development shall take place, until a Construction Method Statement, including a CEMP (Construction Ecological Management Plan), has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- a. construction of suitable works access
- b. the parking of vehicles of site operatives and visitors,
- c. loading and unloading of plant and materials,
- d. storage of plant and materials used in constructing the development,
- e. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate,
- f. wheel washing facilities,
- g. measures to control the emission of dust and dirt during construction,
- h. a scheme for recycling/disposing of waste resulting from demolition and construction works,
- i. Hours of construction.
- j. Hours of delivery

Reason: To ensure an acceptable impact during construction works.

Informatives

1. This permission should be read in conjunction with the legal agreement under section 106 of the Town and Country Planning Act dated **[INSERT]**, the obligations in which relate to this development.
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: addressing concerns relating to highway safety, flood risk and residential amenities. 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.

3. The Head of Highways at the Council Offices, Shute End, Wokingham [0118 9746000] should be contacted for the approval of the access construction details before any work is carried out within the highway (including verges and footways). This planning permission does NOT authorise the construction of such an access or works.
4. Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on adjacent highways. For further information contact the Highway Authority on tel.: 0118 9746000.
5. Any works/ events carried out by or on behalf of the developer affecting either a public highway or a prospectively maintainable highway (as defined under s.87 New Roads and Street Works Act 1991 (NRSWA)), shall be co-ordinated and licensed as required under NRSWA and the Traffic Management Act 2004 in order to minimise disruption to both pedestrian and vehicular users of the highway. Any such works or events, and particularly those involving the connection of any utility to the site must be co-ordinated by the developer in liaison with the Borough's Street Works team (0118 974 6302). This must take place at least three months in advance of the intended works to ensure effective co-ordination with other works so as to minimise disruption.
6. The applicant is advised to consider the rubbish and recycling information on the Council's website: <http://www.wokingham.gov.uk/rubbish-andrecycling/collections/information-for-developers/>.
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. The requisite Travel plan would need to comply with the latest national and local guidance:
 - 1) NPPF Section 4 (Sustainable Transport)
 - 2) The Essential Guide to Travel Planning (DfT, March 2008)
 - 3) Delivering Travel Plans Through the Planning Process (DfT, April 2009)
 - 4) A Guide on Travel Plans for Developers (DfT)
 - 5) Making Residential Travel Plans Work (DfT, June 2007) All accessible at: <http://www.dft.gov.uk/pgr/sustainable/travelplans/>
<https://www.gov.uk/government/policies/improving-local-transport>
9. The applicant is reminded that the development must meet the requirements of section B5 of Building Regulations (*Access and facilities for fire services*). Such details that must be met include suitable access to emergency water supplies.

10. This permission does not convey or imply any approval or consent that may be required for the display of advertisements on the site for which a separate Advertisement Consent application may be required. You should be aware that the display of advertisements without the necessary consent is a criminal offence liable to criminal prosecution proceedings through the courts.

APPENDIX 2 - Parish Council Comments (Where relevant)

Winnersh Parish Council

Winnersh Parish Council Planning & Transport Committee have raised the following concerns:

1. Flood Risk

Is the +25% allowance for climate change sufficient?

2. Travel

Are the 8 cycle spaces for the public covered by CCTV? The Committee noted the positioning of the spaces are hidden and therefore concerns were raised about potential crime. The Committee also noted there were discrepancies within the report regarding the number of spaces for both cyclists and motorists.

3. Traffic

The Committee are concerned about the management of future traffic and turning right from the junction. This is currently a left turn only exit but is often abused by drivers turning right. An increase in traffic will create more vehicles turning right illegally increasing the road safety risk. As a result the junction will require better measures to stop the right turning traffic. The Committee are concerned that if traffic signals are installed this will place pressure on the Winnersh cross roads.

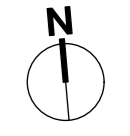
Earley Town Council

ETC raises objection to this application and recommends that WBC refuses the application for the following reasons:

1. The application site is in a Flood Zone 3B designation, which in general terms would mean no development should be permitted. This is contrary to Policy CP1(9), as it increases the risks from all forms of flooding, indeed the policy advocates reducing the risk and is contrary to NPPF paragraph 159, being inappropriate development in an area with significant risk of flooding. The exception test should only be applied if there are no suitable alternative sites.

2. In addition, the applicant has failed to demonstrate how potential highway safety risks at the Gazelle Close/Reading Road junction can be mitigated. This junction already presents a risk by vehicles exiting this retail development by the existing left turn only exit, which is obviously a sub-standard arrangement given the desire lines of drivers. This left -turn only exit arrangement is often disregarded by vehicles exiting this retail development and turning right regardless or making dangerous U-turns in the Reading Road once they have exited. With the significant increase in traffic, as a result of the proposed development, at the Gazelle Close/Reading Road junction onto a 40mph class A road, the obvious dangerous drawbacks of the current junction design need to be addressed.

If WBC are minded to approve this application, provisions within a S106 Agreement are requested, requiring the applicant to address the multiple concerns of respondents to highway safety concerns about the Gazelle Close/Reading Road junction, and for the applicant to fund improvements, to resolve conflicts with vehicles turning into and out of the existing junction, with improved junction design and traffic management provisions, particularly the impact of vehicle movements at this junction on the safety of this popular cycle route for local school children which transits this location.



- New tactile paved pedestrian crossing point to Highways Engineer design
- New 6m pole sign subject to separate advertisement consent application
- Footpath extended into site entrance in accordance with Highways consultant recommendations
- Existing entrance infilled and adapted to suit Aldi car park layout and lorry tracking

Winnersh Fields Business Park

- Plant compound (2.4m paladin fence enclosure)
- Retaining wall. Split level path to rear of the store

ALDI Foodstore
refer to drg. 1301 for internal layout details

DRAWING NOTES:

- Denotes tarmac finish
- Denotes concrete surface finish
- Denotes landscaped area with misc planting within application area
- Denotes extent of tactile or corduroy paving at crossing points and top/ bottom of steps and ramps
- Denotes parking space with electrical charging
- Denotes parking space with infrastructure installed for the future conversion to electrical charging
- TKR Timber knee rail
- CBF 2.4m high close boarded fence
- PF 2.4m high palisade fence to plant compound
- HDB Heavy duty bollards
- New stainless steel anti ram bollards
- LC Lighting column
- Indicative existing tree from topo survey
- Tree from Tyler Grange arboricultural survey (dashed line denotes root protection area)
Refer to TG survey for details of species and size etc
- Denotes existing tree to be removed
- Denotes new tree (Refer to TG landscape proposals for details)
- Refer to drg. 201057 - 1050 for details of existing site layout
- Refer to Tyler Grange Landscape proposals for details of planting and arboricultural works

PARKING:

- Site Total - 123no. spaces
- 84no. Standard spaces
- 4no. Active EVCP spaces
- 20no. Passive EVCP spaces
- 7no. Disabled spaces
- 8no. Parent & Child spaces
- (3no. motorbike spaces noted)



scale 1/250 @ A1

- P5 17/03/2023 MS MW 2no. disabled spaces added. 1no. cycle hoop added.
- P4 15/12/2022 MS MW Seating, motorcycle parking added. Cycle shelter noted and steps/ ramp from plant compound added. Trees updated.

Rev	Date	By	Ap	Note
P5	17/03/2023	MS	MW	2no. disabled spaces added. 1no. cycle hoop added.
P4	15/12/2022	MS	MW	Seating, motorcycle parking added. Cycle shelter noted and steps/ ramp from plant compound added. Trees updated.

Drawing Title: **Proposed Site Plan**

Project Number	Drawing Number	Revision
201057-1300		P5

Date	Drawn	Checked	Purpose/Status
Sept 2022	MW	MS	PLANNING



Kendall Kingscott
Chartered Architects
Chartered Building Surveyors
Interior Designers
CDM Services

Project: **Aldi Winnersh, Gazelle Close**
Client: **Aldi Stores Ltd**

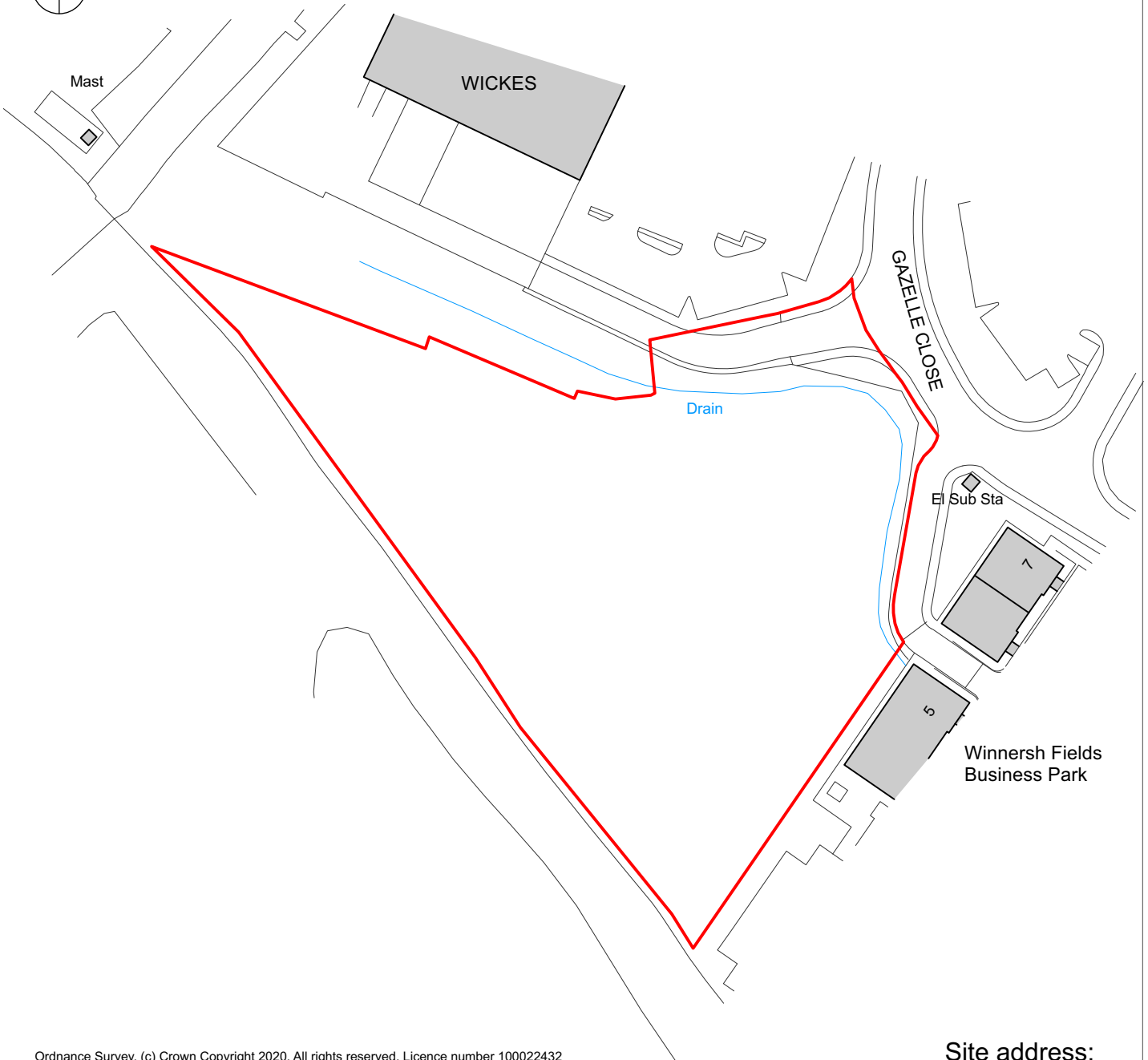
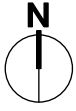
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Glenworth Court, Lime Kiln Close
Stoke Gifford, Bristol BS34 6SR
+44 (0)117 931 2062
www.kendallkingscott.co.uk

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Check all dimensions and levels on site.

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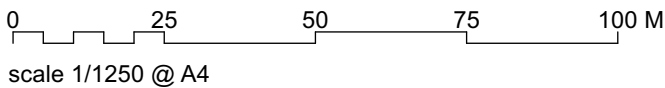
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Site address:

Gazelle Close,
Winnersh,
Wokingham

Application area:

10,142m² / 2.5 acres



Chartered Architects
Chartered Building Surveyors
Interior Designers
CDM Services

Glentworth Court, Lime Kiln Close
Stoke Gifford, Bristol BS34 8SR
+44 (0)117 931 2062
www.kendallkingscott.co.uk

Project
Aldi Winnersh, Gazelle Close

Client
Aldi Ltd

Scale Paper Size Filename
1:1250 ISO A4 Winnersh Planning v2022.vwx

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P1 01/10/2022 MS MW Drawing Issue
Rev Date By Ap Note

Drawing Title
Site Location Plan

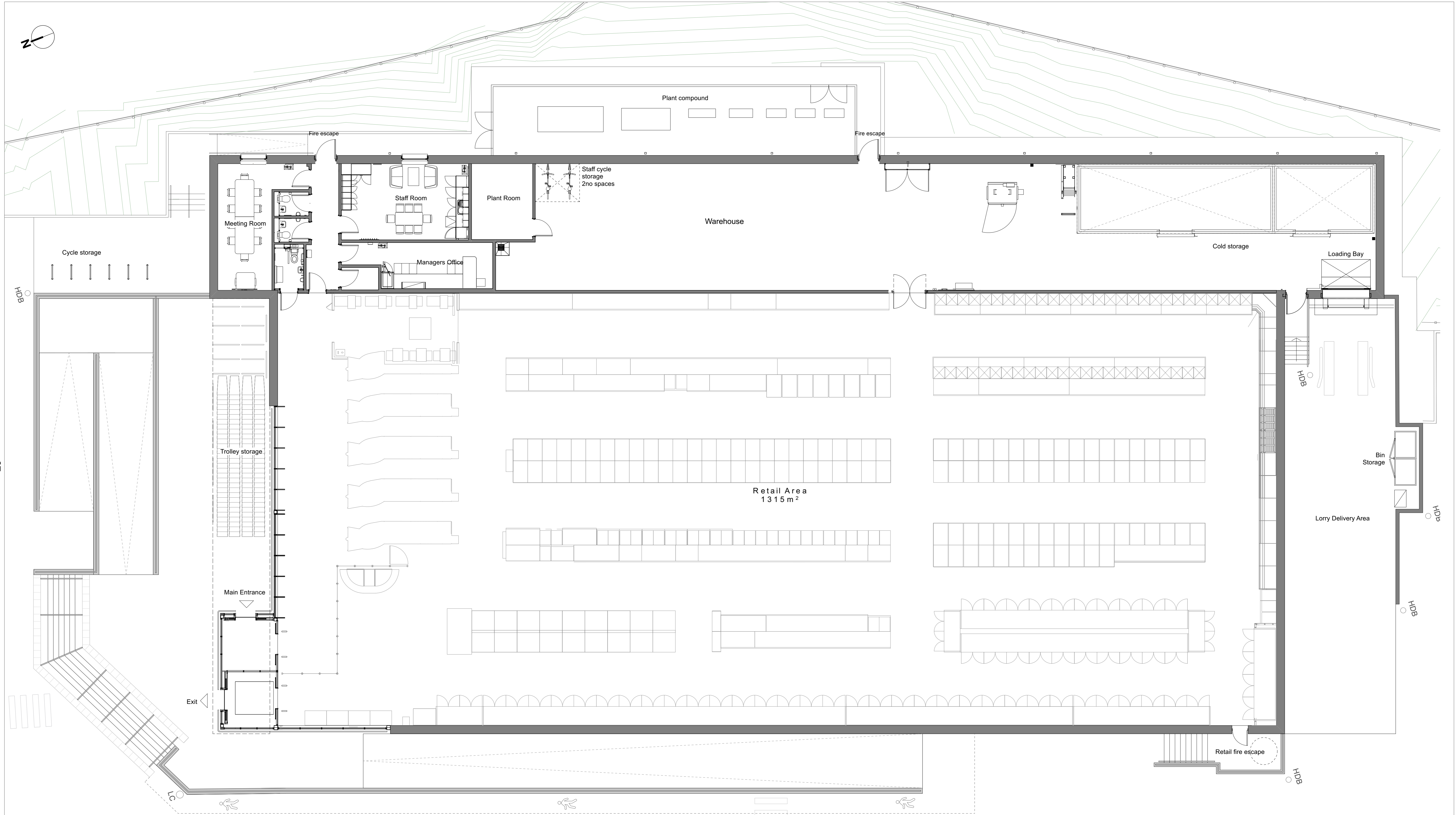
Project Number Drawing Number Revision
201057-1000 P1

Date Drawn Checked Purpose/Status
Sept 2022 MW MS PLANNING

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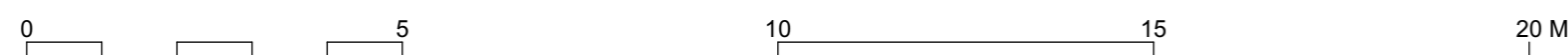
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BUILDING AREAS:

G.E.A - 1,875m² / 20,182 sq ft

G.I.A - 1,793m² / 19,299 sq ft



scale 1/100 @ A1



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 Chartered Building Surveyors
 Interior Designers
 CDM Services

Project: Aldi Winnersh, Gazelle Close
 Client: Aldi Stores Ltd
 Location: Gwentworth Court, Lime Kiln Close
 Stoke Gifford, Bristol BS34 8SR
 +44 (0)117 931 2062
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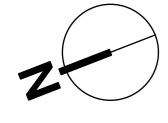
P3	17/03/2023	MS MW	Internal cycle storage added
P2	15/12/2022	MS MW	Area information added.
P1	09/12/2022	MS MW	Drawing Issue
Rev	Date	By	Ap Note

Drawing Title		Proposed Floor Plan	
Project Number	Drawing Number	Revision	
201057-1301	P3		
Date	Drawn	Checked	Purpose/Status
Nov 2022	MW	MS	PLANNING

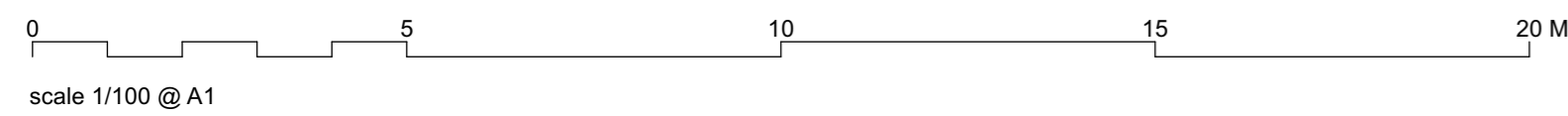
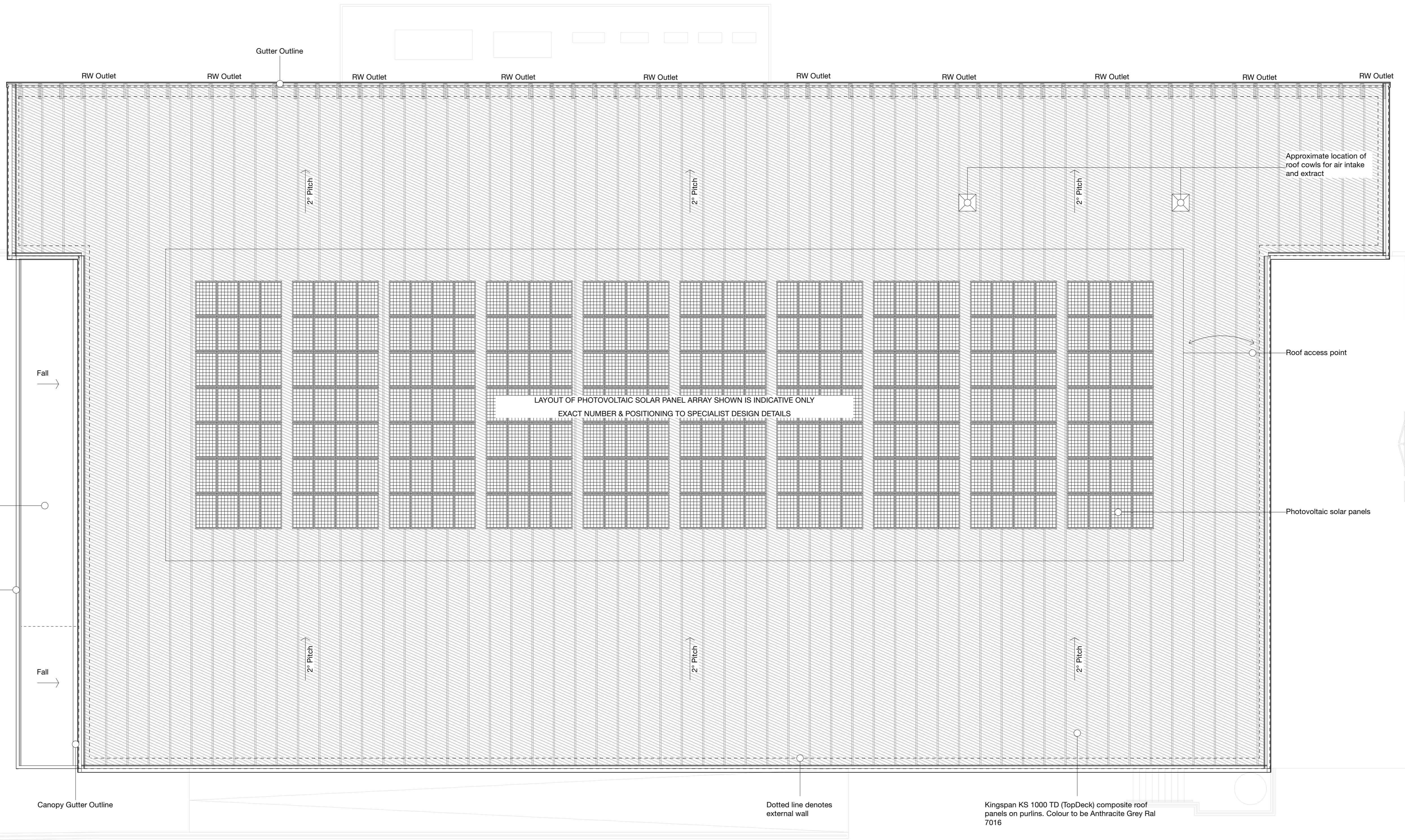
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Client: **Aldi Stores Ltd**

Project: **Aldi Winnersh, Gazelle Close**

Scale: **1:100** Paper Size: **ISO A1** Filename: **Winnersh Planning v2022.vwx**

P1 09/12/2022 MS MW Drawing Issue

Rev Date By Ap Note

Drawing Title: **Proposed Roof Plan**

Project Number: **201057-1302** Drawing Number: **P1** Revision: **P1**

Date: **Nov 2022** Drawn: **MW** Checked: **MS** Purpose/Status: **PLANNING**

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Application Number	Expiry Date	Parish	Ward
223691	15/12/2023 (to be extended to facilitate completion of S106)	Wokingham CP	Emmbrook

Applicant	Burlington Developments
Site Address	"Lee Spring", 10-12 Latimer Road, Wokingham
Proposal	Full application for the proposed erection of 42 residential apartments in three blocks, including on-site parking, shared amenity spaces, enhanced green spaces to support biodiversity and waste storage facilities. Access for neighbouring garages to be provided by 3.7m wide through-route north of the site. Following demolition of the existing buildings.
Type	Full application
Officer	Benjamin Hindle
Reason for determination by committee	Major application by virtue of scale at over 10 dwellings.

FOR CONSIDERATION BY	Planning Committee on Wednesday, 13 th December 2023
REPORT PREPARED BY	Assistant Director – Place and Growth

RECOMMENDATION	<p>That the committee authorise the GRANT OF PLANNING PERMISSION subject to the following three-tiered recommendation:</p> <p>A. Completion of a legal agreement (S106) to secure the following HoT (Head of Terms):</p> <ul style="list-style-type: none"> - My Journey - Travel Plan - Car club contribution - Details of estate roads - Employment Skills Plan - Late-stage affordable housing deferred payment mechanism. <p>B. Subject to the conditions outlined in Appendix 1</p> <p>Alternative recommendation: That the committee authorise the Head of Development Management to refuse planning permission in the event of an S106 agreement not being completed to secure appropriate contributions within six months of the date of the committee resolution (unless a longer period is agreed by the Head of Development Management in consultation with the Chairman of Planning Committee).</p>
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SUMMARY

The proposed application seeks permission to erect a three block, three floor development of 42 apartments of mixed tenure, following the demolition of an existing commercial building 'Lee Springs' off Latimer Road, Wokingham. The proposal further seeks to provide associated parking, cycle parking, access, landscaping, amenity space, biodiversity enhancements and waste storage.

The existing site is unique in its location amongst residential dwellings by virtue of hosting a backland industrial use directly adjoining dwellings along Barkham Road and Latimer Road. This is circa 0.37HA in site area including existing access and substantial hardstanding to accommodate parking and loading.

The existing use on site is a mixture of Class E and B8 forming a part of the Lee Springs and Sampson Springs operation. This existing commercial building itself is a large 2-3 storey building of c1,766² (GIA) backing onto the railway line. It is recognized to be of poor quality and low architectural merit, which is obliquely visible from the train station, Wellington Road, adjoining houses and adjoining public green space adjacent to Latimer Road. The building is currently in a state of poor condition, with part of the building sitting un-used for 6 years due to asbestos concerns.

The existing site layout is shown below, within figure 1:



Figure 1: Existing site layout.

Following demolition of the existing unit on site, the proposal seeks 42 high-quality, mixed tenure apartments of passive, energy efficient design and varying occupancies. Considering the site area of 0.37HA, the proposal would result in a density of 114 dwellings per hectare.

Though the site itself is located c12metres outside of the Town Centre boundary as per the 2010 Wokingham Town Centre SPD, considering the SPD prescribed the Town Centre as an identified area of growth, it is reasonable to consider the proposal in the context of the Wokingham Town Centre and adjoining apartment schemes of higher density the opposite side of the railway track (See Fig 1 above). Accordingly, the proposal is considered appropriate in form and character terms. Further, each proposed unit is in excess of the Nationally Described Space Standards and provides high quality internal and external amenity. The site layout is shown below within Figure 2:



Figure 2: Proposed site layout.

All units contain private amenity space in the form of integrated balconies/ private gardens, with shared amenity space allocated to the north-east and south-east of the site and open greenspace directly opposite at the Barkham Recreational Ground. The policy compliant enhancement of further greenspace, recreation and allotments have been secured by obligation.

Considering the nearby sensitive receptors, and amenity of future occupiers, the design of the proposal has been carefully considered. The proposed layout takes into account the constraints

of the site (in particular adjoining residential dwellings) and local vernacular/material palette. The proposal complies with the recommendations within the Wokingham Borough Design Guide and does not detrimentally harm neighboring amenities with regard to overlooking, overbearing or overshadowing.

Whilst the proposed form is larger in scale than an existing commercial building, through the careful use of materials and design cues to break up the form, the development reinforces a more positive relationship with its surroundings and is consistent with its edge of town centre location and other major developments such as the existing Queens Gate apartments, Elms Field and Carnival Pool. As such, the proposal would enhance the character of the area and minimise harm to the amenity of prospective or surrounding residential occupiers. The proposal when assessed against policy and guidance is acceptable in this respect.

The cornerstone of the planning system, as summarised by paragraph 38 of the NPPF is to secure developments that will improve the economic, social and environmental conditions of the area. The application will deliver significant economic, social and environmental benefits to the Wokingham Borough. The proposals will notably contribute to the Borough's 5-year housing land supply with 42 additional homes, provide landscaping and biodiversity net gains, provide high quality design better reflective of Wokingham Town Centre's designation for growth, provide sustainability benefits and provide employment opportunities (secured via ESP), all of which are afforded significant weight.

The proposed development would substantially improve the sustainability performance on site by virtue of the proposal's passive design and notable energy savings, provide outlets for residents to live, work and travel sustainably as well as live within the bounds of the prime Wokingham Town Centre location. In line with Wokingham Town Centre parking standards, the proposal is policy compliant and has no undue impact on highway safety, whilst promoting a variety of transport alternatives in accordance with the development plan. A car club contribution, MyJourney, Travel plan and details of estate roads have been secured via obligations.

Through independent assessment by the Councils viability consultant, it has been adequately demonstrated in accordance with Core Strategy Policy CP5 and NPPF that the provision of affordable housing either on site or through a contribution is not viable.. Notwithstanding, as a financial viability assessment only provides a snapshot in time as to build costs, possible contaminated land remediation and market values, a late-stage review mechanism resulting in a profit share scheme has been negotiated by your officers and agreed by the applicant. This would ensure that the lifetime of the project is assessed in viability terms (late-stage trigger being at 90% completion), and any profit achieved above percentage indication will be shared with WBC on a 60/40 split to contribute to identified affordable housing needs.

With the above in mind, the proposal is recommended for approval subject to conditions (as detailed within appendix 1) and the satisfactory completion of a legal agreement (of which heads of terms are listed above).

NO RELEVANT PLANNING HISTORY**DEVELOPMENT INFORMATION**

Site Area	0.37HA
Proposed units	42
Proposed density - dwellings/hectare	114
Previous land use	B8 and Class E Commercial/Industrial with ancillary Office Space
Proposed parking spaces	34 total (7 car free units, 7 allocated spaces (inc 1 visitor), 27 unallocated spaces

CONSTRAINTS

- Major development location (Wokingham)
- Affordable Housing Threshold
- Bat Roost Habitat Suitability
- Tree Preservation Order 1877/2022
- Thames Basin Heaths SPA Mitigation Zones – 7Km
- Potentially contaminated land consultation zone
- Local Plan Update proposed allocated site (5WK053)

CONSULTATION RESPONSES

Highways	No objection subject to conditions/ obligations
Trees and Landscape	No objection subject to conditions
Environmental Health	No objection subject to conditions
Drainage	No objection subject to conditions
WBC Ecology	No objection subject to conditions
WBC Economic Prosperity and Place (Community Infrastructure)	No objection subject to obligation
WBC Planning Policy	No objection
Ecology (Newts)	No objection
Green Infrastructure	Comments received
Property Services	No comments received
Sports Development	No comments received
Education	No comments received

Health and Wellbeing	No comments received
Cleaner and Greener	No comments received
Community Safety	No comments received
NHS Wokingham	No comments received
Design and Crime Prevention	No comments received
Great Western Railway	No comments received
Royal Berkshire Fire and Rescue	Advisory comments received
Network Rail	Advisory comments received
Thames Water	No objection
National Grid	No comments received
SSE Power Network	No comments received

REPRESENTATIONS	
Parish/Town Council	<p>Objection received from Wokingham Town Council on the following grounds:</p> <ul style="list-style-type: none"> - Loss of industry (<i>Officer note: Wokingham have a deliverable supply of industrial floorspace in excess of 2040 projections when assessed against industrial balance.</i>) - Bulk and mass excessive, particularly the 4 storey form (<i>Officer note: addressed within the report</i>) - No affordable housing proposed (<i>Officer note: This has been subject to 3rd party viability review, and in this respect complies with CP5 of the Core Strategy.</i>) - Absence of rear access (<i>Officer note: considering the scale of development, a singular access is appropriate as concurred by WBC Highways. This would not substantiate refusal.</i>) <p>Notwithstanding objection, Wokingham Town Council acknowledge:</p> <ul style="list-style-type: none"> - The poor architectural merit of the exiting buildings on site resulting in an 'eye sore'. - The amount of cycle storage provision, electric charging points and the use of solar panels within the development are welcomed.
Ward Member(s)	<p>Though no response was received following the receipt of revised plans, objection was originally received from Cllr Imogen Shepherd-Dubey on the following grounds:</p> <ul style="list-style-type: none"> - Scale of development resulting in 'Massing' (<i>Officer note: This is considered within the report.</i>) - Insufficient parking for the number of dwellings and worse still, unallocated parking (<i>Officer note: WBC Highways have considered the parking layout and allocation of spaces, raising no objection.</i>)

Neighbour(s)	<p>14 objections and 1 comment of observation has been made by residents and the Wokingham Society, however Officers note that since revisions and subsequent re-consultation 7 objections have been received. The objections are summarised as follows:</p> <ul style="list-style-type: none"> - Inappropriate bulk and mass at 4 stories (<i>Officer note: This is considered within the report.</i>) - Design does not reflect residential dwellings adjoining (<i>Officer note: This is considered within the report.</i>) - Harm to neighbouring amenities (overlooking, overshadowing, overbearing) (<i>Officer note, the proposal complies within the Borough Design Guide in terms of neighbouring amenity.</i>) - Increase in pollution (<i>Officer note: considering the existing traffic movements aligned with the commercial use on site, the increase in road pollution caused by residential development is negligible and would not substantiate refusal. Further, the proposals achieved c85% carbon saving above baseline</i>) - Lack of affordable houses (<i>Officer note: This has been subject to 3rd party viability review, and in this respect complies with CP5 of the Core Strategy.</i>) - Access issues (<i>Officer note: this has been assessed by WBC Highways who do not object to the proposal.</i>) - Highway impacts (<i>Officer note: this has been assessed by WBC Highways who do not object to the proposal.</i>) - Objection to un-allocated parking provision (<i>Officer note: this has been assessed by WBC Highways who do not object to the proposal.</i>) - Delivery and servicing impacts (<i>Officer note: this has been assessed by WBC Highways who do not object to the proposal.</i>) - Failure to improve existing residents parking situation (<i>Officer note: this is not a material planning consideration</i>) - Existing parking issues (<i>Officer note: this is not related to the proposal and therefore is not a material planning consideration.</i>) - Existing rights of access (<i>Officer note: No lawful rights of access are infringed by the proposal.</i>) - Failure to retain trees and landscape features (<i>Officer note: landscape retention is secured by condition and the proposal would enhance existing landscape provision.</i>) - Impact to ecology (<i>Officer note: the proposal was assessed by WBC Ecology who do not object to the application subject to conditions.</i>) - Drainage and flood risk (<i>Officer note: the proposal was assessed by WBC Drainage who do not object to the application subject to conditions.</i>) - Construction impact when considering the adjacent Jewson's site (<i>Officer note: construction management details are reserved by condition.</i>) - Pedestrian safety during construction (<i>Officer note: construction management details are reserved by</i>
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	<i>condition.)</i>
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PLANNING POLICY		
National Policy	NPPF	National Planning Policy Framework
Adopted Core Strategy DPD 2010	CP1	Sustainable Development
	CP3	General Principles for Development
	CP4	Infrastructure Requirements
	CP5	Housing mix, density and affordability
	CP6	Managing Travel Demand
	CP7	Biodiversity
	CP8	Thames Basin Heaths Special Protection Area
	CP9	Scale and Location of Development Proposals
	CP10	Improvements to the Strategic Transport Network
	CP14	Growth and Renaissance of Wokingham Town Centre
	CP15	Employment Development
	CP18	Arborfield Garrison Strategic Development Location
Adopted Managing Development Delivery Local Plan 2014	CC01	Presumption in Favour of Sustainable Development
	CC02	Development Limits
	CC03	Green Infrastructure, Trees and Landscaping
	CC04	Sustainable Design and Construction
	CC05	Renewable energy and decentralised energy networks
	CC06	Noise
	CC07	Parking
	CC09	Development and Flood Risk (from all sources)
	CC10	Sustainable Drainage
	TB05	Housing Mix
	TB07	Internal Space standards
	TB12	Employment Skills Plan
	TB21	Landscape Character
	TB23	Biodiversity and Development
Supplementary Planning Documents (SPD) / other		Borough Design Guide Planning Practice Guidance National Design Guide

Description of Development:

1. The application site is located c18 metres from the edge of Wokingham Town Centre, in the major development location of Wokingham.
2. The site borders the strategic rail network at Wokingham station and sits adjacent to the train tracks, opposite the Macarthy and Stone assisted living 'Queen's Gate' development which lays to the east and facing a line of terrace dwellings to the north along Barkham Road. To the south-west of the site sits adjacent to maisonettes along Latimer Road. To the south of the site sits the Latimer Road public open space, allotments and Men's shed.
3. This application proposes the demolition of the existing industrial unit (comprising of Class B8 and E industrial, office and distribution uses), to be replaced by a three block, joined apartment block of 42 individual units with parking, cycle parking, access, landscaping, amenity space, biodiversity enhancements and sustainability measures.

Principle of Development:

4. 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.
5. 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 development location, in particular adjacent to a transport hub the proposal is acceptable in principle.

Wokingham Town Centre:

6. Core Strategy CP14 outlines that Wokingham as a major town centre in Berkshire is considered suitable for growth. Proposals should retain and enhance the historic market town character of Wokingham and maintain its position in the Berkshire retail hierarchy by:
 - 4) ensuring development cumulatively provides and maintains
 - b) housing
 - h) appropriate car parking to facilitate a viable and sustainable town centre;
 - i) enhanced environmental and design quality
7. The proposed use of the site is residential (CP14 4(B)), provides appropriate parking (CP14 4(H)) and enhance the existing environmental and design quality (CP14(I)). Therefore, Officers conclude that the proposal complies with CP14 of the Core Strategy.

8. Though Officers note that the application site is located c18 metres outside of the identified boundary of the Wokingham Town Centre (as communicated in figure 1 of the Wokingham Town Centre SPD (2010)), as outlined in CP14, Wokingham Town Centre is considered suitable for growth and therefore it is reasonable to conclude that given the original SPD boundaries were established 13 years ago, appropriate sites bordering the Town Centre, in particular those sustainably located adjacent to major transport networks are appropriate to facilitate such growth.
9. Accordingly, sustainable expansion to the eastern end of the existing Town Centre boundary, is considered logical and sustainable response to future growth needs.

Emerging Local Plan Update (LPU):

10. The Local Plan Update (LPU), the plan which will supersede the adopted Core Strategy and MDD local plans, is at the consultative stage of preparation. To date the council has consulted on two draft strategies for the LPU: the Draft Plan (2020) and the Revised Growth Strategy (RGS) (2021).
11. Policy ER3 of the Draft Plan relates to 'Employment Uses Outside Core Employment Areas'. With regard to the loss of employment floorspace, ER3 states:

*"1. Development proposals involving the loss of employment land outside of Core Employment Areas will only be acceptable where:
a. It is beneficial to the local economy and community; and
b. It is appropriate to the character of the area; and
c. It does not have unacceptable impact on nearby uses; and
d. There is strong evidence that there is no market interest for employment purposes, following genuine, active and effective marketing; and
e. It would not lead to an unacceptable piecemeal change."*
12. The application site has recently been promoted into the LPU process (site reference 5WK053). The promotion is for housing development with an indicative capacity of 50 dwellings. With the site being promoted subsequent to the most recent published Housing and Economic Land Availability Assessment (HELAA), an assessment of the site has yet to be completed. The site will be assessed as part of the next HELAA update.
13. Notwithstanding the above, given the LPU is at a consultative stage, the draft strategy and related draft policies have very limited weight in determining planning applications, although the sites consideration within the LPU is a useful indicator of its potential suitability.

NPPF and Housing Land Supply:

14. The latest published assessment of housing land supply concluded a deliverable supply of 3.95 years as of the 31 March 2022.
15. The National Planning Policy Framework (NPPF) states under paragraph 11 that where a local planning authority is unable to demonstrate a five-year supply of deliverable housing sites, the most important policies relating to the application may be viewed as being out of date. It continues to advise that unless there are specific policies in the

- NPPF protecting the land subject to the application, that permission should be granted unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF. This presumption in favour of sustainable development outlined in paragraph 11 of the NPPF is commonly referred to as the 'tilted balance' as harm and benefits are not weighed equally but tilted according to paragraph 11(d)ii).
16. This shortfall is not as a result of non-delivery of housing but due to the significant over delivery in recent years, reducing the bank of land with extant planning permissions.
 17. In this context, the tilted balance engaged under paragraph 11 of the NPPF is tempered to reflect this. This reflects the approach taken in recent appeal decisions.
 18. Firstly, in considering 11(d)i), it must be recognised that the proposed site is not located within any protected areas or assets of particular importance (as outlined above and within footnote 7 and paragraph 181 of the NPPF).
 19. Acknowledging the requirements of paragraph 11(d)ii) and the titled balancing exercise which must be undertaken the LPA are required to consider the proposal against the policies in the NPPF taken as a whole.
 20. The NPPF sets out the Government's objective of significantly boosting the supply of homes. Paragraph 69 recognises the important role small and medium sized sites can make in contributing to meeting the housing requirement of an area and are often built out relatively quickly. This goes on to encourage LPAs to support the development of windfall sites through their decisions and give **great weight** [Officer emphasis] to the benefits of using suitable sites within existing settlements for homes. This includes working with developers to encourage the sub-division of large sites where this could help to speed up the delivery of homes.
 21. Paragraph 105 identifies the importance of development being focused within locations which are sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health which is key objective in responding to the Borough's declared 'Climate Emergency'.
 22. Paragraph 119 is clear that decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Paragraph 124 goes on to state that *"decisions should support development that makes efficient use of land, taking into account: a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;"*
 23. In light of the above, this proposed development which is located on previously developed land, adjoining a sustainable transport hub, within a major development location supports the overarching aims of sustainable housing delivery, sustainable transport and the efficient use of land as identified within the framework, and this is afforded significant weight in the overall planning balance.

Loss of Commercial Floor Space:

24. Core Strategy Policy CP15 relates to employment development in general. CP15 defines Core Employment Areas, where the majority of employment development is located and the majority of growth will occur.
25. Additionally, CP15 states *“any proposed changes of use from B1, B2 or B8 should not lead to an overall net loss of floorspace in B Use within the borough”* therefore requiring a quantitative assessment. It is acknowledged that B1 was revoked from 1 September 2020 and replaced with new Class E(g).
26. CP15 supporting paragraph 4.71 supports the re-use of existing employment sites for other uses in locations where there is a demand for alternate uses and/or lack of demand for business uses, providing no net loss in employment floor space results. This is consistent with paragraph 123 of the NPPF which offers conditional support for the reuse of retail and business use for homes where this would not undermine key economic sectors or sites (amongst other issues) and would be compatible with other policies in the NPPF.
27. In addition to the quantitative aspect of the policy, CP15 also includes a qualitative element: *“Provision will be made for a range of sizes, types, quality and locations of premises and sites in order to meet incubator/start up, move on, expansion and investment accommodation needs and having regard to the needs of specific sectors of the business community.”*
28. As supporting paragraph 4.70 states a *“good supply of a range of sizes, types and location of available sites and buildings is a pre-requisite to a thriving economy”*.
29. The site is located close to (around 300m away), but outside of, the Molly Millars Industrial Estate Core Employment Area (CEA) as defined by Core Strategy Policy CP15 (Employment Development). It is also 320m west of Elms field which contain multiple flexible commercial units.
30. The application site contains a 1960s (circa 1965) building comprising 1,766sqm employment floorspace in the following uses: 434sqm office space; 490sqm industrial; and 842sqm distribution use. It therefore comprises a mix of class E and B8 uses which would be lost through the provision of C3 residential apartments.
31. The existing commercial use therefore contributes to the mix envisaged by CP15 notwithstanding location outside of a Core Employment Area... As a general principle, were such alternative sites to be lost without adequate justification, this would run contrary to the qualitative policy aim to ensure variety in provision across the Borough.
32. The policy position is therefore that the redevelopment of such employment sites outside CEA for alternative uses is capable of being acceptable, subject to their being no overall net loss and appropriate justification in line with the Economic Needs Study data as described above.
33. To address both the qualitative and quantitative aspects of CP15, an Employment Evidence Report has been submitted with the application. This adopts the position that there is no policy requirement to demonstrate active marketing. Instead, it discusses market signals across the borough more generally, finding in summary that there is around 15,350 sqm of industrial floorspace currently on the market, which accounts for roughly 9 times greater than the existing provision at the application site, and also that 40,000sqm office space across the borough is currently advertised as available.

Therefore, at current, the Borough can demonstrate both deliverable supply and vacant supply.

34. This approach in policy terms is acceptable, as the development plan contains no requirement for marketing proof to demonstrate demand (under test 1), this is only a snapshot in time and test 2, given the time constraints associated with a planning application this may not adequately prove demand. The report also recognises that both industrial and office stock has decreased within the borough over the last 5-10 years which indicates a constrained market and limited demand. This approach was acknowledged by WBC Policy Team who do not object to the loss of commercial floorspace in principle.
35. Given the availability of existing units, and future units planned both existing occupiers within the application site plan on remaining within the Wokingham Borough with Sampson Springs moving to a new location in Finchampstead and Lee Springs currently looking for a more appropriate, modern fit for purpose site locally. There would be no principle objection on the basis of the quantitative or qualitative elements of Policy CP15.
36. In March 2023, Stantec on behalf of the Council prepared an Employment Land Needs Review, which should be read in conjunction with CP15 as above. This document details a minimum of 18HA and maximum of 53HA of industrial floorspace required between 2022-2040.
37. This degree of industrial floorspace loss proposed within this application is, based on latest monitoring information from WBC Policy, unlikely to lead to a net loss of industrial use floorspace across the Borough in light of recent permissions including Bridge Farm Bound Oak Industrial Estate and Molly Millars Lane (Unit 1). Therefore, the loss of commercial would not be resisted in principle.
38. In terms of the quality of the existing units, the applicant submitted a report prepared by Lichfields which summarises the 'Condition Survey' undertaken by Thames Valley Surveying. This outlines that the quality of the building is considered poor and identifies the following concerns:
 - Little to no insulation
 - Crumbling window sills
 - Dilapidated interior fixtures and fittings.
 - Notable Asbestos contamination in parts of the premises that have been vacant for at least 6 years.
39. Based on the accompanying Conditions Survey, a budget of £1.05 million to £1.10 million will be required in order to refurbish the existing units to a modern standard. Such an upfront investment (greater than the site's value) is significant and it impacts on the commerciality of the units as well as limits overarching demand from future occupiers who at current cannot occupy the units immediately.
40. Demand has been proven to revolve around modern, energy efficient and adaptable commercial units, and the conversion of the proposal taking into account the following whilst not deemed un-viable, is considered as a detractor away from potential occupation. This, when combined with the existing deliverable supply of industrial floorspace weighs in favour of exploring alternative uses in this circumstance.
41. Overall, though the proposal would decrease commercial floorspace, it would not lead to

a Borough wide 'net loss' as per CP15. Therefore, the proposals would not contravene the quantitative or qualitative element of CP15.

Affordable Housing:

42. Policy CP5 of the Core Strategy requires all residential proposals of at least 5 dwellings or a net site area of at least 0.16 within development limits has to provide a minimum of 35% affordable housing where viable. The Planning Practice Guidance (PPG) states specifically that planning obligations for affordable housing should only be sought for residential developments that are major developments.
43. The Council's Affordable Housing Supplementary Planning Document (SPD) July 2013 provides further guidance on its approach to securing affordable housing through the planning process. It sets out, subject to viability, the minimum percentages of affordable housing sought on site by land type and location. It also explains that, for the avoidance of doubt, any application for dwellings exceeding the thresholds in Policy CP5, including mobile home sites, will need to deliver affordable housing in line with the Core Strategy.
44. The application site is brownfield, previously developed land within a major development settlement which proposes 42 units of residential development. It is noted that the minimum requirements for affordable housing is lower (30%) for previously development land and as such, to meet the requirements of Policy CP5 of the Core Strategy, a minimum of 13 units (net) should be provided as affordable housing (12.6 rounded up) subject to viability.
45. Following the submission of a Financial Viability Assessment (FVA) by the applicant, WBC commissioned an independent viability review prepared by Trebbi Continuum. In assessing the submitted FVA, the Council's valuers have taken full consideration of RICS Guidance Note – Assessing viability in planning under the National Planning Policy Framework, National Planning Policy Framework (NPPF) and National Planning Policy Guidance for Viability (NPPG) and RICS Professional Statement Financial viability in planning: conduct and reporting 2019. Account been taken specifically of the effect that planning obligations and other requirements have on the viability of the proposed development, whilst maintaining an appropriate Site Value for the landowner and a market risk adjusted return (17.5%) to the developer in delivering the project. This return is consistent with the 15%-20% contained within the NPPG (middle ground).
46. The Council's valuers concluded that by deducting the costs of the development from the Gross Development Value and then assessing the resulting Residual Land Value against the Benchmark Land Value, the proposed scheme would be in deficit. Hence, the proposed scheme is not currently in a position to provide affordable housing.
47. In this context and considering the identified shortfall in the supply of affordable housing within the borough resulting in a net demand of circa 407 dwelling per year, Officers and the Council's Valuer still have a responsibility to explore all available mechanisms in order to allow the scheme to recover policy compliance should viability improve over time.
48. Accordingly, a deferred payment mechanism was negotiated for an affordable housing commuted payment be secured via legal agreement under S106 should the profitability of the scheme improve in the future. This would be in the form of a 'late stage' viability review, to forecast any excess profits over and-above the developer's 17.5% profit for the whole scheme, would be produced and submitted by the developer and considered

by the LPA. The applicant has accepted this as an obligation.

49. The 'late stage' review would be triggered at the point of 90% sale/lettings for this development, i.e. after the 38th unit was sold and/or let as part. If the viability of the scheme had positively changed at that point in time, the Council would then get 60% of all the 'excess' profit as a financial contribution towards affordable housing in the Borough. The full detail of the deferred payment mechanism would be drafted as a clause within a legal agreement should a positive decision be reached by planning committee.

Re-use of Brownfield Land:

50. Paragraph 120(c) of the NPPF states planning decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.
51. Paragraph 120(d) of the NPPF states that planning decisions should promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.
52. The proposal would efficiently utilise previously developed, brownfield land within a major development settlement and meets an identified shortfall in housing delivery. The proposal in this respect complies with paragraph 120 of the NPPF, and significant weight is afforded to the re-use of a redundant and under-utilised site to provide housing.

Conclusion:

53. The proposal is sustainably located within a major development location, on the edge of Wokingham Town Centre which is an identified area of growth. The proposal would notably improve the sustainability performance of the site, utilising a brownfield land, replace buildings of poor condition, increasing landscaping and biodiversity provision whilst being of high-quality design and positively contributing to meeting the Borough's housing need. Accordingly, the proposal is acceptable in principle.

Design and Character of the Area:

54. Core Strategy Policy 1 states that planning permission will be granted for development proposals that enhance the high quality of the environment.
55. Policy CP3 of the Core Strategy states that development must be appropriate in terms of its scale, mass, layout, built form, height and character of the area and must be of high quality design.
56. Paragraph 130 of the NPPF outlines that planning decisions should ensure development:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

57. The Building Better, Building Beautiful Commission notes that new development should be designed to fit into the life and texture of the place where it occurs and should also aim to be an improvement of that place.

Design and Townscape Visual Impact Assessment (TVIA):

58. To accompany the application, a Townscape Visual Impact Assessment (TVIA) was submitted for consideration. This document through the aid of CGI visuals, depicted the proposed form and how it would integrate with its surroundings, including important viewpoints from the Town Centre, train station and surrounding residential roads.

59. Following initial review of the TVIA, by reason of preliminary concern with bulk and mass, through negotiation with the applicant, Officers secured a notable set-back of the 3rd floor which resulted in a decrease in the overall number of units from 45 to 42, as well as additional amendments to design, layout, materials and landscaping to best integrate the proposal into its surroundings.

60. The subsequent revisions to the design and layout of the proposal provided greater opportunity for integrated landscaping, a varied locally complimentary material palette and horizontal and vertical breaks in form which in turn decreases the proposal's massing and creates a more visually appealing and interesting development when visible from the few public vantage points in which the site can be seen.

61. The following improvements are noted by Officers with this updated layout, design and form:

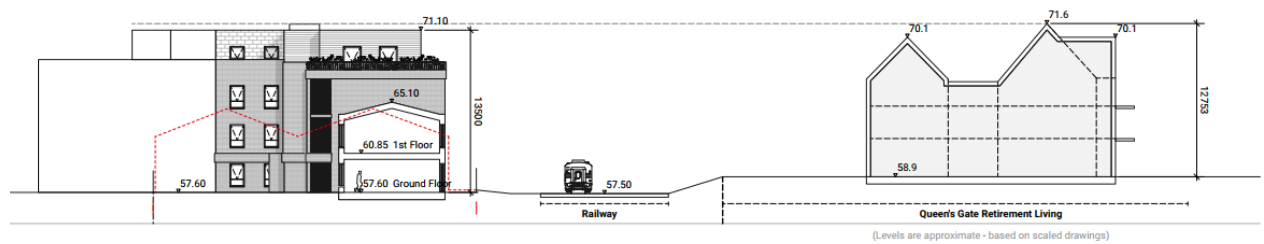
- The top floor has been set back from the rear elevation and features a stratified, lighter coloured cladding to reduce its visual dominance resulting in the loss of 3 units.
- Greater space for integrated planting at rooftop level as indicatively shown.
- In assessing the local vernacular and materials, changes have been made to the types of materials and overall appearance of the residential block. The use of a red brick is now being proposed as the main material to reflect the surrounding area rather the previously proposed brown and light brown brick.
- The main building is vertically divided with notable cladded sections which visually reduce the perception of the overall massing of the building.
- The northern elevation has been broken up and tiered, with heritage inspired fenestration reducing the bulk and mass.

62. Although not directly reflective of the form of adjacent dwellings adjoining and further from the Town Centre, there are limited wider visual impacts, with those limited attainable view of high-quality design and contain features that pay ode to the traditional local vernacular, whilst providing an attractive, contemporary approach that transitions between the more conventional form of development opposite at Queens Gate, and the suburban character beyond to the southwest.

63. Though the materials indicated within the submitted 'Design Update' are of high-quality appearance and respect the site's location and surrounding character, a condition is appended to the recommendation which require detailed samples of the cladding and brickwork to be submitted to the LPA for approval in writing prior to commencement of development.

Heights:

64. The application site is located directly adjacent to the Queen's Gate, Macarthy and Stone apartments, allowed at appeal under application 130178 which provided 3 stories of 32 assisted living accommodation with steep pitch rooves. This sits at approximately 12.7 metres in height and is located on notably higher ground than the application site (as depicted below). Notwithstanding the current proposal featuring 4 stories of residential accommodation at 13.5 metres in height, when contrasting both developments including elevations, the resulting form as built would sit comparably in height to the proposal, with Queen's Gate sitting marginally higher. Therefore, the proposal's height positively responds to its decreased topography.



65. Located on the other side of Barkham Road to the north of the application, are 14 traditionally designed apartments approved under application 200700 (not yet under construction). These apartments have been approved to sit at c12.6 metres from ground level. Alike to Queens Gate, when contrasted to the application site at Latimer Road, the Barkham Road apartments would be sited on higher ground than the proposal and therefore the resulting scale when viewed from the street scene would be comparable to that proposed, albeit at a smaller scale.
66. It is noted that the surrounding vernacular west of the railway line in the vast majority lays at 2-2.5 stories (accounting for loft conversions) bar the existing industrial building on the application site itself (which is up to 3 stories) and the recently approved Barkham Road apartments also at 3 stories. When viewed in isolation, the proposal would depart from the immediate vernacular to the south and west. However, the proposal has been designed to visually accommodate the bulk and mass on the 4th storey into a building effectively the same height as the 3-storey buildings opposite the railway at Queens Gate. This is further reinforced by a contemporary approach to materials matching the surrounding vernacular as well as an enhanced landscaping scheme. The site also benefits from lower ground than adjoining sites, which further mitigates the impact on having a 4-storey development in this location. Finally, the railway line acts as a unique manmade intervention effectively allowing a more ambitious scale of development without any corresponding visual harm.
67. Therefore, whilst the number of storeys is recognised as being greater than those properties to the southwest, this former industrial site has a fundamentally different context to the areas beyond, not only is it occupied by a large industrial building at present, but directly backs onto the railway line and taller buildings beyond. This is reflective of its indicative site capacity as described in the principle section above. Therefore, the fact it performs a visual role more closely associated with those taller buildings opposite at Queens Gate and the Town Centre beyond, rather than the more suburban form to the southwest, is not itself considered to cause any substantial harm on the immediate area.

Design:

68. RD6 of the Borough Design Guide SPD states the elevations are to be well composed, proportioned and detailed and RD7 requires that materials, colours and details respond to the distinctive elements of the locality.

69. The site is irregular and relatively constrained, being located adjacent to the railway, residential dwellings and being triangular in shape. The proposal has been subject to a number of design iterations (as detailed above) so that the development integrates as successfully as possible with the surrounding area.
70. The scheme results in three blocks in a recessed irregular 'L' configuration, providing an active frontage addressing the access and street scene beyond on Latimer Road, the adjacent public open space and the un-surveilled (as existing) rears of the dwellings along Barkham Road and Latimer Road, whilst providing an enclosed overlooked private amenity area towards the railway.
71. The blocks are varied in scale maintaining the established urban grain, as well as a modest point of interest from various viewpoints as outlined within the submitted TVIA. The blocks vary from 2 stories to the south of the site in response to the maisonettes along Latimer Road, to 3 stories centrally, to 4 stories at the north of the site in response to site's relationship with the Town Centre and taller buildings opposite. The site is considered to positively respond to its constraints in this respect.
72. By virtue of the development making the most efficient use of previously developed land adjoining a strategic rail network and Town Centre, it is unreasonable to expect the site to directly reflect the lower density surroundings along Barkham and Latimer Road which includes roof form and mass (a point of objection noted by the Town Council, Cllr Shepherd-Dubey and residents).
73. Accordingly, the scale of the proposal is considered acceptable, in particular with the significant amendments achieved by your Officers in regards to reducing bulk and mass, design, landscaping and materials.

74. Concerning roof form and design, the proposal features a tiered flat roof that reflects the character of the majority of larger backland built form abutting the railway. A contextual analysis undertaken by the Councils shows that the prevailing character on this western edge shows a variety of flat roof variation, whereby the proposal is consistent in this regard. This is acceptable in design terms, and accords with CP1, CP3, paragraph 130 of the NPPF and the Borough Design Guide. This consistent vernacular is illustrated below in figure 3:



Figure 3: Flat roof form highlighted in yellow west of the railway lines.

75. In terms of landscape character and design, the site is adjacent to the Barkham Ride Recreation Ground, which is relatively verdant for an urban area. The proposed built form takes the bordering public open space (POS) into account, providing elevated landscaping integrated into the design of the design of the apartment blocks themselves. Details of this are secured by condition.

76. This is particularly important from the nodal point of view north-east of the site (identified as view point 7 within the submitted TVIA), when as existing views are afforded of the tops of the trees within the adjoining public open space. Carefully situated landscaping and green roofing within the design of the building replicates these views and features and provides essential visual buffering. This in part mitigates the bulk and mass of the proposal and eases the proposal into its surroundings.

Density:

77. Policy CP5 of the Core Strategy and Policy TB05 of the MDD Local Plan require an appropriate dwelling density and R10 of the Borough Design Guide SPD seeks to ensure that the development achieves an appropriate density in relation to local character.

78. Though generally applied to proposal's outside of settlement limits, paragraph 85 of the NPPF outlines that the use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist. The site is clearly located within a major development location, however is physically well related to Wokingham Town Centre being just 18 metres from its defined boundary.

79. The proposal achieves a density of 114 dwellings per hectare, which is modest considering the site's adjacency to the Wokingham Town Centre which is an identified area of growth. By means of comparison, the current open application to 19-21 Market Place proposes 150 D/P/H (60 units over a 0.5 HA site area).

80. The proposed density, though higher than the surrounding single residential dwellings makes the most efficient use of previously developed brownfield land adjacent to an identified area of growth, which in accordance with the NPPF is supported.

81. With the above in mind, the proposal is suitably scaled for its location, designed to a high quality and effectively responds to an area of outlined growth. There is no objection in regards to impacts to character and design.

Residential Amenities (Existing):

82. Core Strategy Policy CP1 (point 8) states that planning permission will be granted for development proposals that avoid areas where pollution (including noise) may impact upon the amenity of future occupiers.

Daylight and sunlight:

83. R18 of the Borough Design Guide SPD requires sufficient sunlight and daylight to new properties, with dwellings afforded a reasonable outlook, preferably dual aspect (with the avoidance of north facing, single aspect flats) and no material impact on levels of daylight in the habitable rooms of adjoining properties.

84. Given the distance between the proposed blocks and the surrounding residential occupiers and the orientation of the buildings, it is considered that the proposal would not result in a harmful loss of daylight and sunlight to these occupiers. The applicant has submitted an overshadowing report by EB7, which uses BRE Guidance to assess the proposal. There are no objections in terms of overshadowing to adjoining neighbouring dwellings.

Overlooking:

85. R15 of the Wokingham Borough Design Guide (Figure 4.25) outlines minimum separation distances that prevent unacceptable overlooking or harm to neighbouring amenities. This distances ranges from 22-30m to the rear and 10-15m to the street. The proposal has been sensitively designed in this effect, with the careful location of habitable windows preventing any direct overlooking notwithstanding compliance with recommended separation distances.
86. Applicable separation distances and compliance with the Borough Design Guide are assessed below. Where the BDG is silent on separation distances such as front to back and front to flank, a cautious approach has been taken applying either back-to-back or back-to-flank distances. These read as follows:

Address	Separation Distance	BDG Guidance	Compliant
1 Wellington Road	28m	15m	Yes
5 Wellington Road	31m	30m	Yes
Queen's Gate (closest point)	27m	22m	Yes
4 Barkham Road	36m	15m	Yes
6D Barkham Road	22m	15m	Yes
6E Barkham Road	17m	15m	Yes
6 Barkham Road	24m	15m	Yes
8 Barkham Road	26m	15m	Yes
10 Barkham Road	24m	15m	Yes
12 Barkham Road	25m	15m	Yes
14 Barkham Road	25m	15m	Yes
22 Barkham Road	18m	15m	Yes
4 Latimer Road	45m	30m	Yes
6 Latimer Road	42m	30m	Yes
8 Latimer Road	42m	30m	Yes
14/16 Latimer Road	31m	30m	Yes
18/20 Latimer Road	30m	30m	Yes
22/24 Latimer Road	21m	22m	No to B2B, however, this sports a F2B relationship.
26/28 Latimer Road	16m	22m	No to B2B, however, this sports a F2B relationship.

87. Officers note that when cautiously applying a back-to-back separation distances from the 2 storey Block C to the dwellings at 22/24 and 26/28 Latimer Road, there is a shortfall, however, as these feature a front to back relationship which the Borough Design Guide is silent on, and would not be unreasonable for an inner urban location they are acceptable.

88. To mitigate any potential overlooking between 26/28 Latimer Road and Block C, the development has been carefully designed to prevent any habitable windows facing westwards. Further, a condition has been appended to the recommendation which requires the second floor south-west facing window to be obscurely glazed to protect the amenities of 26/28 Latimer Road.

89. With the above in mind, there are no objections in regards to overlooking.

Overbearing:

90. Though the proposal is larger than the existing commercial building in height, its articulation, the separation distances expressed above, combined with the orientation of the proposal would not give rise to unacceptable overbearing impacts.

Residential Amenities (Future):

Daylight and sunlight:

91. In terms of shadowing, all of the units would receive some degree of shadowing throughout the day as the sun moves from east to west, however, this would not be to the extent that it would be harmful to residential amenity. The apartment blocks have been carefully designed in this respect to comply with BRE Guidance.

92. The proposal would deliver overhanging balconies that are not stratified, rather positioned in uniform alignment. This by reason of its positioning would have a degree of impact on the VSC (visual sky component), meaning that the corresponding units would not have full light when the sun is at its highest. In any case, in terms of skylight, the proposal would not result in any of the units having a harmfully low level of skylight penetration, with all units falling within the 25 degree tolerance as expressed by the BRE.

93. In terms of daylight and sunlight within the building, all of the units would have long windows to make sure of available light which has been designed to passive standard. This is an essential design feature than not only increases access to daylight, but also promotes solar heating.

Overlooking and Overbearing:

94. The proposed internal layout and window positioning has been designed to avoid direct window to window overlooking and a harmful sense of enclosure and loss of privacy to occupiers of the units.

95. The proposal would retain adequate separation distances from adjoining residential occupiers, that would not give rise to any overlooking or overbearing impacts for future occupiers within the application site.

Internal Space Standards:

Dwelling Mix:

96. Policy CP5 of the Core Strategy requires an appropriate mix of dwelling types, tenures and sizes so that the housing needs of the community are met. Policy TB05 of the MDD Local Plan requires an appropriate housing mix which reflects a balance between the underlying character of the area and both the current and projected needs of households.

97. The Berkshire (including South Bucks) Strategic Housing Market Assessment (February 2016) identified future housing need for the Wokingham Borough. Table 107 (on page 295) identifies the following:

No of beds	1 bed	2 bed	3 bed	Total
Dwellings required	934	3488	5605	12889
	7.2%	27.1%	43.5%	100%
Subject application	13	25	4	42
	1.4%	0.7%	0.07%	0.33%

98. The intent of Council’s policies are to provide a mix of accommodation to cater for the varied needs of the community and to ensure that it is provided where it is needed. It must take account of a variety of living arrangements including but not limited to families, extended families, couples, single parents, first homeowners, aged residents (including those looking to downsize) and those on low income. On the whole, the application provides a range of smaller units of accommodation suitable for its sustainable urban location.

Accessibility:

99. Policy CP2 of the Core Strategy seeks to ensure that new development contributes to the provision of sustainable and inclusive communities, including for aged persons, children and the disabled. 10–20% of all dwellings should be to Lifetime Homes standards in accordance with Policy CP5 of the Core Strategy and Policy TB05 of the MDD Local Plan. In this case, it equates to a maximum of 8 units.

100. Although the Lifetime Homes standard has been replaced by the new national technical housing standards, the need to design and build accessible and adaptable accommodation remains integral to future neighbourhood planning.

101. The proposal shows level internal access, and motorized lift leading to upper levels with 7 of the 42 apartments proposed being considered accessible and adaptable, which is near the maximum policy requirement in excess of the minimum. The amenity space is shown to be level which will facilitate wheelchair access. All proposals must comply with Building Regulations Part M (Access) which have informed the access gradients as well as the window/ balcony openings which are in excess of 850mm. There are no objections in regards to accessibility.

Housing Amenity - NDSS:

102. Internal amenity: Policy TB07 of the MDD and R17 of the SPD require adequate internal space to ensure the layout and size achieves good internal amenity. In accordance with the Technical housing standards – nationally described space standards and the proposal’s compliance with this are referred to below:

Unit	Bedrooms	Occupancy	Area	Required	Complies
0.01	1	2	50m ²	50m ²	Yes
0.02	2	4	76m ²	70m ²	Yes
0.03	3	5	110m ²	86m ²	Yes
0.04	3	5	102m ²	86m ²	Yes
0.05	2	4	73m ²	70m ²	Yes
0.06	2	4	73m ²	70m ²	Yes
0.07	2	4	78m ²	70m ²	Yes
0.08	1	2	51m ²	50m ²	Yes
0.09	2	3	69m ²	61m ²	Yes
0.10	3	4	79m ²	74m ²	Yes
0.11	3	4	79m ²	74m ²	Yes
1.01	1	2	50m ²	50m ²	Yes
1.02	2	4	71m ²	70m ²	Yes
1.03	2	4	72m ²	70m ²	Yes
1.04	1	2	56m ²	50m ²	Yes
1.05	1	2	51m ²	50m ²	Yes
1.06	2	4	75m ²	70m ²	Yes
1.07	2	4	73m ²	70m ²	Yes
1.08	1	2	50m ²	50m ²	Yes
1.09	2	3	76m ²	61m ²	Yes
1.10	1	2	51m ²	50m ²	Yes
1.11	2	3	66m ²	61m ²	Yes
1.12	2	4	75m ²	70m ²	Yes
1.13	2	4	75m ²	70m ²	Yes
2.01	1	2	50m ²	50m ²	Yes
2.02	2	4	71m ²	70m ²	Yes
2.03	2	4	72m ²	70m ²	Yes
2.04	1	2	56m ²	50m ²	Yes
2.05	1	2	51m ²	50m ²	Yes
2.06	2	4	75m ²	70m ²	Yes
2.07	2	4	73m ²	70m ²	Yes
2.08	1	2	50m ²	50m ²	Yes
2.09	2	3	76m ²	61m ²	Yes
2.10	1	2	51m ²	50m ²	Yes
2.11	2	3	66m ²	61m ²	Yes
3.01	2	3	70m ²	61m ²	Yes
3.02	1	2	51m ²	50m ²	Yes
3.03	2	3	65m ²	61m ²	Yes
3.04	2	4	77m ²	70m ²	Yes
3.05	2	4	77m ²	70m ²	Yes
3.06	2	4	76m ²	70m ²	Yes
3.07	2	3	64m ²	61m ²	Yes

103. The apartment proposals comply with the NDSS and TB07 in that the minimum GIA complies with the required for both 1 and 2 bed apartments. Other than 2 of the 42 units that are aligned with the NDSS, 40 units (95% of the proposal) exceed these targets (some by over 25%), providing high quality internal amenity for future occupiers.

Internal Amenity – NDSS:

104. The NPPF seeks to promote development that has good architecture and layout with a high standard of amenity for existing and future users and Paragraph 157 of the NPPF state that new development should take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption. The proposal has achieved this.

105. An apartment with more than one bedroom should have a main bedroom, which is to have a minimum area of 12m². Secondary of single bedrooms should have a minimum area of 7.5m² and 2m² – 2.5m² storage. The relevant apartments have been assessed in this regard below:

House	Bedrooms	Occupancy	Main bedroom	Secondary bedroom	Storage	Compliant
Units 0.09, 1.09, 1.11, 2.09, 2.11, 3.01, 3.03 and 3.07	2	3	> 12m ²	> 7.5m ²	>2m ²	Yes
Units 0.02, 0.05, 0.06, 0.07, 1.02, 1.03, 1.06, 1.07, 1.12, 1.13, 2.02, 2.03, 2.06, 2.07, 3.04, 3.05 and 3.06.	2	4	> 12m ²	> 7.5m ²	>2m ²	Yes
Units 0.10 and 0.11	3	4	>12m ²	>7.5m ²	>2.5m ²	Yes
Units 0.03 and 0.04	3	5	>12m ²	>7.5m ²	>2.5m ²	Yes

106. The proposal complies with the nationally described space standards for internal amenity in the above respects, exceeding them in every unit proposed which is supported by the Council.

Sustainability:

Sustainable Location:

107. Sustainability Policies CP1 and CP6 of the Core Strategy require that development be sustainable, with a reduction in the need for travel and the promotion of sustainable transport. Policy CP4 requires the provision of infrastructure, services and community facilities relative to the scale of the development and Policy CP9 states that the scale of development must reflect the existing or proposed levels of facilities, services and accessibility at or in the location.
108. The site is on the outside edge of Wokingham Town Centre and is in easy walking distance of a variety of retail and leisure facilities and services. It is also in immediate proximity of bus and train services at Wokingham Railway Station. Provision for the charging of electric cars is provided in two of the parking spaces. The site is therefore located in a highly sustainable location and the scheme provides facilities which promote sustainable travel choices.

Building Sustainability:

109. In terms of building sustainability, Policy CC05 of the MDD Local Plan requires residential proposals of more than 10 dwellings to deliver a minimum 10% reduction in carbon emissions through renewable energy or low carbon technology.
110. An Energy Statement has been submitted which states how this would be achieved through the use of photovoltaic panels, passive design and efficient measures. In terms of photovoltaics, the application proposes to utilise the available roof space to install a 142 panel PV array, a total 62.48kWp array generating some 51,376.80kWh/annum.
111. The use of passive design and solar heating, creates an estimated 85.02% reduction in regulated emissions over and above the baseline model, therefore significantly exceeding the policy requirement as established within MDD Local Plan Policy CC05. This energy strategies delivery is afforded significant weight in the overall planning balance and can be secured by a condition appended to the recommendation.

Sustainable Construction:

112. In terms of sustainable construction, Policy CC04 of the MDD Local Plan requires that all development should incorporate suitable waste management facilities including on-site recycling.
113. Officers note that CC04 provides an outdated reference to the Code of Sustainable Homes, which was superseded in 2015 by national standards in building regulations, however, the fundamental aims of the policy still apply. These are met on site through the provision of bin stores which are sited in 4 different locations around the site. Details of the appearance of the bin stores and secured via a hard landscaping condition appended to the recommendation.

Access and Movement:

114. Core Strategy Policy CP6 states that planning permission will be granted for schemes that:

- a) Provide for sustainable forms of transport to allow choice;
- b) Are located where they are or will be at the time of development choice in the modes of transport available and which minimise the distance people need to travel
- d) Provide appropriate vehicular parking, having regard to car ownership;

115. CP5 echoes paragraph 110 of the NPPF, which seeks to promote sustainable travel in decisions with consideration of:

- a) The opportunities for sustainable transport modes that have been taken up depending on the nature and location of the site to reduce the need for major transport infrastructure;
- b) Safe and suitable access to the site that are achieved for all users;
- c) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

116. This is reinforced in Paragraph 124, which refers to the 'availability and capacity of infrastructure and services...and the scope to promote sustainable travel modes that "limit future car use" .

117. Given to the sustainability of the application site adjoining the Town Centre and next to a strategic rail network, it is proposed that for the 42 flats there will be 34 parking spaces, this would result in a parking ratio of 0.81 spaces per dwelling. It is proposed that there would be 3 allocated spaces for the 3 x 3 bed units and for the 3 accessible units.

118. It is proposed that there would be 7 car free units, and these would not be eligible for Borough Parking Permits. Due to the sustainable location of the site close to the Wokingham Town Centre and the railway station this is an appropriate solution to promoting sustainable transport choices in accordance with Core Strategy Policy CP6. It is also proposed that there will be 2 spaces for motor-cycle parking which provides opportunity for transport choice.

119. A parking plan showing the location of the unallocated and allocated parking has been submitted which is welcome. However, highways would recommend that access ways to entrances to the flats are surfaced with different material to better define these areas. This revised plan would need to be submitted. This has not been provided but can be secured through the hard landscaping condition.
120. All spaces are 5m x 2.5m and there is ample space behind the spaces to allow for safe maneuvering. An initial parking management plan has been submitted which sets out who is responsible for the management and control of the parking. This is especially important considering the presence of car free units on site and has been secured by condition.

Cycle Parking:

121. Secure and covered cycle stores for 48 cycles have been proposed which is in line with Borough standards which provides for sustainable transport options on site. There will be 8 further visitor spaces situated close to the accesses. Details of the appearance and layout has been secured by condition.

Electric Vehicle Parking:

122. It is proposed that all spaces will be provided with EVC charging which incentivizes the use of the most sustainable modes of private vehicle. The details of the charging system have been appended to the recommendation as a condition.

Access:

123. In terms of access, the existing private access off Latimer Road would be used to access the site. It is proposed that this will continue to be a shared surface which is acceptable in highway safety terms.
124. The existing lawful rights of access will be maintained for the properties on Barkham Road which has been shown in plan form.

Swept path assessment:

125. Swept path assessments for large cars, refuse vehicles and a fire tender have been submitted with acceptable dimensions. This allows safe access in case of emergency/ for waste collection.
126. The swept paths show adequate maneuvering for a large 16.5m articulated lorry into the Nisa Local delivery area. The proposal in this respect will not hinder the existing neighboring commercial use.

Walking and Cycling:

127. Though the site is sustainably located, and has logical pedestrian and cyclist links, Officers note that no assessment was carried out on the walking or cycling environment. A Walking and Cycling strategy has been secured by condition accordingly.

Travel Plan:

128. A framework travel plan has been submitted, however, Officers note that there is no mention of the Borough's MyJourney or travel plan guidance. Notwithstanding, the objectives set out in the plan are acceptable which are informed by the use of the census data as an initial mode share. This has been secured via Planning obligation.
129. Membership to a car club for each resident has been included to mitigate the car free units, and provide an alternative sustainable transport choice as per CP6. This has been secured by planning obligation.

Framework Demolition and Construction Management Plan:

130. A Framework Demolition and Construction Management Plan has been submitted which provides an overview on the anticipated construction phase and details any limitations.
131. The provided document shows some detail including that deliveries on site will be managed to avoid peak hours/ anti-social hours and construction traffic would access site from the south avoiding the Town Centre. The document further states that deliveries would be managed by a banksman and that wheel washing facilities are offered on site to prevent mud on the road. Though the above is acceptable at high level, Officers recognise that it will be the duty of the contractor/s to submit the full method statements to WBC which should further include monitoring of the public highway. The requirement of the submission of a demolition/ construction management plan is secured by condition.

Flooding and Drainage:

132. Core Strategy Policy CP1 states that planning permission will be granted for schemes that ensure the provision of adequate drainage and avoid increasing (and where possible reduce) risks of or from all forms of flooding (including from groundwater).
133. MDD Local Plan Policy CC09 states that all sources of flood risk, including

historic flooding, must be taken into account at all stages and to the appropriate degree at all levels in the planning application process to avoid inappropriate development in areas at risk of flooding.

134. Paragraphs 152-173 of the National Planning Policy Framework (NPPF) covering planning for flooding and climate change. Paragraph 154 specifically mentions that new development should avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure.
135. The Environment Agency (EA) Flood Map shows the Site is within Flood Zone 1, which features a low risk of surface water flooding.
136. The applicant submitted a Drainage Strategy to accompany the submission, which states in paragraph that flooding in the area is present adjacent to the north of the site which originated due to the railway. This does not directly have any significant drainage impact to the proposal, and the proposed works would not have a direct impact on any future flooding.
137. Further details of on-site drainage with this in mind, will be considered as part of the detailed drainage design and the levels of the proposed site.
138. Although the site is Brownfield /previously developed and hard-surfaced, it is best practice, in order to improve the current situation, surface water discharge from the Site will be restricted to 2l/s which is understood to be the lowest possible discharge rate which does not have the likeliness for blockage, and therefore creating a maintenance problem.
139. This rate restriction will apply for all storm events up to the 1 in 100-year event with 40% allowance for climate change, therefore ensuring no practicable change in downstream flood risk with increase in Site run-off volume.
140. To achieve the restrictions in discharge rate without undue flood risk to the Site, a total storage volume of not less than 253m³ and 590m³ will be provided. This volume of storage will be predominately provided through near source cellular storage, with green roof SuDS to aid in the slowing down of the surface water to the geo-cellular storage.
141. To this effect, there are no objections in regards to flooding or surface water discharge subject to a drainage strategy (including SuDS and infiltration) which has been secured by condition.

Landscape and Trees:

142. MDD Local Plan Policy CC03 states in point 2 that Development proposals should demonstrate how they have considered and achieved the following criteria within scheme proposals:
 - a) *Provide new or protect and enhance the Borough's Green Infrastructure networks, including the need to mitigate potential impacts of new development*
 - b) *Promote accessibility, linkages and permeability between and within existing green*

corridors including public rights of way such as footpaths, cycleways and bridleways

- c) *Promote the integration of the scheme with any adjoining public open space or countryside*
- d) *Protect and retain existing trees, hedges and other landscape features*
- e) *Incorporate high quality, ideally native planting and landscaping as an integral part of the scheme.*

Landscaping and Design:

143. To accompany the application, a Townscape Visual Impact Assessment (TVIA) was submitted for consideration. This document through the aid of CGI visuals, depicted the proposed form and how it would integrate with its surroundings, including how the proposal would relate to existing landscape features on and adjacent to the site.
144. Following review of the originally submitted LVIA, WBC Trees and Landscape working with Officers requested amendments to indicate a high-quality landscaping scheme, and to protect and retain important landscape features on site. These amendments and their results are summarised as follows:
- Block C at the southern end has been reduced in size and is now 2.3m further from the TPO tree so that there is now no requirement to reduce the canopy of the tree in order to construct the new building.
 - There is now a clearly defined pedestrian route into the site which enhances connectivity.
 - Some additional planting has been proposed within the car park to break up the large areas of hard surfacing, as several parking spaces have now been removed. This planting in detail as well as precise location is reserved to condition.
 - The northern community garden has been redesigned in association with the internal layout of the ground floor flats so that there is now greater natural surveillance of this space by the ground floor flats which is positive in urban design terms.
 - Cycle storage in northern garden has been moved so that they are also overlooked and there is easy access to this area without hindrance on the use of the adjoining amenity space.
 - The garden itself has been redesigned to be more open and formal so that the proposed planting is not compromised by the underground attenuation tanks, but also the redesign should lead to less anti-social behaviour as there are fewer places to hide within the space.
 - The southern community garden has also been redesigned to reduce the impact of the garden proposals and access, on the TPO tree by now providing a raised boardwalk in the root protection area of the tree.
 - Wildlife planting is proposed on the edges of the space.
145. Though landscape details, specifics and management are reserved by condition, it is noted that adequate space is retained for tree/hedge planting within the car park layout and communal gardens as shown within the indicative submitted landscape plans. The updated TVIA demonstrates this to an adequate level.
146. Considering the relatively confined nature of the site, there may be some

restriction within the car parking area for landscaping to develop and therefore tree pits are required to incorporate underground soil cells to ensure large structural trees can be appropriately included and their health safeguarded in the long-term.

147. Subject to conditions to secure appropriate management, planting species/location, retention and protection, boundary treatments and levels there is no objection in regards to landscape and design.

Arboricultural Impact:

148. There are very few landscape features within the application site itself, however, there is a mature Oak tree in the southern corner of the site, which has recently been protected by a TPO (1877/2022). This is a visually significant tree which can be seen from Latimer Road and Wellington Road through gaps in between dwellings as well as obliquely from the train station.
149. As above, the amendments achieved create a notable buffer between the built form and RPA of TPO (1877/2022), further integrating it into the southern amenity space through the provision of a boardwalk. This retains the mature oak in an identical condition to existing which accords with CC03(d).
150. A condition has been applied which protects TPO (1877/2022) and other existing landscape features on site during the construction phase

Environmental Health:

151. Proposals must demonstrate how they have addressed noise impacts to protect noise sensitive receptors (both existing and proposed) from noise impacts in line with Appendix 1 of the MDD Local Plan which assesses the acceptability of a proposed development that emits noise. The Council will determine the effect the noise will have on nearby NSRs taking into account both daytime and night-time noise levels.
152. The site is located adjacent to a railway line, which at times of use will have some impact on future NSRs (Noise Sensitive Receptors) in the form of noise and vibration. Accordingly, the applicant has submitted a Noise and Vibration Impact Assessment Report by KP Acoustics updated on 07/12/2022 which provides suggestion regards to glazing, ventilation and fencing that should be included in the final design schematics for the proposed buildings. This protects future neighbouring amenity from any vibration or noise impacts arising from the site's location adjacent to a strategic rail network. A condition has been applied to the recommendation to secure acceptable acoustic mitigation measures in accordance with the submitted document and a further condition applied to ensure the dwellings are noise insulated up to British Standards.
153. The Demolition and Construction Management Plan by Yes Engineering Ltd Dated December 2022 covers the extent of demolition, life cycle of the project as well as intended construction schedule.
154. Due to absence within the Demolition and Construction Management Plan, a further condition has been applied which controls working hours, including times that contractors may arrive on site as well as the submission of a contractor specific DEMP to provide further information on the demolition and construction process.
155. In terms of Asbestos, the inclusion of a separate Asbestos Survey is noted. (Management asbestos survey by Artisan Environmental) that shows that there is significant asbestos to be removed as part of the demolition plan. Further information will be sought via the submission of a DEMP, which as above is reserved by condition.
156. The Council holds information that the site has the potential of being contaminated. As the proposed residential use is sensitive, in accordance with the NPPF and the principles of sustainable development, the applicant will be required to carry out a contamination risk assessment of the site followed by remediation works if found to be necessary. This is appended to the recommendation as a condition.
157. There are no objections on Environmental Health grounds concerning existing and future occupier health, subject to the conditions expressed above.

Ecology:

158. Core Strategy Policy CP7 states that development will be only permitted if it has been clearly demonstrated that the need for the proposal outweighs the need to safeguard the nature conservation importance, that no alternative site that would result in less or no harm is available which will meet the need, and:

- i) Mitigation measures can be put in place to prevent damaging impacts; or
 - ii) Appropriate compensation measures to offset the scale and kind of losses are provided.
159. MDD Local Plan policy TB23 states that planning permission will only be granted for proposals where they comply with policy CP7 – Biodiversity of the Core Strategy and also demonstrate how they:
- “Provide opportunities, including through design, layout and landscaping to incorporate new biodiversity features or enhance existing*
- a) Provide appropriate buffer zones between development proposals and designated sites as well as habitats and species of principle importance for nature conservation*
 - b) Ensure that all existing and new developments are ecologically permeable.”*
160. Paragraph 174(d) of the NPPF states that planning decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.
161. Officers note that a metric has not been submitted alongside the application to confirm appropriate BNG, however, the application has been valid since December 2022 and the date BNG becomes mandatory on major applications. This would be a more pertinent issue should the site contain strong ecological features, however, as acknowledged within the submitted ecological appraisal, the site featured mass clearance in early 2022 which has led to the existing features of value being negligible.
162. Notwithstanding the lack of a formal metric, or formal BNG itself by the same respect, the proposals seek to introduce a high quality and dense landscaping scheme and eco-mosaic green rooves which by their nature will provide opportunities for ecological enhancement on site. These features have been conditioned respectively.
- Bats:**
163. The site is located in an area that in accordance with WBC’s Ecological Mapping holds potential for bat roosting and foraging.
164. The proposals would involve the entire demolition of the existing building, which has shown evidence within the submitted ecological survey to feature roosting bats.
165. In terms of lighting, given the nature of the existing commercial use, the corridor along the railway line is dark outside of working hours which provides an opportunity for foraging bats. The proposed residential use which would introduce consistent light (at least in part) facing this existing dark corridor. To prevent any significant impacts on a protected species, a condition has been attached to the recommendation that requires the submission of a lighting plan prior to occupation.

Great Crested Newts:

166. The development falls within the amber impact risk zone for great crested newts, which indicates that there is suitable habitat and a high likelihood of great crested newt presence.
167. The site itself largely comprises buildings, hardstanding and bare ground, which do not provide suitable habitat for great crested newts, and there are only 2 ponds within 500m of the site, with the nearest located 200m east. There is poor connectivity between the ponds and the site.
168. The applicant has provided a Preliminary Ecological Appraisal report (Land at Latimer Road, Wokingham, RG41 2WA; Phlorum; August 2022). Within this report it states that: *“Aerial photographs and maps show 1 pond within 250m of the site, and a further pond and 2 drainage ditches within 500m”*
169. By virtue of the built up nature of the site, the submitted report considered that the site offered negligible potential for breeding newts and negligible potential for foraging and commuting newts. This point was concurred by Nature Space upon consultation. Therefore, with the above in mind, there are no objections in regards to the proposals impacts on Great Crested Newts.

Amenity Space:

170. The Borough Design Guide sets out that in areas with an urban character, for instance, Wokingham Town Centre, more compact gardens may be appropriate to create a more urban development form that relates to the local character. In these cases, it may be possible to compensate for the loss of rear garden space by providing balconies.
171. The proposal would provide all of the proposed elevated units with a balcony of a size that would accommodate activities normally associated with an urban garden, as well as the ground floor units with private enclosed garden that are appropriate and adequate for an urban area. In addition, the proposal would provide a communal landscaped amenity area of c458m² which provides opportunities for play and exercise.

Employment Skills:

172. Policy TB12 of the 2010 Core Strategy states that proposals for major development must be accompanied with an Employment Skills Plan to show how the proposal accords opportunities for training, apprenticeships or other vocational initiatives to develop local employability skills required by developers, contractors or end users of the proposal.
173. An employment skills plan (ESP) will be secured via S106.

Community Infrastructure Levy (CIL):

174. As the proposal is for new residential floor space, it would be CIL liable development. The applicant should liaise with WBC CIL for further details.

Special Protection Area (SPA):

175. The site is located within 7km of the Thames Basin Heath Special Protection Area. Policy CP7 of the Core Strategy requires that proposals of more than 50 units are required to mitigate their impact upon the Thames Basin Heaths. However, as only 42 units are proposed, no such mitigation is required in this instance.

Planning Balance:

176. This section details the assessment of the planning balance which weigh up the benefits and negatives afforded by the scheme.
177. In terms of the proposed loss of employment space outside of a Core Employment Area, it is concluded that the proposal is unlikely to lead to a Borough wide 'net loss' of industrial. In this regard the principle of residential development in this location is accepted.
178. The proposal introduces 42 new dwellings which will provide a meaningful and welcome contribution to addressing the Borough's shortfall in housing land supply (3.95 years). The creation of 42 homes in close proximity to jobs, services and leisure opportunities available in the Town Centre allows the site to perform an overwhelmingly positive social and economic role. This is afforded significant weight.

179. Considering the fact that the application site as existing constitutes under-utilised, previously developed land, significant weight is also afforded in favour of the proposal to the efficient use of this land in delivering housing within a major development location.
180. The site is sustainability located within a major development location and adjoining transport hub which provides public transport options and opportunities to reduce the usage of the private car. This is further promoted via the 7 car free units on site and contribution to a car club. The site's sustainable location and promotion of the lesser usage of the private car is afforded significant weight.
181. The proposal would lead to an c85% carbon reduction in emissions from passive design, renewable energy, solar heating and ventilation. Considering the dilapidated form of the building on site currently, this improvement in on-site sustainability is afforded significant weight and allows the proposal to perform a positive environmental role.
182. Considering the site as existing hosts minimal landscaping and opportunities for biodiversity, the provision of an eco-mosaic roof and increased landscaping will provide an element of ecological enhancement. This is also afforded weight in favour of the proposal.
183. The proposals are of high-quality design and provide a point of architectural interest whilst being sensitive to its surroundings. The improvements in architectural form when contrasted with the existing building of poor design merit, is also afforded positive weight.
184. Finally, it is recognised that the proposed building is taller than surrounding houses to the southwest, and this weighs against the proposal moderately.
185. In returning to Paragraph 11(d) of the NPPF, when applying the tilted balance, those limited identified adverse impacts of granting permission would not significantly and demonstrably outweigh those benefits as identified above. When assessed against the policies in the NPPF as taken as a whole the proposal performs a notable economic, social and environmental role. Accordingly, the application is recommended for approval subject to the conditions listed within Appendix 1, and the HoTs listed within the recommendation.

The Public Sector Equality Duty (Equality Act 2010)

In determining this application the Council is required to have due regard to its obligations under the Equality Act 2010. The key equalities protected characteristics include age, disability, gender, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief. There is no indication or evidence (including from consultation on the application) that the protected groups identified by the Act have or will have different needs, experiences, issues and priorities in relation to this particular planning application and there would be no significant adverse impacts upon protected groups as a result of the development.

APPENDIX 1 - Conditions / informatives

APPROVAL subject to the following conditions and informatives:

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

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

2. Approved details - This permission is in respect of the submitted application plans and drawings named and numbered:

Existing Topographical Survey – Drg No. 101

Proposed Location Plan - Drg No. 190

Proposed Site Plan - Drg No. 200

Proposed Ground Floor Plan - Drg No. 220

Proposed 1st Floor Plan – Drg No. 221

Proposed 2nd Floor Plan – Drg No. 222

Proposed 3rd Floor Plan – Drg No. 223

Proposed Roof Plan – Drg No. 224

Proposed Section 01 – Drg No. 300

Proposed Section 02 – Drg No. 301

Proposed Section 03 – Drg No. 302

Proposed Section 04 & 05 – Drg No. 303

Proposed Section 06, 07 & 08 – Drg No. 304

Proposed Elevation 01 & 02 – Drg No. 310

Proposed Elevation 03 & 04 – Drg No. 311

Proposed Elevation 05 & 06 – Drg No. 312

Proposed Elevation 07 – Drg No. 313

Swept Paths – Drg No. Figure 4.1

Letter from YES Engineering dated 24.03.2023

Proposed Building Heights Plan – Drg No. 501

Accommodation Schedule prepared by Alistair Downie

Design Update – Revision A

Daylight and Sunlight Assessment – prepared by EB7

Energy and Sustainability Report – prepared by the PES

Transport Assessment (including Parking Management Plan)- prepared by YES Engineering Group Ltd

Demolition and Construction Management Plan- prepared by YES Engineering Group Ltd

Noise Report- prepared by KP Acoustics

Asbestos Management Survey Report- prepared by Artisan Environmental

Condition Survey Report- prepared by Thames Valley Surveying

Ecological Appraisal Report and Bat Survey- prepared by Phlorum

Flood Risk Assessment and Drainage Strategy- prepared by Ardent

Employment Evidence Report- prepared by Lichfields V3

Fire Statement- prepared by London Bridge Associates

Land Contamination Report- prepared by Brownfield Solutions Ltd

Received by the local planning authority on 12/12/2022, 14/12/2022, 24/04/2023, 03/11/2023 and 17/11/2023. 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 above slab level, samples and details of the materials to be used in the construction of the external surfaces of the building/s shall have first been submitted to and approved in writing by the local planning authority. Development shall not be carried out other than in accordance with the so-approved details.

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

4. Obscure glazing – The most south-westerly window at first floor in the western elevation of block 3 hereby permitted shall be fitted with obscured glass and shall be permanently so-retained. The window 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 window is installed and shall be permanently so-retained.

Reason: In the interests of protecting the amenities of No.28/28 Latimer Road. Relevant Policy CP1, CP3 and the Wokingham Borough Design Guide.

Trees and Landscape:

5. Details of boundary walls and fences - Before the development hereby permitted is commenced above slab level details of all boundary treatment(s) shall first be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented prior to the first occupation of the development or phased as agreed in writing by the local planning authority. The scheme shall be maintained in the approved form for so long as the development remains on the site.

Reason: In the interests of amenity. Relevant policy: Core Strategy policies CP1, CP3 and CP6.

6. Hard and Soft Landscaping - Prior to the commencement of the development above slab level, 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, proposed finished floor levels or contours, means of enclosure, car parking layouts, other vehicle and pedestrian access and circulation areas, hard surfacing materials and minor artefacts and structure (e.g. furniture, play equipment, refuse or other storage units, signs, lighting, external services, etc). 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 (and TB06 for garden development).

7. Protection of trees – a) No development or other operation shall commence on site until an Arboricultural Method Statement and Scheme of Works which provides for the retention and protection of trees, shrubs and hedges growing on or adjacent to the site in accordance with BS5837: 2012 has been submitted to and approved in writing by the local planning authority. No development or other operations shall take place except in complete accordance with the details as so-approved (hereinafter referred to as the Approved Scheme).
- b) No operations shall commence on site in connection with development hereby approved (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) until the tree protection works required by the Approved Scheme are in place 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 in writing 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.

8. Landscape management - Prior to the commencement of the development above slab level, a landscape management plan, including long term design objectives, management responsibilities, timescales and maintenance schedules for all landscape areas, other than privately owned, domestic gardens, shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved.

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.

Ecology:

9. Bat License - No works affecting bat roosts shall commence until a licence for development works affecting bats has been obtained from the Statutory Nature Conservation Organisation (Natural England) and a copy (or an email from Natural England that the site has been registered under the bat mitigation class licence) has been submitted to the local planning authority. Thereafter mitigation measures approved in the licence shall be maintained in accordance with the approved details. Should conditions at the site for bats change and / or the applicant conclude that a licence for development works affecting bats is not required the applicant is to submit a report to the council detailing the reasons for this assessment and this report is to be approved in writing by the local planning authority prior to commencement of work.

Reason: To ensure that bats, a material consideration, are not adversely affected by the development.

10. Ecological Lighting - Prior to occupation, a “lighting design strategy for biodiversity” in line with the recommendations given in section 4.9 of the Bat Survey Report (Phlorum, ref: 11582 Rev0, September 2022) for the site shall be submitted to and approved in writing by the local planning authority. The strategy shall:
 - a) identify those areas/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and
 - b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

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. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

Reason: To ensure that bats, a material consideration, are not adversely affected by the development.

Drainage:

11. 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:
 1. BRE 365 test results demonstrating whether infiltration is achievable or not.
 2. Use of SuDS following the SuDS hierarchy, preferably infiltration.

3. Full calculations demonstrating the performance of soakaways or capacity of attenuation features to cater for 1 in 100-year flood event with a 40% allowance for climate change and runoff controlled at 2l/s as proposed.

4. As connection is proposed to an existing surface water sewer on Latimer Road (Appendix G), we need to understand why other methods of the SuDS hierarchy cannot be implemented and see confirmation from the utilities supplier that their system has got capacity and the connection is acceptable.

5. Groundwater monitoring confirming seasonal high groundwater levels in the area.

6. A drainage strategy plan indicating the location and sizing of SuDS features, with the base of any SuDS features located at least 1m above the seasonal high water table level.

The approved scheme shall be implemented prior to the first occupation of the development and shall be maintained in the approved form for as long as the development remains on the site.

Reason: This is to prevent increased flood risk from surface water run-off. Relevant policy: NPPF (2019) Section 14 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Core Strategy policy CP1 and Managing Development Delivery Local Plan policies CC09 and CC10.

Highways:

12. Hours of work - 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 08:00 and 18:00 Monday to Friday and 08:00 to 13:00 Saturdays and at no time on Sundays or Bank or National Holidays.

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

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

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

14. Cycle parking details required - Prior to the occupation of the development hereby permitted details of secure and covered bicycle storage/ parking facilities for the occupants of [and visitors to] the development shall be submitted to and approved in writing by the local planning authority. The cycle storage/ parking shall be implemented in accordance with such details as may be approved before occupation of the development hereby permitted, and shall be permanently retained in the approved form for the parking of bicycles and used for no other purpose.

Reason: In order to ensure that secure weather-proof bicycle parking facilities are provided so as to encourage the use of sustainable modes of travel. Relevant policy: NPPF Section 9 (Sustainable Transport) and Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

15. Construction method statement - No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
- i) the parking of vehicles of site operatives and visitors,
 - ii) loading and unloading of plant and materials,
 - iii) storage of plant and materials used in constructing the development,
 - iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate,
 - v) wheel washing facilities,
 - vi) measures to control the emission of dust and dirt during construction,
 - vii) a scheme for recycling/disposing of waste resulting from demolition and construction works.

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

16. Walking and Cycling - Prior to commencement of development, an audit to consider pedestrian and cycle infrastructure and connections from the development to Wokingham town centre, Wokingham Station and to the hospital shall be submitted for approval by the local planning authority. If any improvements are deemed as necessary, the measures shall be implemented in accordance with the approved details prior to occupation of the first dwelling.

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.

17. Prior to commencement of development, an Electric Vehicle Charging Strategy shall be submitted to, and approved in writing by the Local Planning Authority. This strategy shall include details relating to onsite electric vehicle charging infrastructure in accordance with Building Control Regulations Approved Document S and details of installation of charging points. The development shall be implemented in accordance with the agreed strategy thereafter.

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

18. Prior to the first occupation of the development, a Parking Management Strategy for the management of the parking arrangements shall be submitted to and approved in writing by the local planning authority. The submitted Parking Management Strategy shall include details of the management of all parking spaces.

Reason: To ensure satisfactory development in the interests of amenity and highway safety in accordance with Wokingham Borough Core Strategy Policies CP1, CP6, CP13 and CP21 and MDDL policies CC07 and TB20.

Environmental Health

19. Prior to the commencement of development the following components of a scheme to deal with the risks associated with contamination of that phase shall be submitted to and approved in writing by the local planning authority:

1. a preliminary risk assessment which has identified all previous uses, potential contaminants associated with those uses, a conceptual model of the site indicating sources, pathways and receptors and potentially unacceptable risks arising from contamination at the site;
2. a site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those offsite;
3. the site investigation results and the detailed risk assessment (2) 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;
4. a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express consent of the local planning authority. The development of each phase shall be carried out in accordance with the approved details.

Reason: In the interests of future residential amenity and health. Relevant policy CP1 and CP3.

20. A verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation for each phase of the development 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. It shall also include a plan (a "long term monitoring and maintenance plan") for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority.

Reason: In the interests of future residential amenity and health. Relevant policy CP1 and CP3.

21. If, during development, contamination not previously identified is found to be present at the site then no further development within that phase, unless otherwise agreed in writing by the local planning authority, shall be carried out until the developer has submitted to and received written approval from the local planning authority for an amendment to the remediation strategy detailing how this unsuspected contamination is to be dealt with.

Reason: In the interests of future residential amenity and health. Relevant policy CP1 and CP3.

22. Noise and Vibration - The development hereby approved is to be carried out in strict accordance with the hereby approved "Noise and Vibration Impact Assessment Report 25168.NVA.01 by KP Acoustics" submitted in support of this application.

Reason: to protect the amenity of the area and to ensure that premises are protected from noise nuisance and disturbance, in accordance with Wokingham Borough Core Strategy Policy CP1, the Managing Development Delivery Local Plan Policy CC06.

23. Noise Insulation for Dwellings - The dwellings hereby approved shall be designed and/or insulated to provide attenuation against externally generated noise, the design should ensure that all noise implications are mitigated so that internal ambient noise levels for dwellings meet the BS8233/1999 sound insulation and noise reduction for buildings design range 'good' for living accommodation.

Reason: to protect the amenity of the area and to ensure that premises are protected from noise nuisance and disturbance, in accordance with Wokingham Borough Core Strategy Policy CP1, the Managing Development Delivery Local Plan Policy CC06.

24. Plant/Machinery to be attenuated - All plant, machinery and equipment installed or operated in connection with the carrying out of this permission shall be so enclosed and/or attenuated that noise therefrom does not exceed at any time a level of 5dB[A] below the existing background noise level [or 10dB[A] if there is a particular tonal quality] when measured at the nearest residential or noise sensitive property. Any recommended noise mitigation measures should be retained and maintained thereafter.

Reason - To ensure that no nuisance or disturbance is caused to the occupiers of properties. Relevant policy: NPPF Section 15 (Conserving and Enhancing the Natural Environment), Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy CC06.

25. The development hereby approved is to be carried out in strict accordance with the hereby approved "The PES Energy & Sustainability Statement 22nd November 2022 V2" submitted in support of this application to deliver an 85.02% CO2 saving above baseline. Prior to first occupation of the hereby approved development, sustainability measures are to be implemented on site and shall remain operational for the lifetime of the development.

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

26. No building shall be occupied until details of bin storage area and facilities for recycling have been submitted to and approved in writing by the local planning authority. The bin storage and recycling facilities shall be permanently so-retained and used for no purpose other than the temporary storage of refuse and recyclable materials.

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

Informatives

1. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received. This planning application has been the subject of positive and proactive discussions with the applicant in terms of:

- addressing the evolving planning policy context;
- planning issues relating to design, character and materials
- addressing concerns relating to highway safety;
- extending the determination period of the application to allow for a multiple consultations concerning plan revisions

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.

2. The development hereby permitted is liable to pay the Community Infrastructure Levy. The Liability Notice issued by Wokingham Borough Council will state the current chargeable amount. A revised Liability Notice will be issued if this amount changes. 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, failure to do this will result in penalty surcharges being added. For more information see the Council's website - Community Infrastructure Levy advice page. Please submit all CIL forms and enquiries to developer.contributions@wokingham.gov.uk.

3. Whilst it would appear from the application that the proposed development is to be entirely within the curtilage of the application site, the granting of planning permission does not authorise you to gain access or carry out any works on, over or under your neighbour's land or property without first obtaining their consent, and does not obviate the need for compliance with the requirements of the Party Wall etc. Act 1996.

4. The applicant is reminded that this approval is granted subject to 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 Benjamin Hindle to discuss.

5. Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on adjacent highways. For further information contact the Highway Authority on tel.: 0118 9746000.

6. Any works/ events carried out by or on behalf of the developer affecting either a public highway or a prospectively maintainable highway (as defined under s.87 New Roads and Street Works Act 1991 (NRSWA)), shall be co-ordinated and licensed as required under NRSWA and the Traffic Management Act 2004 in order to minimise disruption to both pedestrian and vehicular users of the highway. Any such works or events, and particularly those involving the connection of any utility to the site must be co-ordinated by the developer in liaison with the Borough's Street Works team (0118 974 6302). This must take place AT LEAST three months in advance of the intended works to ensure effective co-ordination with other works so as to minimise disruption.

7. Records indicate a public sewer beneath or in close proximity to the proposed development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval must be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the options available at this site.

8. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed online via <https://eur03.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.thameswater.co.uk%2F&data=05%7C01%7Cplanning.enquiries%40wokingham.gov.uk%7Cd98b945dcd5c426873f808dbdf834d2a%7C996ee15c0b3e4a6f8e65120a9a51821a%7C0%7C0%7C638349527249602466%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLjBjTil6Ik1haWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=Bon2Y2H3x9wdStGoGyiNrR2rqrl%2F%2FnFGNqabJQz7eAl%3D&reserved=0>. Please refer to the Wholesale; Business customers; Groundwater discharges section

9. The applicant must ensure that any construction and subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of/or encroaching upon Network Rail's adjacent land and air-space. Therefore, any buildings are required to be situated at least 2 metres (3m for overhead lines and third rail) from Network Rail's boundary. This requirement will allow for the construction and future maintenance of a building without the need to access the operational railway environment. Any less than 2m (3m for overhead lines and third rail) and there is a strong possibility that the applicant (and any future resident) will need to utilise Network Rail land and air-space to facilitate works as well as adversely impact upon Network Rail's maintenance teams' ability to maintain our boundary fencing and boundary treatments. Access to Network Rail's land may not always be granted and if granted may be subject to railway site safety requirements and special provisions with all associated railway costs charged to the applicant. As mentioned above, any works within Network Rail's land would need approval from the Network Rail Asset Protection Engineer. This request should be submitted at least 20 weeks before any works are due to commence on site and the applicant is liable for all associated costs (e.g. a l l possession, site safety, asset protection presence costs). However, Network Rail is not required to grant permission for any third party access to its land.

10. All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no plant or materials are capable of falling within 3.0m of the boundary with Network Rail.

11. Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains except by agreement with Network Rail. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property. Proper provision must be made to accept and continue drainage discharging from Network Rail's property; full details to be submitted for approval to the Network Rail Asset Protection Engineer. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Soakaways, as a means of storm/surface water disposal must not be constructed within 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. After the completion and occupation of the development, any new or exacerbated problems attributable to the new development shall be investigated and remedied at the applicants' expense.

12. Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. The applicant/applicant's contractor must consider if they can undertake the works and associated scaffold/access for working at height within the footprint of their property boundary.

13. Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Network Rail's Asset Protection Engineer prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

14. In view of the nature of the development, it is essential that the developer provide (at their own expense) and thereafter maintain a substantial, trespass proof fence along the development side of the existing boundary fence, to a minimum height of 1.8 metres. The 1.8m fencing should be adjacent to the railway boundary and the developer/applicant should make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point during or post construction should the foundations of the fencing or wall or any embankment therein, be damaged, undermined or compromised in any way. Any vegetation within Network Rail's land boundary must not be disturbed. Any fencing installed by the applicant must not prevent Network Rail from maintaining its own fencing/boundary treatment.

15. Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers' vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developers should obtain Network Rail's Asset Protection Engineer's approval of their detailed proposals regarding lighting.

16. The potential for any noise/vibration impacts caused by the proximity between the proposed development and any existing railway should be made aware to the future occupiers of the site. It must also be assessed in the context of the National Planning Policy Framework which holds relevant national guidance information. The current level of usage may be subject to change at any time without notification including increased frequency of trains, night-time train running and heavy freight trains. The appropriate building materials should be used to reduce any potential noise disturbance from the railway.

17. Where a proposal calls for hard standing area/parking of vehicles area near the boundary with the operational railway, Network Rail would recommend the installation of a highways approved vehicle incursion barrier or high kerbs to prevent vehicles accidentally driving or rolling onto the railway or damaging lineside fencing.

18. Any trees/shrubs to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary as the species will contribute to leaf fall which will have a detrimental effect on the safety and operation of the railway. Network Rail wish to be involved in the approval of any landscaping scheme adjacent to the railway. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. If required, Network Rail's Asset Protection team are able to provide more details on which trees/shrubs are permitted within close proximity to the railway.

19. Whilst not a planning matter, we would like to remind the applicant of the need to identify and comply with all existing rights on the land. Network Rail request all existing rights, covenants and easements are retained unless agreed otherwise with Network Rail.

20. Notwithstanding the above, if any property rights are required from Network Rail in order to deliver the development, Network Rail's Property team will need to be contacted.

21. The applicant should note that the works hereby approved involve the removal and disposal of asbestos cement roofing. Should only be removed by a licensed contractor Asbestos waste is classified as 'special waste' and as such, can only be disposed of at a site licensed by the Environment Agency. Any contractor used must also be licensed to carry 'special waste'.

22. This permission is to read in conjunction with the S106 legal agreement dated X (to be amended upon completion of S106 agreement).

APPENDIX 2 - Town Council Comments

PLANNING REF : 223691
PROPERTY ADDRESS : Town Hall Market Place
: Wokingham
: RG40 1AS
SUBMITTED BY : The Wokingham Town Council P&T Committee
DATE SUBMITTED : 16/11/2023

COMMENTS:

The Committee feel that the previous objections have not been addressed, particularly regarding height and mass, so will be objecting to this application as before;

The Committee could understand a development in this location as the exiting site is a bit of an eyesore, however there is a concern at a loss of industry in the Town.

The amount of cycle storage provision, electric charging points and the use of solar panels within the development were welcomed.

The main concerns were regarding the size and mass of the development. Four storeys is out of proportion.

That no affordable housing is being offered and that the developer can bypass the level of required affordable housing. How is this justified?

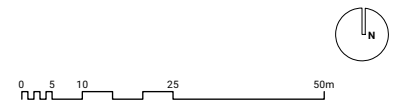
There seems to be the absence of rear access to the site that is required.

The amount of parking spaces is not adequate for the development, and this will overflow onto local roads which are already full. This will impact road safety. There also needs to be allocated parking spaces.

The committee therefore object to this application

CP3 - Principles for development - a) Mass

CP6 - Managing Travel Demand - e) adverse effects on transport network



1. Do not scale from this drawing. Use figured dimensions only.
2. This drawing may not be based on survey drawings and areas are therefore subject to change as part of the general design process and/or the obtention of a survey drawing study.

— Site Boundary

Rev.	Date	Description
-		

Planning Application



10-12 Latimer Road
Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	090	

TITLE
Existing Location Plan

DATE	SCALE
02.11.2023	1:1250 @ A3

Alistair Downie Ltd, Home ground, Glibe Farm, Great Risington, Chertenham, Glouce, GL54 2LH
T: +44 7973 154540 E: info@alidaownie.com W: www.alidaownie.com
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— Site Boundary
 Right of Way - 1992 Title Transfer

Rev.	Date	Description
-	-	-

Planning Application



10-12 Latimer Road
 Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	100	-

TITLE
 Existing Site Plan

DATE	SCALE
02.11.2023	1:500 @ A3 / 1:250 @ A1

Alistair Downie Ltd, Home ground, Glebe Farm, Great Risington, Cheltenham, Glouce, GL54 2LH
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— Site Boundary

149



Rev.	Date	Description
-		

Planning Application



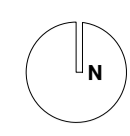
10-12 Latimer Road
Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	101	-

TITLE
Existing Topographical Survey

DATE	SCALE
02.11.2023	1:500 @ A3 / 1:250 @ A1

Alistair Downie Ltd, Home ground, Glebe Farm, Great Rissington, Cherwellham, Oxon, GL54 2LH
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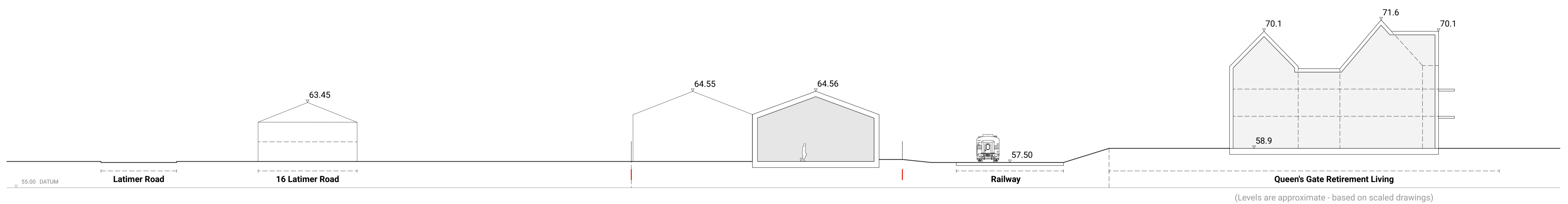
0 2 4 10 20m

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--- Site Boundary



150



Existing Section 01

Rev.	Date	Description
-		

Planning Application



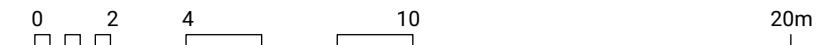
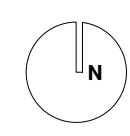
10-12 Latimer Road
Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	130	-

TITLE
Existing Section 01

DATE	SCALE
02.11.2023	1:200 @ A1 / 1:400 @ A3

Alastair Downie Ltd, Home ground, Giebe Farm, Great Rissington, Cheltenham, Glouce, GL54 2LH
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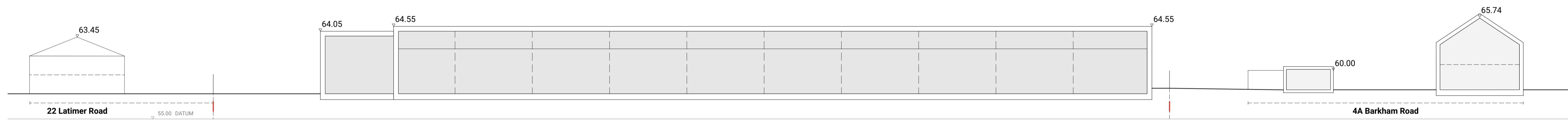


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--- Site Boundary



151



Existing Section 02

Rev.	Date	Description
-		

Planning Application



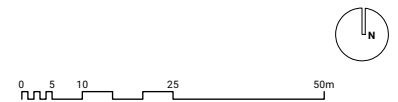
10-12 Latimer Road
Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	131	-

TITLE
Existing Section 02

DATE	SCALE
02.11.2023	1:200 @ A1 / 1:400 @ A3

Alastair Downie Ltd, Home ground, Giebe Farm, Great Rissington, Cheltenham, Gloucs, GL54 2LH
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— Site Boundary

Rev.	Date	Description
-	-	-

Planning Application



10-12 Latimer Road
Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	190	-

TITLE
Proposed Location Plan

DATE	SCALE
02.11.2023	1:1250 @ A3

Alistair Downie Ltd, Home ground, Glibe Farm, Great Risington, Cherltenham, Glouce, GL54 2LH
T: +44 7973 154540 E: info@alidairstardownie.com W: www.alidairstardownie.com
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0 5 10 15 20 25m

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- Site Boundary
- 1B2P
- 2B3P / 2B4P
- 3B4P / 3B5P
- Allocated Parking
- Unallocated Parking

Rev.	Date	Description
-	-	-

Planning Application



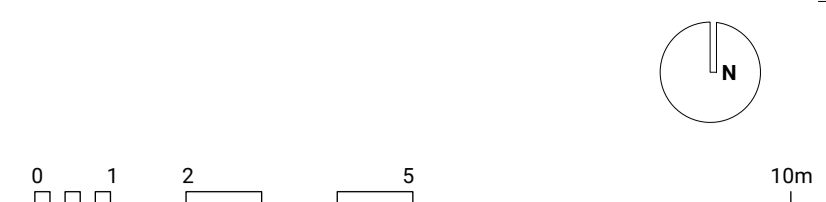
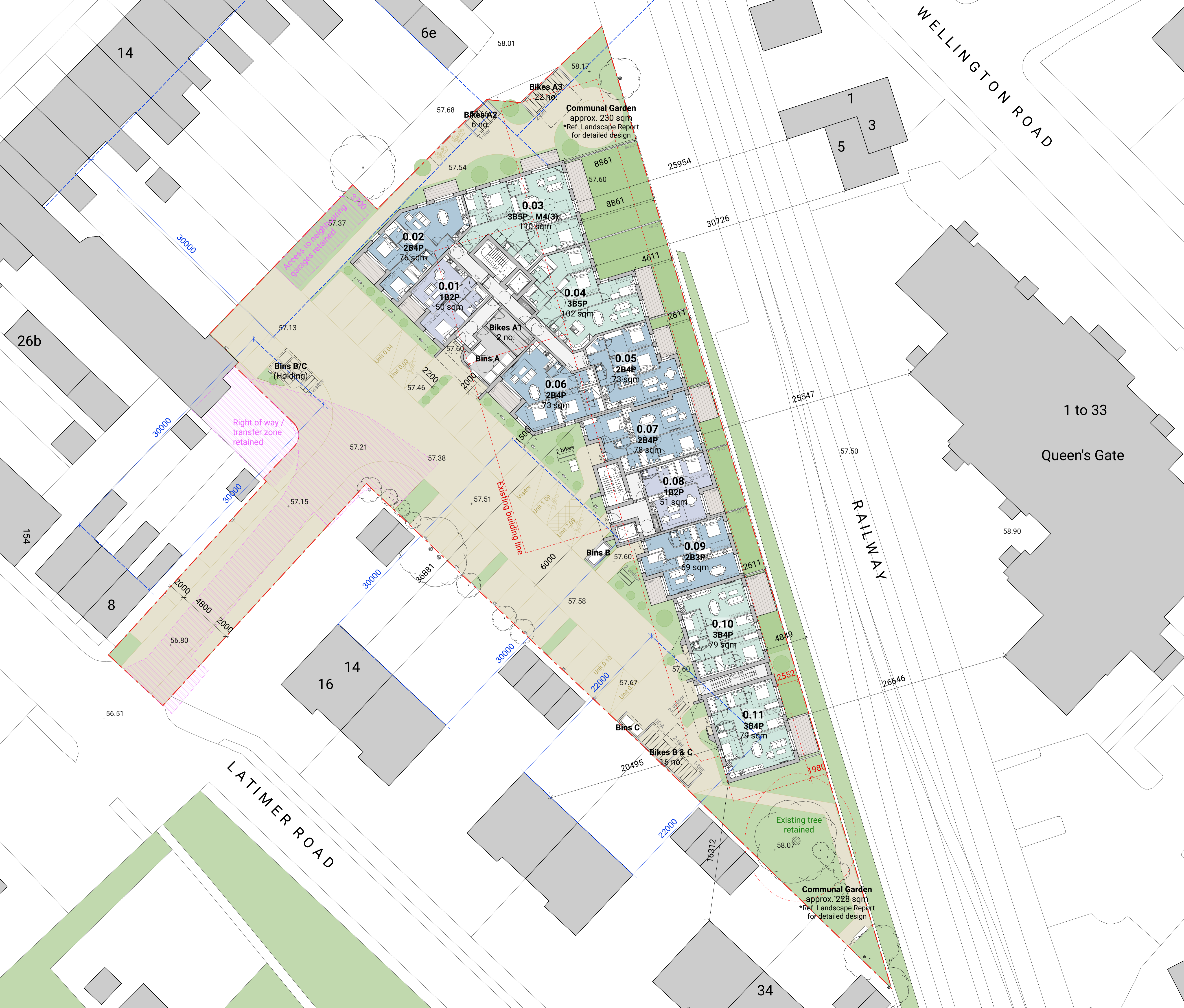
10-12 Latimer Road
Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	200	-

TITLE
Proposed Site Plan

DATE	SCALE
02.11.2023	1:500 @ A3 / 1:250 @ A1

Alistair Downie Ltd, Home ground, Globe Farm, Great Risington, Cheltenham, Glouce, GL54 2LH
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- - - Site Boundary
- 1B2P
- 2B3P / 2B4P
- 3B4P / 3B5P
- Allocated Parking
- Unallocated Parking

Rev.	Date	Description
-		

Planning Application



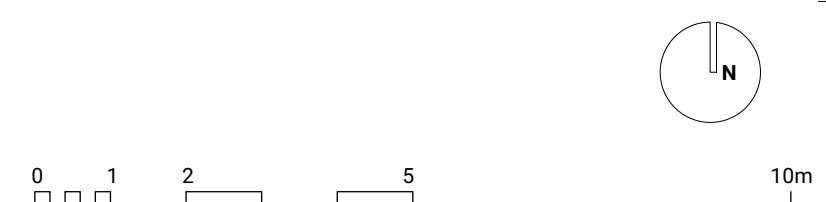
10-12 Latimer Road
 Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	220	-

TITLE
 Proposed Ground Floor Plan

DATE	SCALE
02.11.2023	1:100 @ A1 / 1:200 @ A3

Alistair Downie Ltd, Home ground, Giebe Farm, Great Rissington, Cheltenham, Glcs, GL54 2LH
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- - - Site Boundary
- 1B2P
- 2B3P / 2B4P
- 3B4P / 3B5P
- Allocated Parking
- Unallocated Parking

Rev.	Date	Description
-		

Planning Application



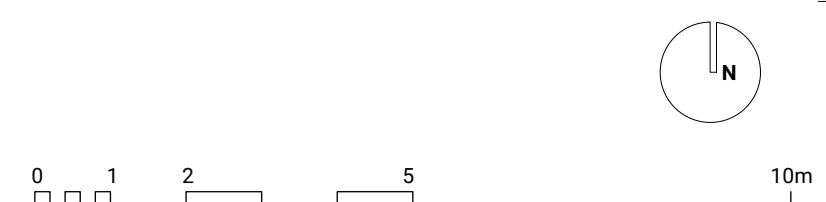
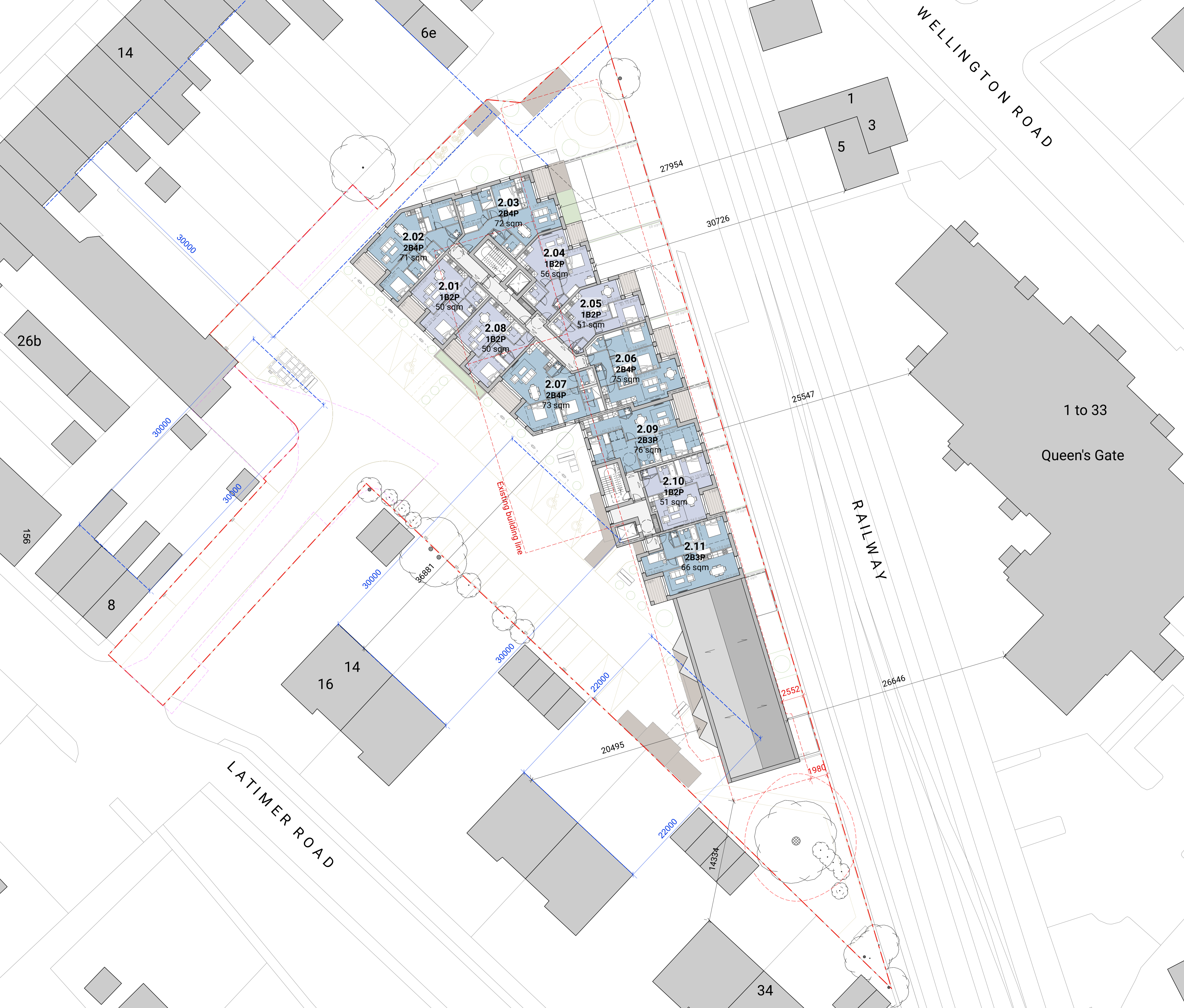
10-12 Latimer Road
 Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	221	-

TITLE
 Proposed 1st Floor Plan

DATE	SCALE
02.11.2023	1:100 @ A1 / 1:200 @ A3

Alistair Downie Ltd, Home ground, Giebe Farm, Great Rissington, Cheltenham, Gloucs, GL54 2LH
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- - - Site Boundary
- 1B2P
- 2B3P / 2B4P
- 3B4P / 3B5P
- Allocated Parking
- Unallocated Parking

Rev.	Date	Description
-		

Planning Application



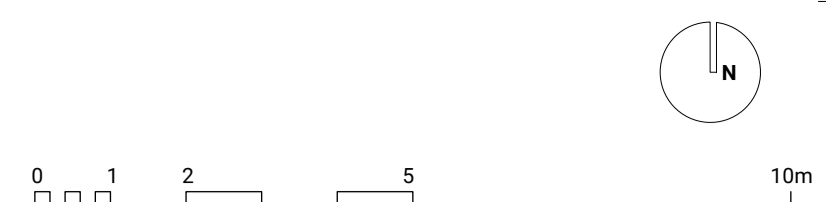
10-12 Latimer Road
 Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	222	-

TITLE
 Proposed 2nd Floor Plan

DATE	SCALE
02.11.2023	1:100 @ A1 / 1:200 @ A3

Alistair Downie Ltd, Home ground, Giebe Farm, Great Rissington, Cheltenham, Gloucs, GL54 2LH
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- - - Site Boundary
- 1B2P
- 2B3P / 2B4P
- 3B4P / 3B5P
- Allocated Parking
- Unallocated Parking

Rev.	Date	Description
-		

Planning Application



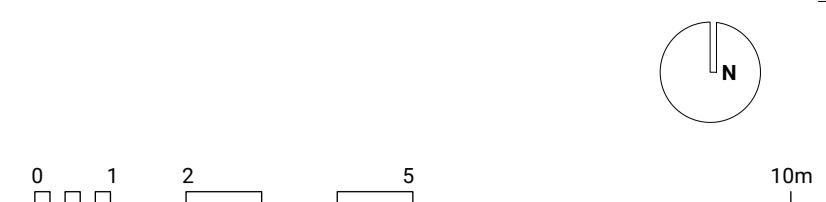
10-12 Latimer Road
 Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	223	-

TITLE
 Proposed 3rd Floor Plan

DATE	SCALE
02.11.2023	1:100 @ A1 / 1:200 @ A3

Alistair Downie Ltd, Home ground, Giebe Farm, Great Rissington, Cheltenham, Gloucs, GL54 2LH
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- - - Site Boundary
- 1B2P
- 2B3P / 2B4P
- 3B4P / 3B5P
- Allocated Parking
- Unallocated Parking

Rev.	Date	Description
-		

Planning Application



10-12 Latimer Road
 Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	224	-

TITLE
 Proposed Roof Plan

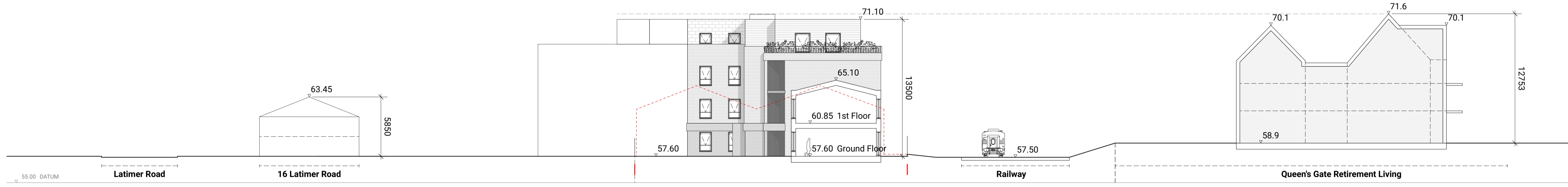
DATE	SCALE
02.11.2023	1:100 @ A1 / 1:200 @ A3

Alistair Downie Ltd, Home ground, Giebe Farm, Great Rissington, Cheltenham, Gloucs, GL54 2LH
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0 2 4 10 20m

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--- Site Boundary



(Levels are approximate - based on scaled drawings)

Proposed Section 01

Rev.	Date	Description
-		

Planning Application



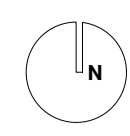
10-12 Latimer Road
 Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	300	-

TITLE
 Proposed Section 01

DATE	SCALE
02.11.2023	1:200 @ A1 / 1:400 @ A3

Alastair Downie Ltd, Home ground, Giebe Farm, Great Rissington, Cheltenham, Gloucs, GL54 2LH
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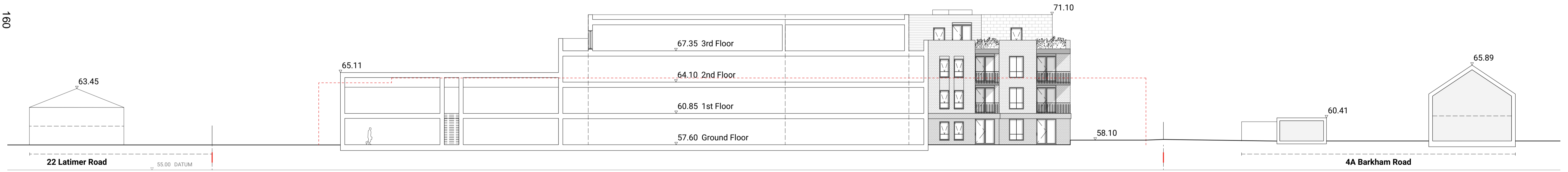
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--- Site Boundary



160



Proposed Section 02

Rev.	Date	Description
-		

Planning Application



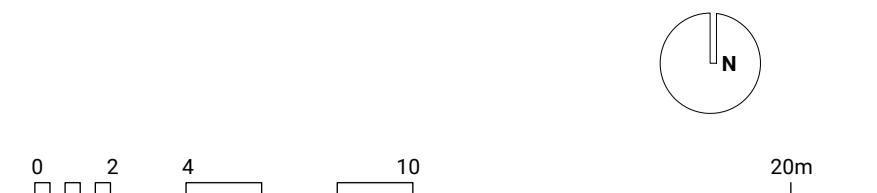
10-12 Latimer Road
Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	301	-

TITLE
Proposed Section 02

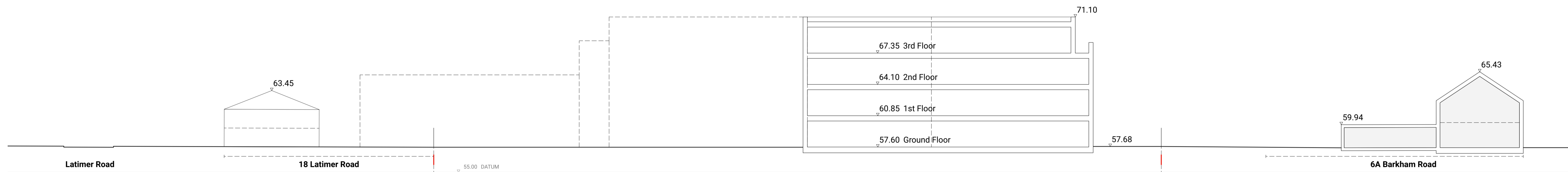
DATE 02.11.2023 SCALE 1:200 @ A1 / 1:400 @ A3

Alastair Downie Ltd, Home ground, Giebe Farm, Great Rissington, Cheltenham, Gloucs, GL54 2LH
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--- Site Boundary



Proposed Section 03

Rev.	Date	Description
-		

Planning Application

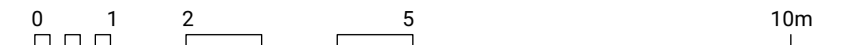
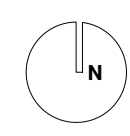


10-12 Latimer Road
Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	302	-

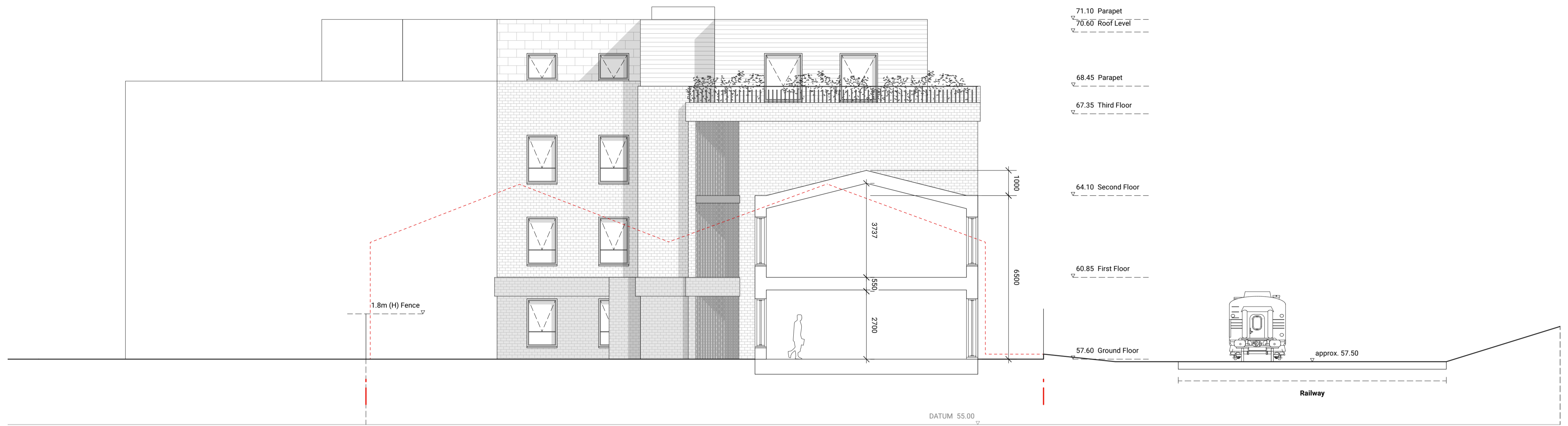
TITLE
Proposed Section 03

DATE	SCALE
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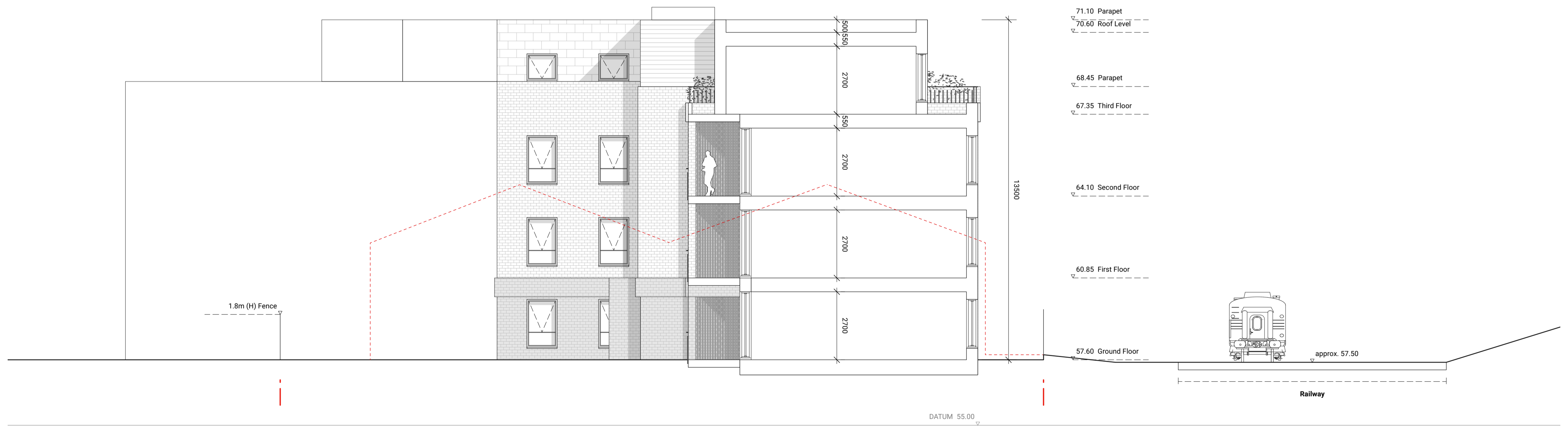


- 1. Do not scale from this drawing. Use figured dimensions only.
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--- Site Boundary



Proposed Section 04



Proposed Section 05

Rev.	Date	Description
-		

Planning Application



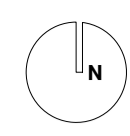
10-12 Latimer Road
Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	303	-

TITLE
Proposed Section 04 & 05

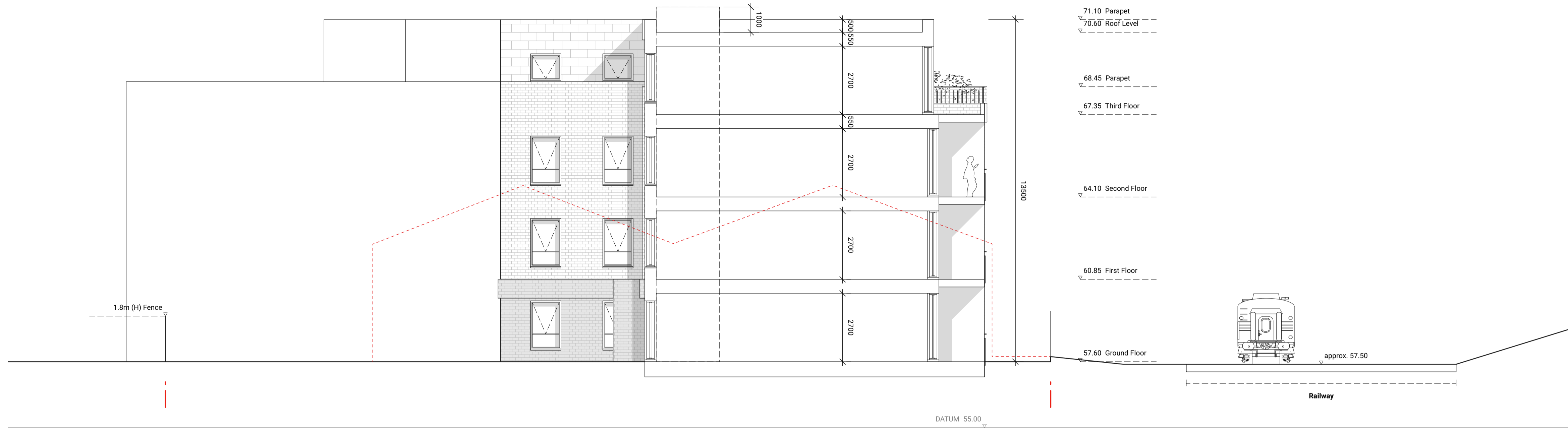
DATE	SCALE
02.11.2023	1:100 @ A1 / 1:200 @ A3

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0 1 2 5 10m

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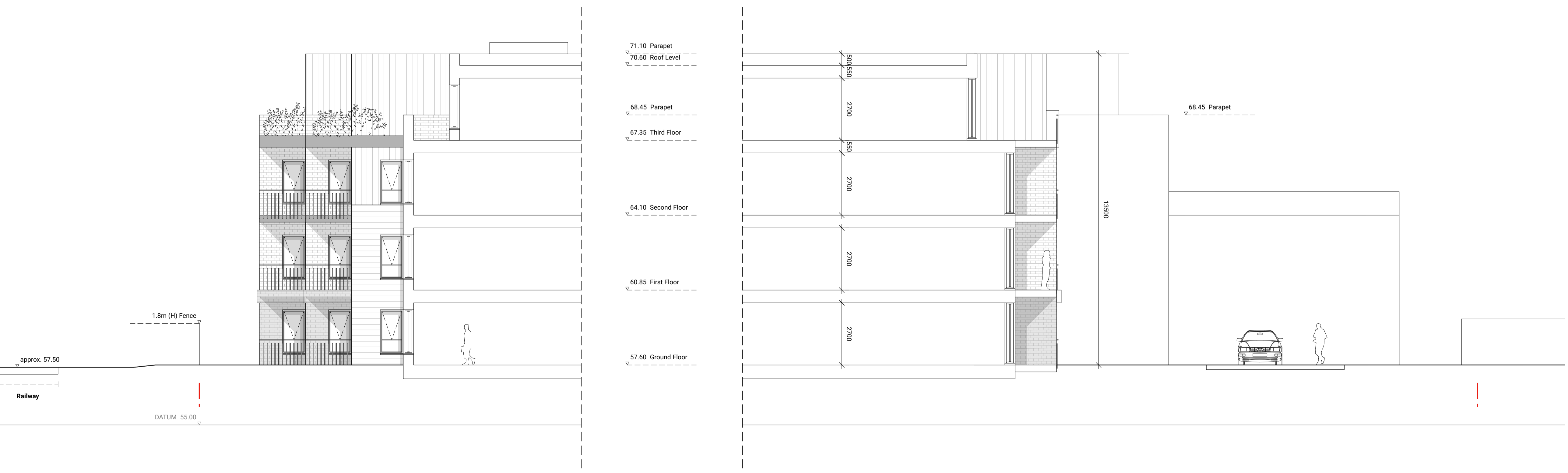


--- Site Boundary



Proposed Section 06

163



Proposed Section 07 & 08

Rev.	Date	Description
-		

Planning Application



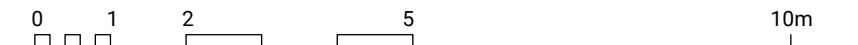
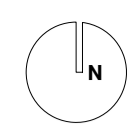
10-12 Latimer Road
Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	304	-

TITLE
Proposed Section 06, 07 & 08

DATE	SCALE
02.11.2023	1:100 @ A1 / 1:200 @ A3

Alastair Downie Ltd, Home ground, Giebe Farm, Great Rissington, Cheltenham, Gloucs, GL54 2LH
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- 71.10 Parapet
- 70.60 Roof Level
- 68.65 Parapet
- 67.35 Third Floor
- 64.10 Second Floor
- 60.85 First Floor
- 57.60 Ground Floor

--- Site Boundary

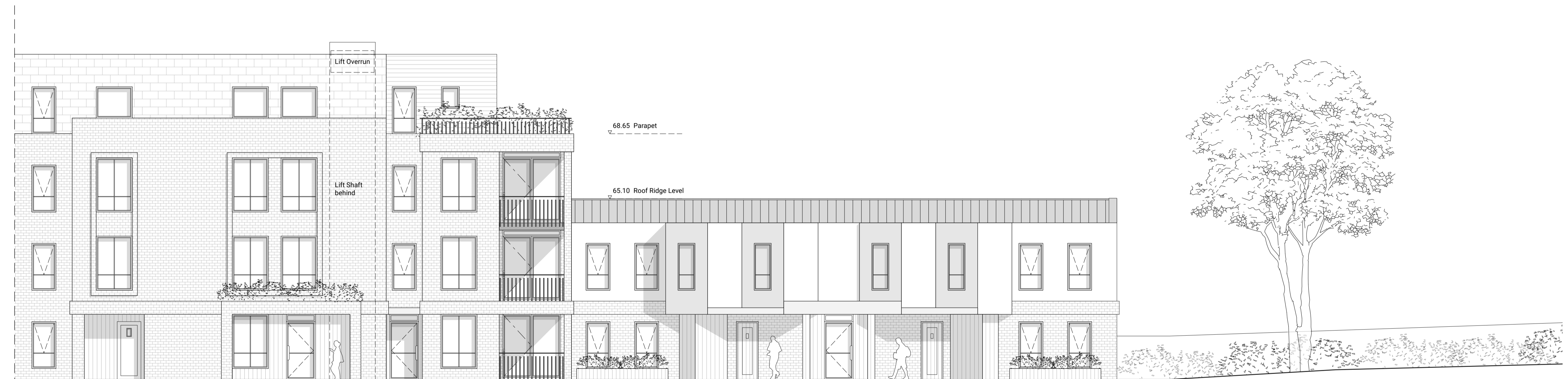


55.00 DATUM

Proposed Elevation 01

164

- Parapet 71.10
- Roof Level 70.60
- Third Floor 67.35
- Second Floor 64.10
- First Floor 60.85
- Ground Floor 57.60



- 68.65 Parapet
- 65.10 Roof Ridge Level

55.00 DATUM

Proposed Elevation 02

Rev.	Date	Description
-	-	-

Planning Application



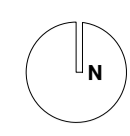
10-12 Latimer Road
Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	310	-

TITLE
Proposed Elevation 01 & 02

DATE	SCALE
02.11.2023	1:100 @ A1 / 1:200 @ A3

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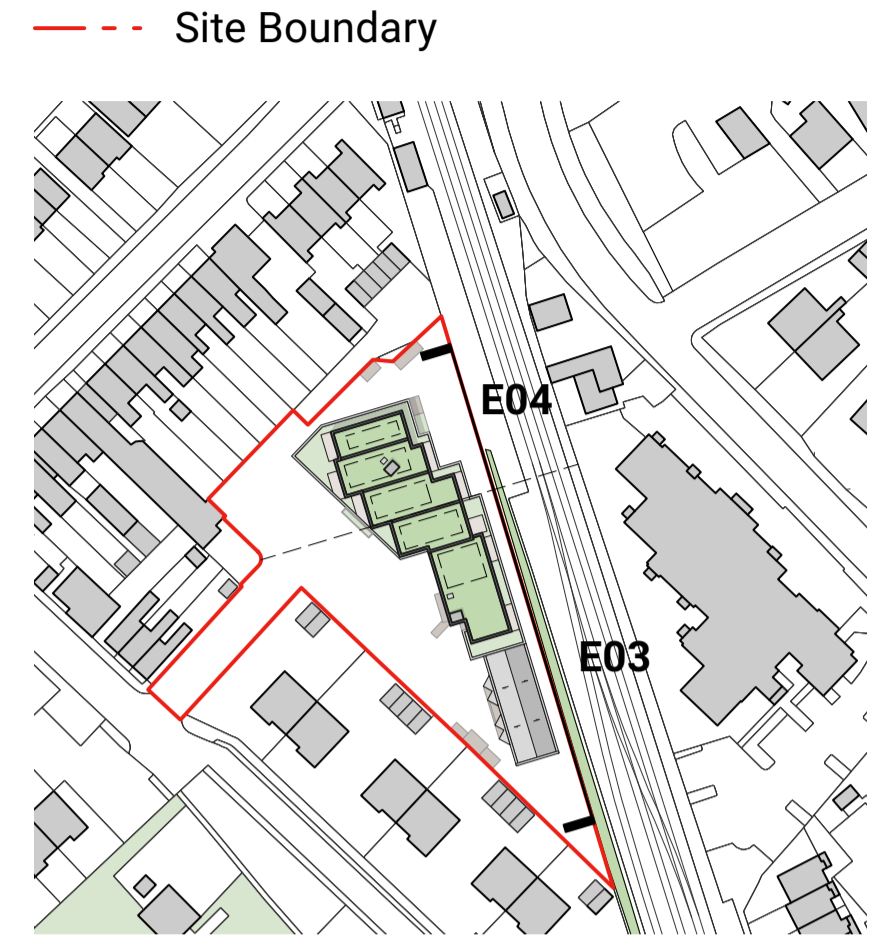


0 1 2 5 10m

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Proposed Elevation 03



165



Proposed Elevation 04

Rev.	Date	Description
-		

Planning Application



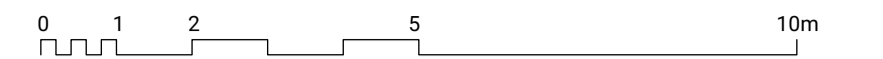
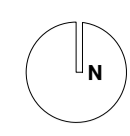
10-12 Latimer Road
Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	311	-

TITLE
Proposed Elevation 03 & 04

DATE	SCALE
02.11.2023	1:100 @ A1 / 1:200 @ A3

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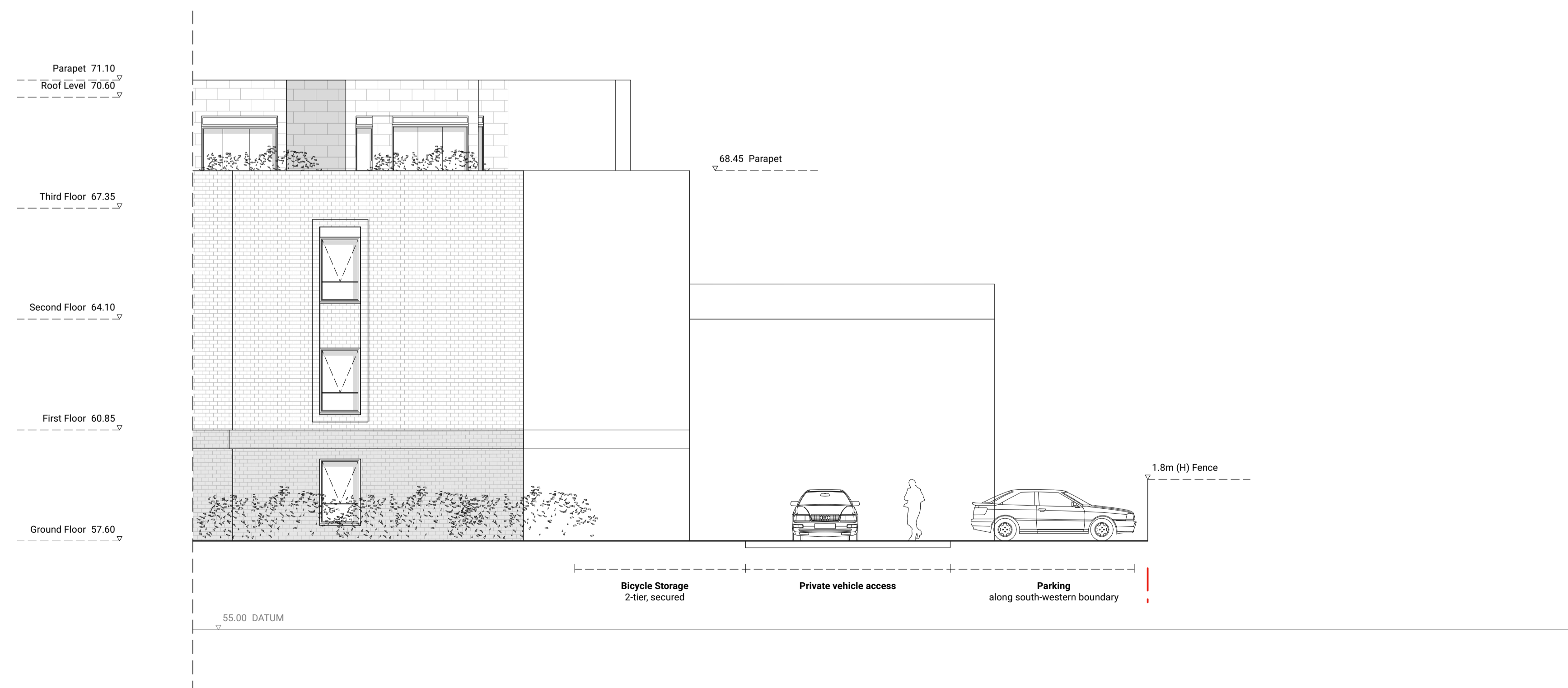


Proposed Elevation 05

--- Site Boundary



166



Proposed Elevation 06

Rev.	Date	Description
-		

Planning Application



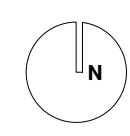
10-12 Latimer Road
Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	312	-

TITLE
Proposed Elevation 05 & 06

DATE	SCALE
02.11.2023	1:100 @ A1 / 1:200 @ A3

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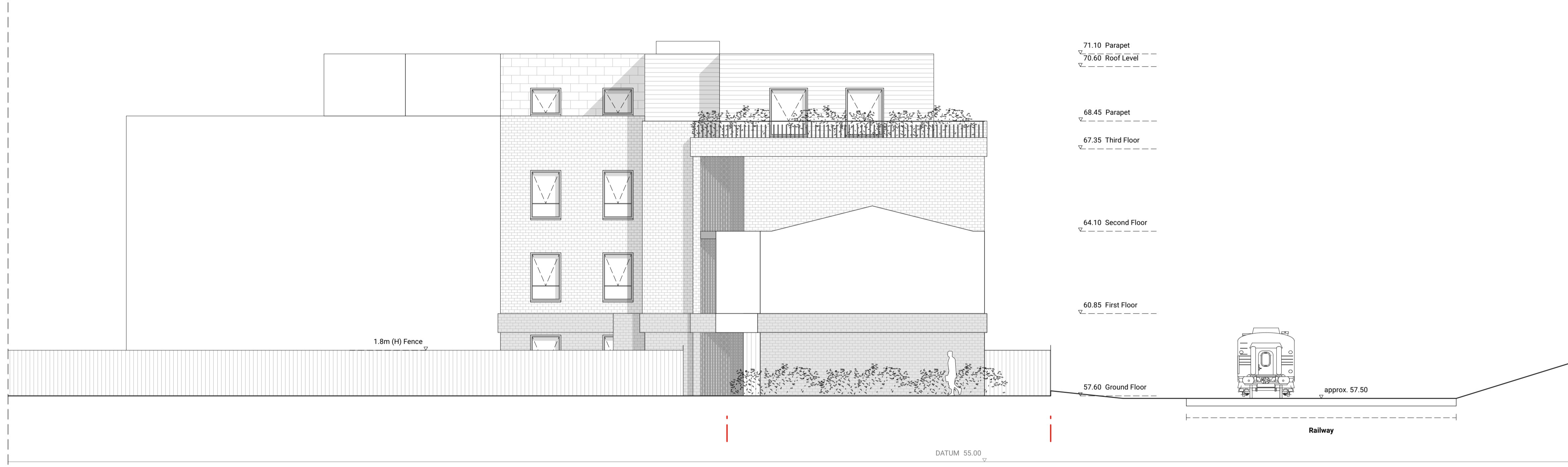
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--- Site Boundary



167



Proposed Elevation 07

Rev.	Date	Description
-		

Planning Application



10-12 Latimer Road
Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	313	-

TITLE
Proposed Elevation 07

DATE	SCALE
02.11.2023	1:100 @ A1 / 1:200 @ A3

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Site Boundary	
No. Storeys	Building Height
1+	3 - 5 m
2+	6 - 9m
3+	9 - 12m
4+	12 - 15m
5+	> 15m

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Rev.	Date	Description
-	-	-

Planning Application



10-12 Latimer Road
 Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	500	-

TITLE
 Existing Building Heights Plan

DATE	SCALE
02.11.2023	1:2000 @ A3

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Site Boundary	
No. Storeys	Building Height
1+	3 - 5 m
2+	6 - 9 m
3+	9 - 12 m
4+	12 - 15 m
5+	> 15 m

169

Rev.	Date	Description
-	-	-

Planning Application



10-12 Latimer Road
 Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	501	-

TITLE
 Proposed Building Heights Plan

DATE	SCALE
02.11.2023	1:2000 @ A3

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Date:

10 November 2023

On behalf of:

Burlington

10-12 Latimer Road, Wokingham

Design Update | Rev. A

This design update has been prepared by the project team to highlight proposed design development to 10-12 Latimer Road, Wokingham in response to feedback from the local Planning Authority.

The design updates include:

- Refined detail and reduced appearance of the massing on the north elevation to enhance the view from the Station.
- Additional context analyses to ensure the proposed building heights are appropriate for the setting.
 - Building storeys plan
 - Site sections
 - Topographical plan





The width of the north elevation has been broken down into two brick elements, with a subservient, recessed panel between them to separate the massing visually.

The recessed panel has been set back approximately 300mm on the lower levels. This maintains internal areas at or above the NDSS, but reduces the overall massing on the north elevation.

The north elevation has been revised and reduced in appearance and massing

- The width of the north elevation has been broken down into two brick elements, with a subservient, recessed panel between them to separate the massing.
- The central recessed panel has been set back approximately 300mm on the lower levels. This maintains internal areas at or above the NDSS, but reduces the overall massing on the north elevation. (Note, the loss of internal area on the lower level flats is approximately 1 sqm).



Proposed north elevation

Previous proposal (September 2023)



Proposed north elevation and upper level materials

Slate cladding is proposed for the darker grey roof sections and the recessed north elevation.



Lighter stone cladding is proposed to cover alternating roof elements



Materiality

- The upper levels of the roof have been set back and will feature alternating light and dark stone cladding.
- The dark stone will be slate - in keeping with the surrounding neighbourhood context.
- A slightly lighter, neutral coloured stone cladding will offer contrast and further differentiate the appearance of the massing at the upper level.
- The darker slate cladding will be used within the set back, recessed section of the north elevation, to ensure it is subservient to the primary brick elevations.



July 2023 | View 7 - Proposed view by TVIA Consultants



September 2023 | View 7 - Architect's illustration - updated materials and massing



November 2023 | View 7 - Architect's illustration - updated materials and massing

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175



November 2023 | View 7 - Architect's illustration - updated materials and massing (summertime foliage)



July 2023 | View 1 - Proposed view by TVIA Consultants



November 2023 | View 1 - Architect's illustration - updated materials and massing

The existing context features a dominance of red brick facade materials and grey roof slates on pitched roofs and upper storeys.

The proposed roof storey features a mix of grey slate cladding and lighter stone cladding to differentiate the massing whilst echoing the local vernacular.



177

November 2023 | View 1 - Architect's illustration - updated materials and massing





November 2023 | View 5 - Architect's illustration - updated materials and massing



November 2023 | View 5 - Architect's illustration - updated materials and massing (summertime foliage)

LOCAL RESIDENTIAL FACADE MATERIALS AND CHARACTER STUDY

2+

Pitched roof - side-on view

4+

Pitched roof - gable end view

181

3+

Pitched roof - combo roof view

3

Flat roof

ROOF TYPES AND STOREY HEIGHTS

Local form and building height

Building heights throughout the surrounding area of the site vary from one to five storeys, with the two-three storey dwellings forming the bulk of accommodation types.

Rooftops are frequently pitched - but with a mix of long end and gable ends facing the street. This can add a storey or more to the overall building height, even when the roof space is unoccupied.

Some buildings feature a mixture of building forms (gable ends facing and perpendicular to the street), while others are more homogeneous in appearance. Flat rooftops are also present.

Red / brown tile

Red / orange brick

White brick (painted) - Flemish

Red brick - running bond

Red brick - Flemish

White horizontal cladding

Red brick - engineering

Red brick - mix

White / cream render / painted pebbledash

FACADE MATERIALS

Local materials

A thorough survey of the local residential typologies reveals a restrained materials palette across the area - with predominantly red brick tones, with white rendered, painted, and panelled accents, along with darker brown/red textured tiles. The ground floor is often differentiated from the upper levels.









LOCAL RESIDENTIAL FACADE MATERIALS, CHARACTER, AND BUILDING HEIGHTS STUDY





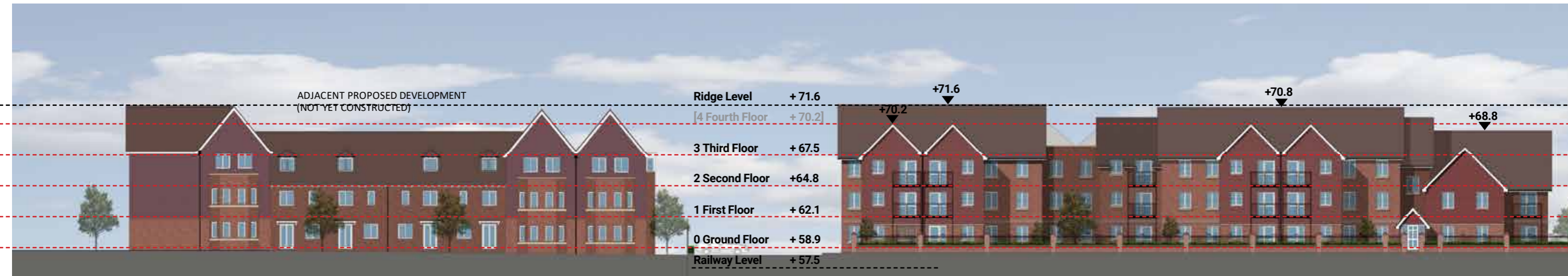
Surrounding area building heights

- The proposed development would have a maximum of 4 storeys, with a set-back flat rooftop storey (approx. 13.5m above ground level).
- The proposed parapet level, which establishes the dominant massing level is approximately 11m above ground level.
- This is in keeping with the neighbouring property across the railway which is 3 full storeys plus a full storey + height roof level (approximately 12.5m above ground level)
- Note the approved scheme at 1 Barkham Road is shown on the drawing. This is similarly 3 storeys + a full storey pitched roof.

	Site Boundary		
	No. Storeys		Building Height
	1+		3 - 5 m
	2+		6 - 9m
	3+		9 - 12m
	4+		12 - 15m
	5+		> 15m



Queens Gate building heights study (Levels are assumed - based on scaled drawings and proposed GF level.)



WELLINGTON ROAD STREET SCENE

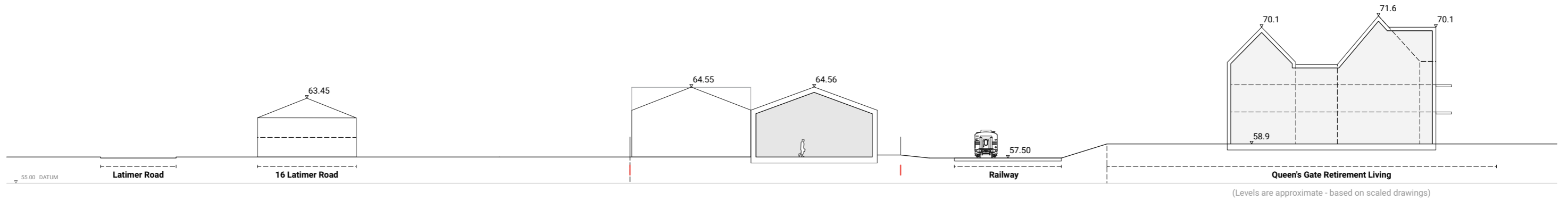
184



SOUTH EAST ELEVATION

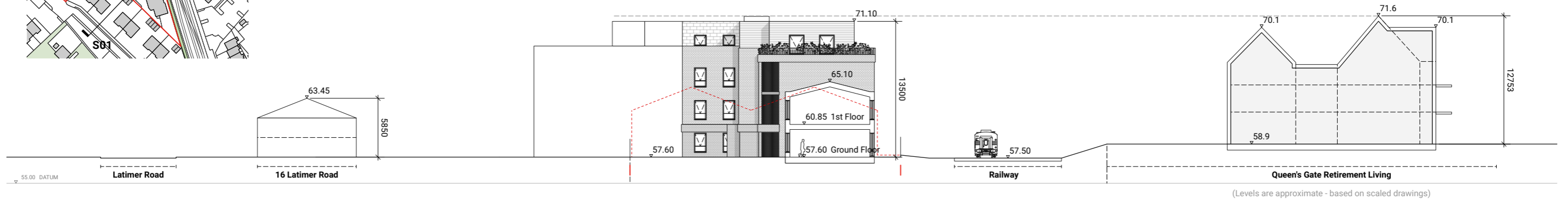


Key plan showing Queens Gate opposite our site



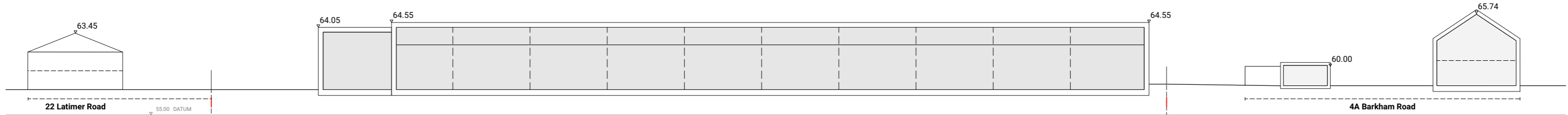
185

Site section 01 - Existing

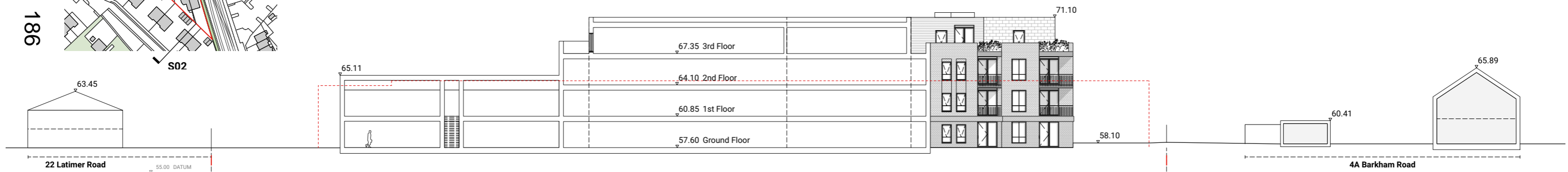


Site section 01 - Proposed





Site section 02 - Existing



Site section 02 - Proposed



0 1 2 5 10m

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- Site Boundary
- 1B2P
- 2B3P / 2B4P
- 3B4P / 3B5P
- Allocated Parking
- Unallocated Parking

Rev.	Date	Description
-		

Planning Application



10-12 Latimer Road
 Wokingham, RG41 2YD.

PROJECT NO.	DWG NO.	REV.
21261	224	-

TITLE
 Proposed Roof Plan

DATE	SCALE
02.11.2023	1:100 @ A1 / 1:200 @ A3

Alistair Downie Ltd, Home ground, Gieve Farm, Great Risington, Cherttenham, Glouce, GL54 2LH
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Date:

10 November 2023

On behalf of:

Burlington

Alistair Downie

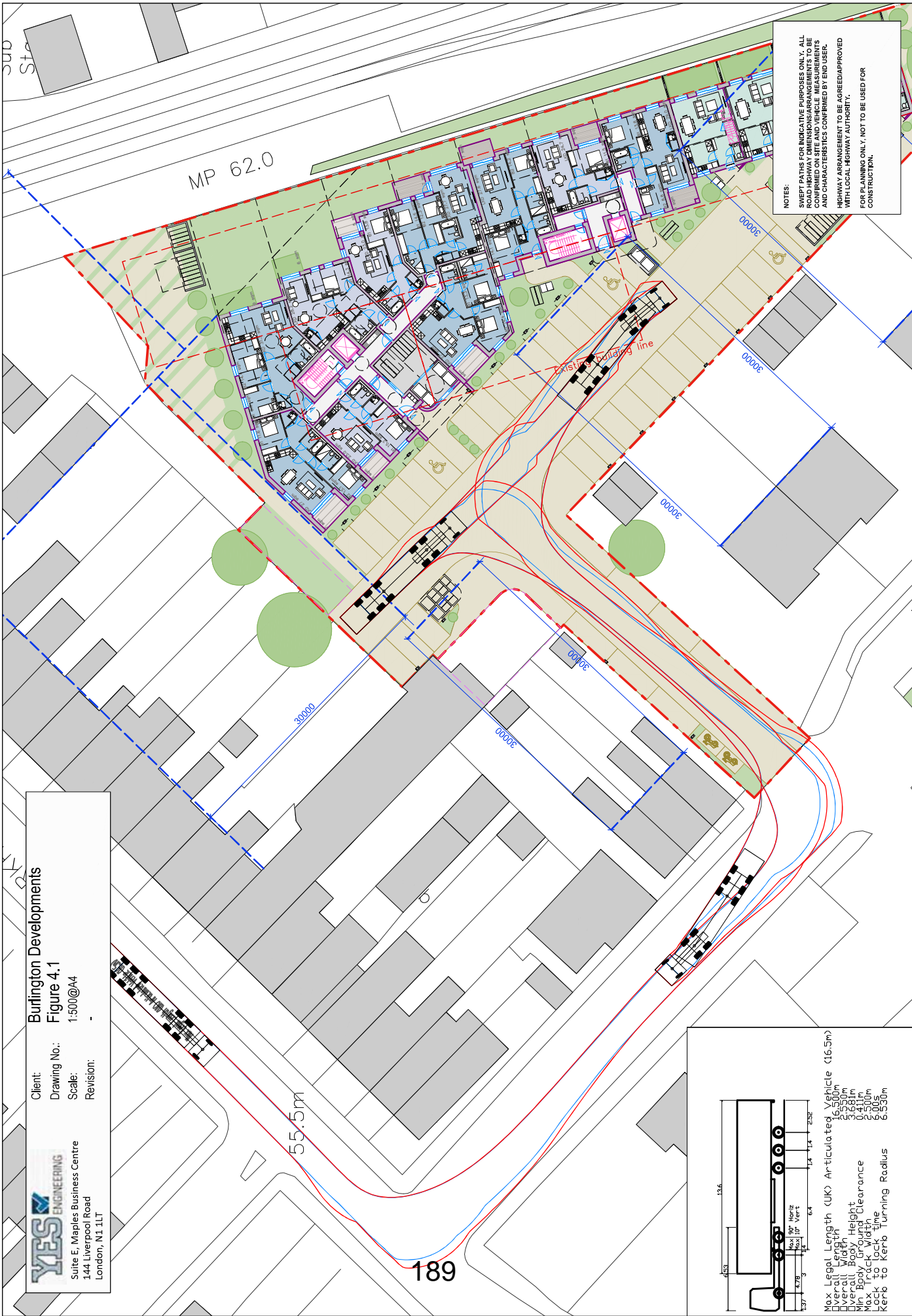
Soho Works
2 Television Centre
101 Wood Lane,
Shepherd's Bush
London W12 7FR

The Brewhouse
The Old Brewery
Priory Lane
Burford
OX18 4SG

+44 7973 154540
al@alistairdownie.com



NOTES:
 SWEEP PATHS FOR INDICATIVE PURPOSES ONLY. ALL DIMENSIONS AND CLEARANCES SHOULD BE CONFIRMED ON SITE AND VEHICLE MEASUREMENTS AND CHARACTERISTICS CONFIRMED BY END USER.
 HIGHWAY ARRANGEMENT TO BE AGREED/APPROVED WITH LOCAL HIGHWAY AUTHORITY.
 FOR PLANNING ONLY. NOT TO BE USED FOR CONSTRUCTION.



Client: Burlington Developments

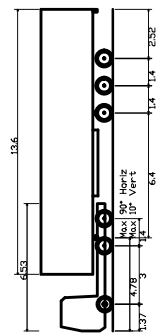
Drawing No.: Figure 4.1

Scale: 1:500@A4

Revision:



Suite E, Maples Business Centre
 144 Liverpool Road
 London, N1 1LT



- Max Legal Length (UK) Articulated Vehicle (16.5m)
- Overall Length 16.500m
- Overall Width 2.550m
- Living Body Height 3.661m
- Max Track Width 2.500m
- Lock to Lock time 6.005
- Kerb to Kerb Turning Radius 6.530m

MP 62.0

30000

30000

30000

30000

30000

55.5m

189

Proposed boundary line

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Agenda Item 52.

Application Number	Expiry Date	Parish	Ward
231524	15/12/2023	Wokingham Without	Wokingham Without;

Applicant	Hall Hunter Partnership
Site Address	Heathlands Farm, Honey Hill, Wokingham, RG40 3BG
Proposal	Full application for the proposed installation of no. 1,762 Photovoltaic Panels, each panels mounted on no. 4 concrete footings.
Type	Full
Officer	Marcus Watts
Reason for determination by committee	Major application (<1 hectare)

FOR CONSIDERATION BY	Planning Committee on Wednesday, 13 December 2023
REPORT PREPARED BY	Assistant Director – Place and Growth
RECOMMENDATION	APPROVAL subject to conditions and informatives listed at Appendix 1 below.

SUMMARY

This application proposes the installation of 1,762 solar panels on an agricultural field associated with Heathlands Farm, Honey Hill. The energy produced would largely support the operations of the farm.

The proposal is acceptable in principle and is considered to be of an acceptable scale with no adverse impact on the surrounding countryside. The development would be sited on a contained field and viewed in the context of the surrounding development associated with the farm. Views of the site from public vantage points are very limited due to intervening vegetation and development.

All other material planning considerations have been assessed and no adverse harm has been identified. Through negotiation with the applicant additional landscaping has been proposed which secures a biodiversity net gain following the development.

RELEVANT PLANNING HISTORY

There is an extensive planning history relating to the wider site and its operations but no planning history relating the parcel of land subject to this application. Recent planning applications for the wider site include:

230627 – Full application for the proposed stationing of 12no. 2-bedroom static mobile homes for seasonal agricultural workers associated with Heathlands Farm, June to September inclusive (Part-retrospective). – Conditionally Approved 06/07/2023

223019 – Application for a certificate of existing lawful development for the use of land for the siting of 41 mobile homes occupied by agricultural workers with associated operational development. – Approved 07/12/2022

192245 – Full application for the proposed erection of a single storey extension to the south elevation of the existing soft fruit processing plant to provide covered storage for pallets and packaging. – Conditionally Approved 17/12/2019

192244 – Full application for the proposed erection of a single storey extension to the east elevation of the existing soft fruit processing plant to provide additional space for automated processing and packaging. – Conditionally Approved 17/12/2019

F/2012/0176 – Proposed installation of solar PV panels to SSE roof of refrigeration unit. – Conditionally Approved 22/03/2012

DEVELOPMENT INFORMATION	
Previous land use	Agricultural
Proposed parking spaces	N/A
CONSTRAINTS	Countryside Great Crested Newt Impact Risk Zone (Red) Archaeological sites consultation zone Mineral Safeguarding Area Thames Basin Heaths - Special Protection Area – 5km

CONSULTATION RESPONSES	
WBC Ecology:	No objection
WBC Highways:	No objection, subject to conditions
WBC Flood Risk & Drainage:	No objection, subject to condition
WBC Landscape and Trees	No objection, subject to condition
WBC Environmental Health:	No objection
WBC Built Heritage:	No objection
Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust:	Advice regarding ecological mitigation and biodiversity enhancements
Berkshire Archaeology:	Request further information prior to determination
Natural England:	No objection

REPRESENTATIONS

Town/Parish Council: No objection, provided that the level of visual impact on public viewpoints is acceptable.

Local Members: No comments received.

Neighbours: No comments received.

PLANNING POLICY

**National Planning Policy Framework
National Planning Practice Guidance**

Core Strategy (CS)

CP1 – Sustainable Development
CP3 – General Principles for Development
CP4 – Infrastructure Requirements
CP6 – Managing Travel Demand
CP7 – Biodiversity
CP8 – Thames Basin Heaths Special Protection Area
CP9 – Scale and Location of Development Proposals
CP11 – Proposals Outside Development Limits (Inc Countryside)

MDD Local Plan (MDD)

CC01 – Presumption in Favour of Sustainable Development
CC02 – Development Limits
CC03 – Green Infrastructure, Trees and Landscaping
CC05 – Renewable Energy and Decentralised Energy Networks
CC07 – Parking
CC09 – Development and Flood Risk
CC10 – Sustainable Drainage
TB21 – Landscape Character
TB23 – Biodiversity and Development
TB24 – Designated Heritage Assets
TB25 – Archaeology

Other

Borough Design Guide Supplementary Planning Document
CIL Guidance + 123 List
WBC Climate Emergency Action Plan (2020)

PLANNING ISSUES

Description of Development

1. This application is for the proposed installation of 1,762 Photovoltaic (solar) panels on a parcel of agricultural land associated with Heathlands Farm. Each panel would be mounted on 4 concrete footings while additional landscaping has been secured through negotiation with the applicant. The generated electricity would largely serve the farm's operations with any surplus sold to the National Grid. The applicant has advised that an interim agreement has been made with National Grid.
2. Heathlands Farm produces and handles the distribution of soft fruits for many of the UK's supermarket chains with operations peaking in the summer season. The site is to the immediate south of the main farm buildings and currently hosts 11no. polytunnels which almost span across the whole site with a track road around the perimeter for access. The applicant has advised that the control unit and other paraphernalia associated with the solar panels would be hosted within the buildings to the north and not on the site itself.
3. The site is bordered to the east by mobile homes which are occupied by seasonal workers during the summer period only. To the west and south are the other operational fields associated with the farm and the site is well screened from the highway (Honey Hill) due to the surrounding development and mature trees adjacent to the boundary.

Principle of Development

4. 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 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.

Renewable Energy

5. The principle of renewable energy infrastructure is strongly supported in the local Development Plan and the NPPF. Wokingham Borough Council declared a climate emergency in July 2019 which commits it to playing as full a role as possible in reducing our carbon footprint to be net carbon zero by 2030.
6. MDD Local Plan policy CC05 states "*Local opportunities to contribute towards decentralised energy supply from renewable and low-carbon technologies will be encouraged*". Additionally, part 3 of the policy states "*Proposals for renewable energy and decentralised energy works, including wind turbines, must demonstrate that:*
 - a) *They are appropriate in scale, location and technology type;*
 - b) *Are compatible with the surrounding area, including the impact of noise and odour;*
 - c) *Do not have a damaging impact on the local topography and landscape;*
 - d) *There is no significant impact upon heritage assets, including views important to their setting*".

7. Section 14 of the NPPF refers to meeting the challenge of climate change and paragraph 152 states that the planning system should support the transition to a low carbon future. Paragraph 158 is relevant to this proposal and states that *“When determining planning applications for renewable and low carbon development, local planning authorities should:*
 - a) *not require applicants to demonstrate the overall need for renewable or low carbon energy, and recognise that even small-scale projects provide a valuable contribution to cutting greenhouse gas emissions; and*
 - b) *approve the application if its impacts are (or can be made) acceptable.”*
8. Overall, the principle of a medium-scale renewable energy development is supported by local and national policy concerning sustainability, subject to its impacts being acceptable.

Development within the Countryside:

9. The development plan does not allocate sites or identify suitable areas for the provision of renewable and low carbon energy. Each application for renewable energy use needs to be assessed on its merits against the development plan as a whole and impact on the landscape.
10. The site is located outside the settlement boundary and in designated Countryside. Policy CP11 of the Core Strategy does not ordinarily permit development outside of settlement limits apart from the exceptions set out in the policy. The relevant exceptions which should be considered in this case are:
 - 1) *It contributes to diverse and sustainable rural enterprises within the borough, or in the case of other countryside-based enterprises and activities, it contributes and/or promotes recreation in, and enjoyment of, the countryside; and*
 - 2) *It does not lead to excessive encroachment or expansion of development away from the original buildings; and*
 - 3) *It is contained within suitably located buildings which are appropriate for conversion, or in the case of replacement buildings would bring about environmental improvement;*
11. Firstly, it must be acknowledged that the proposal would support a sustainable rural enterprise. The generated electricity would contribute significantly to the farm’s sustainable practices by supporting the transition away from reliance on fossil fuels while also cutting operational costs in the long term. Any surplus energy produced would be sold to the grid, allowing the business to further invest in its practices. The proposal would therefore accord with CP11’s first exception. The development and diversification of agricultural businesses is also supported by Paragraph 84 of the NPPF.
12. The proposed development would be carried out on a self-contained field within the existing boundaries of Heathlands Farm and would replace existing polytunnels on site. It would also be located immediately south of the main farm buildings and would subsequently be viewed in the context of these buildings as well as the surrounding structures rather than as an isolated form of development within the open countryside. It is therefore considered that the proposal would not lead to

excessive encroachment or expansion of development away from the original buildings in accordance with CP11's second exception.

13. The proposal would partly comply with the third exception due to the proposed solar panels replacing existing polytunnels within the site. While it does not comply expressly with its criteria, the overall aims of CP11 must be assessed when considering the principle of development. The proposed development does not conflict with the policies aims in protecting the separating identity of settlements and maintaining the quality of the environment which will not be notably impacted by virtue of the site's self-contained nature within the working farm and localised impact on character. Therefore, the proposal complies with policy CP11 in principle.

Best and Most Versatile (BMV) agricultural land

14. Policy CP1 of the Core Strategy states that planning permission will be granted for development proposals that avoid areas of Best and Most Versatile (BMV) agricultural land. Paragraph 170 of the NPPF refers to the natural environment and recognising the natural and capital benefits of BMV land. The Planning Practice Guidance for solar development also states that LPAs will need to consider that *“where a proposal involves greenfield land, whether (i) the proposed use of any agricultural land is shown to be necessary and poorer quality land has been used in preference to higher quality land; and (ii) the proposal allows for continued agricultural use where applicable and/or encourages biodiversity improvements around arrays.”*
15. BMV land is classed as grades 1 – 3a. Grade 3b is considered moderate quality while grades 4 and 5 are deemed poor and very poor quality. The application site is classified as grade 4, while part of the wider farm site falls within grade 3. It is considered that the applicant has demonstrated the necessity of the site for the proposed development while its arrangement also encourages biodiversity improvements around the arrays. The proposal therefore avoids BMV agricultural land entirely and accords with the aforementioned policies and guidance.

Conclusion on principle of development

16. Overall, the proposal is supported by national and local policy relating to sustainability and renewable energy provision and would contribute significantly to a sustainable rural enterprise in accordance with Core Strategy policy CP11 and the NPPF. The selected site also avoids BMV agricultural land and does not disrupt the use of higher quality agricultural land within the wider site. The proposal is therefore acceptable in principle, subject to an acceptable impact on other material considerations.

Landscape and Character of the Area

17. Policy CP3 of the Core Strategy states that development must be appropriate in terms of its scale of activity, mass, layout, built form, height, materials and character to the area in which it is located and must be of high quality design without detriment to the amenities of adjoining land uses and occupiers. Policy CC03 of the MDD Local Plan aims to protect green infrastructure networks, retain existing trees and establish appropriate landscaping and Policy TB21 requires consideration of the landscape character.

18. As discussed within the Principle of Development section of the report, the proposed development would be well contained within the farm and viewed in the context of the surrounding development rather than as an isolated form of development within the open countryside.
19. The proposed siting of the solar panels in 15 arrays (rows) would mitigate the visual bulk of the overall development from viewpoints within the farm. While the proposal is reflective of its function in terms of its height and appearance, due to its appropriate siting and bulk it is not considered that the panels would introduce any adverse visual harm. Indeed, the proposal is of a smaller scale than the existing polytunnels.
20. The Wokingham Landscape Character Area Assessment (LCA) 2019 shows the site falling within the landscape area *N1 Holme Green Pastoral Sandy Lowland* which is described as of moderate character with moderate capacity for change. The landscape strategy for the area includes:

“to conserve and enhance the existing landscape character. The key opportunities are to improve the condition, intactness and presentation of the farmed landscape – with potential for replanting and management of field boundaries, and enhancement of ecological character.”
21. The proposal would not disrupt the farmed landscape through respecting the existing field boundaries. The Council’s Landscape and Trees Officer has advised that it is unlikely that the proposal would be perceived in the wider landscape, although there may be limited views from the upper floor windows of dwellings to the south of the site and from WOKW Footpath 8 to the east. However, views from public vantage points would be heavily restricted due to the mature trees that run along the boundary adjacent to Honey Hill and the existing development immediately to the east, west and north of the site. Subsequently they have raised no objection to the scheme.
22. To further mitigate long-term impact, a condition is recommended requiring the removal of the development when it is no longer operational. Overall, the proposal would be appropriately sited, taking advantage of the south-facing position and area size required for its intended function while not encroaching significantly into the open countryside or introducing and visual harm on the verdant landscape character.
23. Therefore, the proposal would have an acceptable impact on the immediate character of the area and the wider verdant character of the countryside in accordance with the aforementioned policies. Through negotiation with the applicant, the planting of an additional hedge on the eastern boundary of the site and the transformation of the existing greenfield to a wildflower meadow has been agreed. Details of this further mitigation is secured by condition.

Neighbour Amenity

24. Immediately to the east of the site is circa. 65 mobile homes which are occupied by seasonal workers during the summer period only. The nearest residential properties are a small cluster of buildings to the south-east of the site along Honey Hill.

25. The edge of the site would be approximately 70m away from the nearest residential boundary. given the limited height of development on site and the intervening development and vegetation there would be no detrimental impacts with regard to loss of light or overbearing.
26. Glint and glare from solar panels can impact residents; however, in this case the proposed development would not result in a detrimental impact. The applicant has submitted a Glint and Glare Assessment (Mabbett & Associates Ltd, October 2023) which concludes that there would be low impact on the residential dwellings to the south east and moderate impact on the adjacent mobile homes. To mitigate the impact on the mobile homes the assessment recommends that a 2m high fence is erected on the eastern boundary of the site prior to operation. The agreed hedge on the eastern boundary would visually soften the required fence.
27. The Council's Environmental Health Officer has reviewed the assessment and raised no objection to the scheme, subject to the fence on the eastern boundary being secured.
28. There would be very limited noise from the operational phase of the development. The solar panels would be remotely operated from the farm buildings where the associated paraphernalia would also be located. There would also be no significant comings and goings from workers once the development is operational.
29. The development phase would be managed by a Construction Method Statement that would incorporate measures to mitigate noise and disturbance. This is secured by condition,
30. Overall, the proposal would not result in an unacceptable impact on resident's amenity in accordance with Core Strategy policy CP3.

Access and Movement

31. Core Strategy Policy CP6 indicates that proposals should allow for transport choice, improve infrastructure, provide appropriate parking, mitigate adverse effects, enhance road safety and not cause highway problems.
32. The vehicular access to the site would be via the main farm entrance off Honey Hill to the north. Once operational, any additional traffic to and from the site would be limited to maintenance vehicles and engineers and would therefore not detrimentally impact the capacity of the highway network or result in any safety implications. Due to the development being connected with the operations of Heathlands Farm no separate parking provision is proposed.
33. The Council's Highways Officer has raised no objection to the proposal advising that there would be no impact on the highway network following construction. To ensure that traffic impact during the construction period is acceptable the Officer has recommended the submission of a Construction Traffic Management Plan and Construction Method Statement. This is secured by condition.

Flooding and Drainage

34. Policy CC09 of the Core Strategy relates to flood risk and policy CC10 relates to sustainable drainage. The site falls within Flood Zone 1 where the risk of fluvial flooding is low.
35. The solar panels would be attached to concrete footings at ground level and would therefore not substantially affect the porosity of the field. The Council's Flood Risk and Drainage Officer has therefore raised no objection to the scheme, subject to a condition requiring sustainable drainage details to be agreed prior to commencement. The proposal therefore complies with the aforementioned policies.

Ecology

36. Paragraph 174 of the NPPF is clear that new development should contribute to and enhance the natural environment by minimising impact on and providing net gains for biodiversity. Policy TB23 of the MDD Local Plan requires the incorporation of new biodiversity features, buffers between habitats and species of importance and integration with the wider green infrastructure network.
37. The site is within a red risk zone for Great Crested Newt (GCN). The LPA should explicitly consider the potential harm to this protected species. It is unknown whether the nearest known pond (circa. 140m to the south-west) or any other ponds within 250m support the breeding of GCN. However, the Council's Ecology Officer has advised that the proposal is unlikely to harm GCN as the site is unlikely to be able to provide suitable foraging habitat due to ground level vegetation in the polytunnels being regularly cut short.
38. Due to the current condition of the site with the polytunnels in situ the proposal is unlikely to result in biodiversity net loss, subject to the creation of a grassland habitat at surface level. Following discussion with the applicant, the planting of a wildflower meadow at surface level which is more biodiversity friendly and subsequently results in a biodiversity net gain following development. The agreed hedge on the eastern boundary would further support biodiversity while the less frequent maintenance of the land following the development could also support the provision of a suitable foraging habitat for GCN.
39. The proposal would therefore not adversely harm protected species during or after the development and would secure a biodiversity net gain for the site in accordance with the aforementioned policies.

Built Heritage

40. Policy TB24 of the MDD Local Plan outlines that the Council will conserve and seek to enhance the designated heritage assets in the Borough and their settings by supporting development proposals that will conserve the local character, setting, management and historic significance of designated heritage assets. Paragraph 195 of the NPPF states that LPAs should avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.
41. There are designated heritage assets with the wider area however these are lie a substantial distance from the site, the closest being Grade II Listed The Crooked Billet circa. 450m to the north-west.

42. The Council's Built Heritage Officer has reviewed the proposal and raised no objection, advising that the substantial distance and intervening vegetation and development would result in no visual impact on the setting of any designated heritage asset. The proposal therefore complies with the aforementioned policies.

Archaeology

43. Policy TB25 of the MDD Local Plan states that where development is likely to affect an area of high archaeological potential or an area which is likely to contain archaeological remains, the presumption is that appropriate measures shall be taken to protect remains by preservation in situ.

44. The application site does not fall within an area of high archaeological potential. However, its southern boundary is in close proximity to Archaeological Site 55. Berkshire Archaeology has requested the submission of a desk-based assessment to establish the likelihood of any archaeological remains to establish whether any mitigation would be required.

45. Following discussion with the applicant, it has been indicated that the foundations of the solar panels would be 'ballasted', meaning that they would not penetrate into the ground and would sit above the ground level. Subsequently, there would be no works below the ground level and therefore no need for any archaeological mitigation. To ensure there will be no impact, a condition is recommended requiring the submission of further details on the foundations prior to commencement. The proposal therefore complies with Policy TB25.

Conclusion

46. The principle of development is supported by national and local policy relating to sustainability and the provision of renewable energy. The proposal is well sited within the existing farm and is of an appropriate scale with no adverse impact on the immediate character of the area or on the wider landscape while supporting a sustainable, rural enterprise.

47. No adverse impact to other material considerations including neighbour amenity and highway safety has been identified, while improvements to the scheme including significant biodiversity enhancements have been secured.

48. This application is therefore recommended for approval subject to the conditions and informatives listed at Appendix 1 below.

The Public Sector Equality Duty (Equality Act 2010)

In determining this application the Council is required to have due regard to its obligations under the Equality Act 2010. The key equalities protected characteristics include age, disability, gender, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief. There is no indication or evidence (including from consultation on the application) that the protected groups identified by the Act have or will have different needs, experiences, issues and priorities in relation to this particular planning application and there would be no significant adverse impacts upon protected groups as a result of the development.

APPENDIX 1 - Conditions / informatives

APPROVAL subject to the following conditions and informatives:

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

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

2. Approved details – *This permission is in respect of the submitted application plans and drawings numbered P101 and P110 received by the local planning authority on 21 July 2023. 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. Post-operation – *If the use of the development for the generation of electricity ceases, the solar panels and all ancillary infrastructure shall be removed from the site in their entirety.*

Reason: To safeguard the landscape and its visual amenity. Relevant policy: Core Strategy policies CP3, CP11 and MDD Local Plan policy TB21.

4. Boundary fence – *Prior to the commencement of the development details of a 2 metre high boundary fence on or adjacent to the eastern boundary of the site shall first be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented prior to the first operation of the development and shall be maintained in the approved form for so long as the development remains on the site.*

Reason: In the interests of neighbour amenity. Relevant policy: Core Strategy policies CP1 & CP3.

5. Landscaping - *Prior to the commencement of the development there shall be submitted to and approved in writing by the local planning authority a scheme of landscaping, which shall specify species, planting sizes, spacing and numbers of trees/shrubs to be planted, and any existing trees or shrubs to be retained. Details to include a minimum of 6 species of native/existing hedge species, a suitable meadow grass/perennial wild flower mix for the surface beneath the panels and demonstrate there is sufficient space for maintenance between the panels and hedgerows.*

Planting shall be carried out in accordance with the approved details in the first planting and seeding seasons following the installation of the solar panels.

Any trees or plants which, within a period of 5 years from the date of the planting (or within a period of 5 years of the operation of the development in the case of retained trees and shrubs) die, are removed or become seriously damaged or

diseased shall be replaced in the next planting season with others of similar size and species or otherwise as approved in writing by the local planning authority.

Reason: To ensure adequate planting in the interests of visual amenity and biodiversity. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03, TB21 and TB23.

6. *Construction Traffic Management Plan - No works shall commence on site until a Construction Traffic Management Plan (CTMP) has been submitted to the LPA and approved in writing. The CTMP should include the details such as routing of construction traffic, full details of the location of wheel washing facilities; details of street sweeping; a detailed green travel plan; cycle parking, traffic management and a detailed construction schedule to include not only construction vehicles but day to day travel of construction workers.*

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

7. *Construction Method Statement – No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:*

- i) the parking of vehicles of site operatives and visitors,*
- ii) loading and unloading of plant and materials,*
- iii) storage of plant and materials used in constructing the development,*
- iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate,*
- v) wheel washing facilities,*
- vi) measures to control the emission of dust and dirt during construction,*
- vii) a scheme for recycling/disposing of waste resulting from demolition and construction works.*

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

8. *Drainage strategy - 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:*

- i) Calculations indicating the existing runoff rate from the site.*
- ii) BRE 365 test results demonstrating whether infiltration is achievable or not.*
- iii). Use of SuDS following the SuDS hierarchy, preferably infiltration.*
- iv) Full calculations demonstrating the performance of soakaways or capacity of attenuation features to cater for 1 in 100 year flood event with a 40% allowance for climate change and runoff controlled at Greenfield rates, or preferably better.*
- v) If connection to an existing surface water sewer is proposed, we need to understand why other methods of the SuDS hierarchy cannot be implemented and see confirmation from the utilities supplier that their system has got capacity and the connection is acceptable.*

vi) A drainage strategy plan indicating the location and sizing of SuDS features, with the base of any SuDS features located at least 1m above the seasonal high water table level.

vii) Details demonstrating how any SuDS for this development would be managed throughout the lifespan of the development and who will be responsible for maintenance.

The approved scheme shall be implemented prior to the operation of the development and shall be maintained in the approved form for as long as the development remains on the site.

Reason: To prevent increased flood risk from surface water run-off. Relevant policy: Section 14 of the NPPF (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Core Strategy policy CP1 and Managing Development Delivery Local Plan policies CC09 and CC10.

9. *Foundation design – No development or other operations shall commence on site until a ballasted foundation design with no penetration into the ground for the development hereby permitted has been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.*

Reason: To safeguard the site's potential likelihood of containing archaeological remains. Relevant Policy: Section 16 of the NPPF (Conserving and enhancing the historic environment) and MDD Local Plan policy TB25.

Informatives:

- 1. Pre-commencement conditions** - The applicant is reminded that this approval is granted subject to conditions which must be complied with prior to the development starting on site. Commencement of the development without complying with the pre-commencement requirements may be outside the terms of this permission and liable to enforcement action. The information required should be formally submitted to the Council for consideration with the relevant fee. Once the details have been approved in writing the development should be carried out only in accordance with those details. If this is not clear please contact the case officer to discuss.
- 2. Great Crested Newts** - Great Crested Newts are a protected species under the Conservation of Habitats and Species Regulations 2017 (as amended). This site is wholly within a red risk zone according to modelling undertaken to inform a Borough wide licence issued by Natural England. Red zones contain suitable habitat and most important areas for Great Crested Newts. The permission granted does not provide authorisation for development to proceed under the Wokingham Borough Council District Licence for Great Crested Newts. Should any Great Crested Newts or evidence of Great Crested Newts be found prior to or during the development, all works must stop immediately and an ecological consultant 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.

- 3. Changes to the approved plans** - The applicant is reminded that should there be any change from the approved drawings during the build of the development this may require a fresh planning application if the changes differ materially from the approved details. Non-material changes may be formalised by way of an application under s.96A Town and Country Planning Act 1990.
- 4. Discussion** - The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received. This planning application has been the subject of positive and proactive discussions with the applicant in terms of:

- extending the determination period of the application to allow for a glint and glare assessment to be undertaken and submitted for consideration.

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.

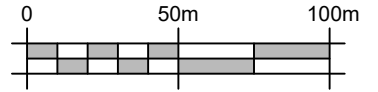
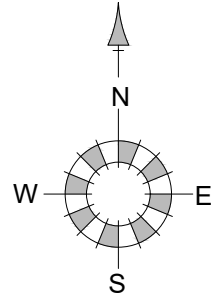
APPENDIX 2 - Parish Council Comments

PLANNING REF : 231524
PROPERTY ADDRESS : The Lodge
: Pinewood Leisure Centre, Old Wokingham Road, Crowthorne, Wokingham, RG40 3AQ
SUBMITTED BY : Wokingham Without Parish Council
DATE SUBMITTED : 09/08/2023

COMMENTS:

WWPC have no objection provided that the planning officer is satisfied that the level of visual impact on public viewpoints is acceptable.

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	Boundary Details
	Application Site Boundary Line

Site Area - 1.368 Ha



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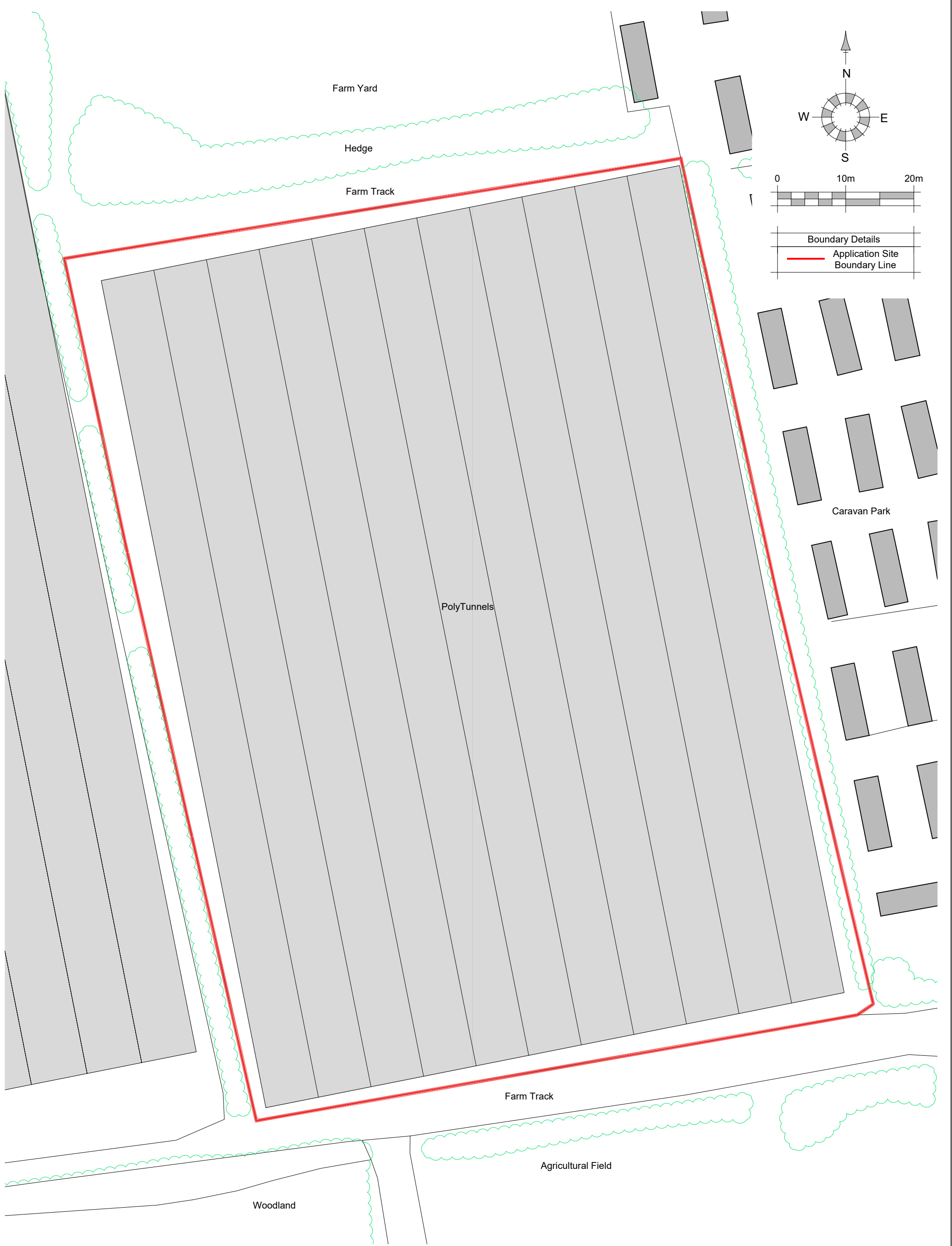
REV.	DATE	REVISIONS	BY	STATUS
				Planning

CLIENT:	Hall Hunter	PROJECT:	Heathlands Farm PV Honey Hill, Wokingham, RG40 3BG
SCALE:	1:2500 (A4 ORIGINAL)	DRAWING:	Site Location Plan
DRAWN BY:	RPO	REF:	23052
CHECKED BY:	06.06.23	DATE:	S101
			-



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REV.	DATE	REVISIONS:	BY	STATUS:
				Planning

CLIENT:	Hall Hunter	PROJECT:	Heathlands Farm PV Honey Hill, Wokingham, RG40 3BG
SCALE:	1:500 (A3 ORIGINAL)	DRAWING:	Site Survey
DRAWN:	RPO	23052	S102
DATE:	25.05.23		-



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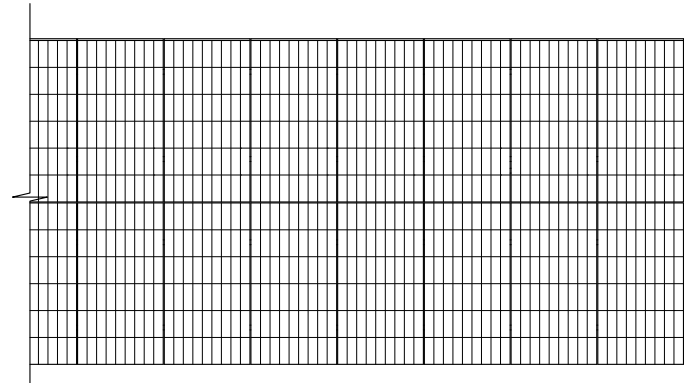
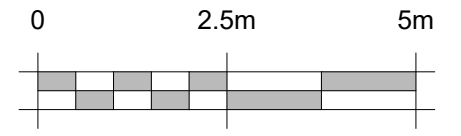
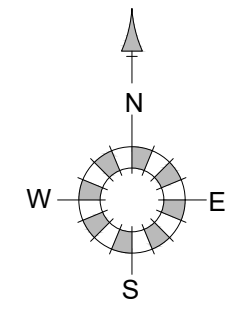
REV.	DATE	REVISIONS:	BY	STATUS:
				Planning

CLIENT:	Hall Hunter	PROJECT:	Heathlands Farm PV Honey Hill, Wokingham, RG40 3BG
SCALE:	1:500 (A3 ORIGINAL)	DRAWING:	Proposed Site Plan
DRAWN:	RPO	23052	P101
DATE:	25.05.23		-



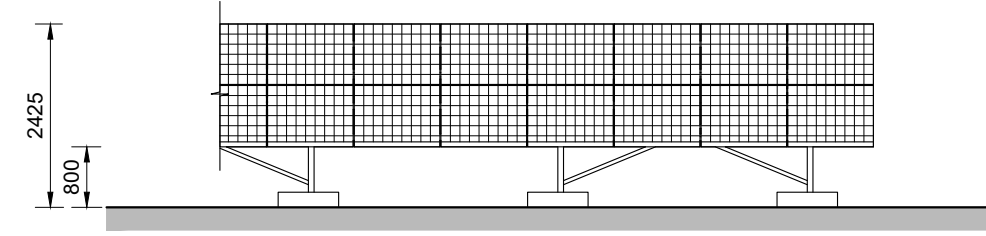
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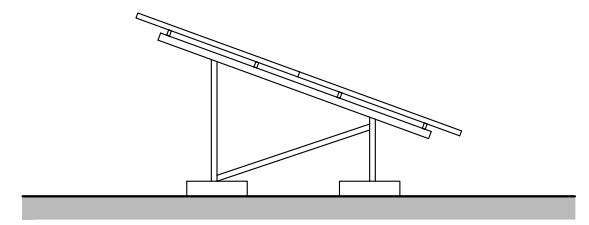
Roof Plan

Typical Section of solar panels

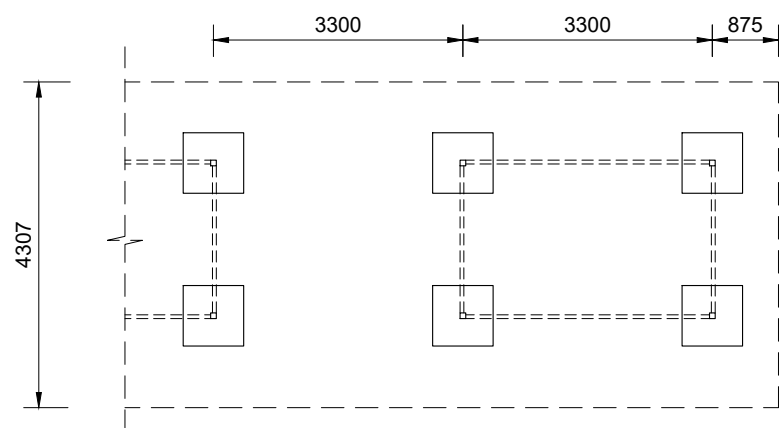


Front (South) Elevation

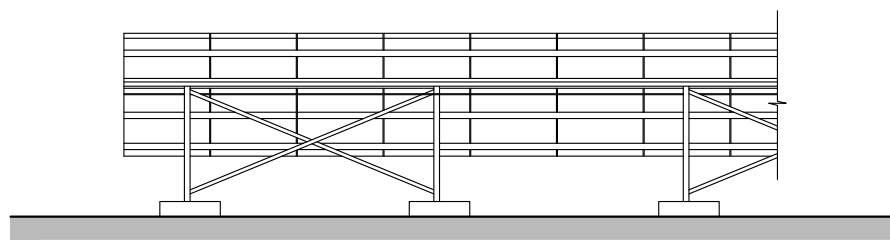
Typical Section of solar panels



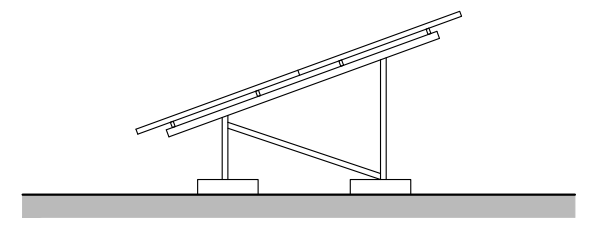
Side (West) Elevation



Ground (Lower Structure) Plan



Rear (North) Elevation



Side (East) Elevation

213

REV.	DATE	REVISIONS:	BY	STATUS:

Planning

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CLIENT:	Hall Hunter	PROJECT:	Heathlands Farm PV Honey Hill, Wokingham, RG40 3BG
SCALE:	1:100 (A3 ORIGINAL)	DRAWING:	Typical Solar Panels & Supports Plans & Elevations
DRAWN:	RPO	20235	P110
DATE:	18.07.23		-



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Agenda Item 53.

Application Number	Expiry Date	Parish	Ward
231561	Extension / PPA	Shinfield	Shinfield South;

Applicant	Shinfield Studios
Site Address	Land North of Cutbush Lane, West of Upperwood Farm, Cutbush Lane, Shinfield. RG2 9AA
Proposal	Full application for the proposed relocation of Workshop T4 (to become Workshop G).
Type	Full
Officer	Christopher Howard
Reason for determination by committee	Major application

FOR CONSIDERATION BY	Planning Committee on Wednesday, 13 December 2023
REPORT PREPARED BY	Assistant Director – Place and Growth
RECOMMENDATION	APPROVAL subject to conditions and informatives and Section 106 Agreement as set out in Appendix A

SUMMARY

The application is for the re-location of an existing workshop from the Gateway 4 plot which is located on the main Science Park campus to an area of land towards the pedestrian and cycle M4 bridge on Cutbush Lane East. This is located in the main studio campus which already has consent and is currently being delivered with around two thirds of the site almost complete.

The workshop has been relocated to clear land for the post production screening facility / office building on the Gateway Four plot on the Science Park campus (which was resolved to approve (subject to a S106 agreement) under 231837). The workshop is around 1375 m2 and would be used for supporting activities for the main studio site such as carpentry and electrical works required for set building etc.

Whilst the workshop is proposed to be located on land designated as countryside under policy CP11, as the site already has planning permission to be developed and for the reasons discussed below, it is considered acceptable and would settle into the landscape in the backdrop of the studio complex that is being delivered on site. The application is therefore recommended for approval subject to a Section 106 agreement to secure biodiversity net gain.

RELEVANT PLANNING HISTORY

PLANNING HISTORY
There is extensive planning history for the South of the M4 SDL which is summarised on application ref: 210055 and 211841. For ease of reference, the applications that relate directly to the site are summarised below. Outline and full applications are shown in **bold** and reserved matters are shown in plain text

Application ref	Description	Outcome
Science and innovation park		

Application ref	Description	Outcome
O/2009/1027	Outline application for phase 1 development of Science & Innovation Park (Access to be considered) plus full application for the construction of access road foot and cycle ways M4 overbridge and associated works including landscaping and engineering works plus erection of boundary wall and fence adjoining Shinfield Road/Access Road. Part demolition and reformation of facade of Stable Buildings at Lane End Farm and demolition of existing farm buildings.	Approved 27/10/10
RM/2015/0630	Reserved Matters application pursuant to Outline Planning Consent O/2009/1027 for the development of phase 1A of proposed Thames Valley Science Park comprising the construction of a gateway building and all associated landscaping and ancillary works plus temporary car parking arrangements – Appearance, Landscaping, Layout and Scale to be considered.	Approved 26/08/15
162841	Reserved Matters in relation to the development of Phase 1b of the proposed Thames Valley Science Park (TVSP) for a new cancer treatment centre, all associated landscaping, access and ancillary works	Approved 8/12/18
162818	Reserved Matters application for the car park for phase 1 of the Science Park	Approved 8/12/18
163609	Outline planning application for Phase 2 of the Thames Valley Science Park comprising up to 57,110 sqm research and development and innovation floor space (with occupancy restricted by a Gateway policy) inclusive of up to 5,711 sqm of amenity and supporting uses and an energy centre (all matters reserved except access to the site).	Approved 06/07/18
173287	Reserved Matters application pursuant to Outline Planning Consent O/2009/1027 (as extended under planning permission 152330) for the development of phase 1 of Thames Valley Science Park, comprising the construction of building 2 of the gateway building and all associated landscaping and ancillary works, plus temporary car parking arrangements - Appearance, Landscaping, Layout and Scale to be considered.	Approved 14/02/18
210387	Full application for the erection of Film studio stages and workshops (for a temporary period of 5 years). To include access to the site via Old House Lane / Cutbush Lane, car parking,	Approved 25/03/21

Application ref	Description	Outcome
	ancillary buildings to support the use of the site and landscaping, with a workshop to be included on Gateway 4 plot at Thames Valley Science Park.	
210210	Full application for the erection of TV Studio Building including studio space, workshop/storage area and production/office along with parking facilities.	Approved 14th July 2021
211841	Full planning permission for the Science Park Creative Media Hub comprising the erection of film stages and associated workshops and office space; and ancillary uses including equipment stores, cafe. Formation of associated access, decked and surface parking, and landscaping at the Thames Valley Science Park (TVSP).	Approved 13th December 2021
221142	Application for non-material amendment to planning consent 211841 to allow alterations to the decked car park, office B (Sound Stage 4), office C (Sound Stage 8), workshop C/office E and workshops A, B, D and E; consolidation of ancillary plant, rotation of stage 10, modification to the extent of retaining walls and associated updates to site layout and cross sections to reflect these changes.	20 July 2022
222317	Application for non-material amendment to planning consent 211841 to allow alterations to Sound Studio 10, Studio 13 / Office D, Workshop D and addition of Workshop F and associated updates to site layout and cross sections.	09 November 2022
231188	Application for non-material amendment to planning consent 211841 to allow alterations to the Hub building and Sound Stage 14. Hub building changes are to include reduced height and adjusted footprint along with updated materials. Stage 14 is reduced in height, ancillary plant block adjusted, Elephant doors relocated, personnel doors re-located, Masonry plinth replaced with metal cladding. Plans provided to show the details of the electric substation (switch house).	15 August 2023
231387	Full planning application for the proposed erection of a new Gateway building containing offices for creative industries (including film, television and ancillary support uses) and ancillary café with associated landscaping. (Application is accompanied by an	Resolved to approve subject to a S106 agreement

Application ref	Description	Outcome
	Environmental Impact Assessment and is a potential departure from the Local Plan)	

DEVELOPMENT INFORMATION	
For Commercial	
Previous land use	Planning approval for Studio use and ancillary supporting uses
Site Area	0.19ha
Floorspace created	1375m ²
Existing parking spaces	1377
Proposed parking spaces	5
CONSTRAINTS	<ul style="list-style-type: none"> • Adjacent to Strategic Development Location (SDL) as identified on the Core Strategy (South of the M4 Strategic Development Location SPD) • Infrastructure Delivery and Contributions SPD • Within 7km of the Special Protection Area (SPA) • Mineral consultation zone • Replacement Mineral Local Plan • Thames Valley Science Park • Potentially contaminated land consultation zone • Gas pipe consultation zone • Area of archaeological potential • Nuclear Consultation Zone • Great Crested Newt Consultation Zone • Listed buildings located to the south / south west • Local Plan Update Submitted Sites • SSSI Impact Risk Zones • AQMA 2004

CONSULTATION RESPONSES	
SDL Environmental Health	No objection request conditions *
SDL Flood Risk Officer	No objection
SDL Landscape and Trees	No objection
	Request minor ammendments – <i>Officer note these have been incoperated – Condition * requested</i>
SDL Ecology	No comments received
SDL Highways	No objection requests conditions *
Public Rights of Way Officer	No objection

REPRESENTATIONS

Town/Parish Council: No comments

Local Members: No representations received

Neighbours: 1 letter of comment – the planning issues are summarised as follows:
 Out of character with the area - *Officer note: The workshop is considered acceptable as the site already has planning permission and is similar in appearance with the other buildings on the studio complex. The proposal would also not result in the loss of any significant trees or hedgerow which help screen the building. This is further discussed below in paragraphs 12-17.*

Noise impacts - *Officer note: the application has been assessed by the Environmental Health Officer who subject to conditions, raise no objections. This is further discussed below in paragraphs 18-20.*

PLANNING POLICY

National Policy	NPPF	National Planning Policy Framework
Technical Guidance to the National Planning Policy Framework		
National Planning Policy Guidance	NPPG	National Planning Policy Guidance
National Design Guid	NDG	
Adopted Core Strategy DPD 2010	CP1	Sustainable Development
	CP2	Inclusive Communities
	CP3	General Principles for Development
	CP4	Infrastructure Requirements
	CP6	Managing Travel Demand
	CP7	Biodiversity
	CP8	Thames Basin Heaths Special Protection Area
	CP9	Scale and Location of Development Proposals
	CP11	Development in the Countryside
	CP19	South of the M4 Strategic Development Location
Appendix 7 – Additional Guidance for the Development of Strategic Development Locations		

Adopted Managing Development Delivery Local Plan 2014	CC01	Presumption in Favour of Sustainable Development
	CC02	Development Limits
	CC03	Green Infrastructure, Trees and Landscaping
	CC04	Sustainable Design and Construction
	CC05	Renewable energy and decentralised energy networks
	CC06	Noise
	CC07	Parking
	CC08	Safeguarding alignments of the Strategic Transport Network & Road Infrastructure
	CC09	Development and Flood Risk (from all sources)
	CC10	Sustainable Drainage
	TB12	Employment Skills Plan
	TB20	Service Arrangements and Deliveries for Employment and Retail Use
	TB21	Landscape Character
	TB23	Biodiversity and Development
	TB24	Designated Heritage Assets (Listed Buildings, Historic Parks and Gardens, Scheduled Ancient Monuments and Conservation Areas)
	SAL05	Delivery of avoidance measures for Thames Basin Heaths Special Protection Area
	SAL07	Sites within Development Limits allocated for employment/commercial development
Shinfield Parish Neighbourhood Development Plan		
	Policy 1	Location of Development
	Policy 2	General Design Principles
	Policy 3	Sustainable Development
	Policy 4	Accessibility and Highway Safety
	Policy 5	Parking
	Policy 6	Trees, Hedgerows and Woodlands
	Policy 7	Biodiversity
	Policy 8	Flooding
	Policy 11	Commercial Development

	Policy 12	Broadband Provision
Supplementary Planning Documents (SPD)	BDG	Borough Design Guide
	SDC	Sustainable Design and Construction Supplementary Planning Document (28 May 2010)
	SoM4SPD	South of the M4 Strategic Development Location Supplementary Planning Document (October 2011)

PLANNING ISSUES

Site Description

1. The application relates to the Shinfield Studio complex to the north of Cutbush Lane East. The studios were granted planning approval late in 2021 and since their approval, a significant amount of construction has taken place on the site and they are becoming an established feature in the local area. The studios have been brought into use on both sites, north and south of Cutbush Lane. In addition to the studios, to the south of the site is the building that serves the British Museum Archive. Upperwood Farm and Bungalow are to the east of the site towards the M4 Motorway. Beyond the site to the north is the M4 motorway and Lower Early respectively.
2. The application site is for an area of land in the eastern corner of the main studio campus directly to the north west of Cutbush Lane. This sits adjacent to the footpath cycleway which runs across the M4 Motorway. The south eastern boundary is well vegetated with established hedgerows and trees. The building would be located on an area of land that was intended to serve as hard hardstanding.
3. Several listed buildings are located within the locality although none that would potentially be significantly affected in terms of their setting by the workshop. These include Cutbush Manor, Badger Cottage and Cutbush Barn to the north of Cutbush Lane East, Lane End Farm to the east and Oldhouse Farm to the south of Cutbush Lane East.

Description of Development:

4. The building would serve as a workshop and is similar in appearance to the other workshop facilities that have been delivered on the wider studio complex. These spaces host activities such as set building for media props, electrical works etc. Internally the building would deliver 1375m² of workshop facilities. The maximum height of the building would be around 10.5m which reduces to 6.2m at the eaves. There is space around the building to serve as parking and hardstanding. The design and appearance of the workshop is quite functional but like the other buildings on the studio site, the applicant has considered the appearance of the buildings in the wider area and used dark grey cladding which reduces the visual impact.
5. The facility would be sited in an area that was proposed for hardstanding. Since this could have potentially been used for the external storage of

materials, the delivery of the workshop instead could have less of a visual impact.

Site background / established principles:

6. The current application seeks to relocate workshop T4 from the Gateway Four plot on the Science Park Campus to the proposed location. Planning consent has been resolved to approve for the Gateway Four building at the Science Park under planning application ref: 231837.
7. It is acknowledged that the site is technically located in countryside wherein policy CP11 is relevant, however, the wider site for reasons discussed in the planning report for 211841 was granted permission due to the significant benefits that the facility would deliver. The subsequent implementation of this has changed the character of the area from open fields to a studio complex.

Principle of Development:

8. The general thrust of the policies and supplementary planning guidance is that development within these parcels of land is not normally permitted unless the criteria within policy CP11 are met. The proposal does not fall specifically into these categories and therefore is in principle not strictly in accordance with planning policy. As such, an assessment needs to be made as to whether special circumstances apply to the scheme.
9. Whilst Core Strategy policy CP11 has a presumption against development in the countryside which is echoed by CC02 of the MDD, these policies should not be read in isolation. Regard should also be made in respect to the objectives of the policies which are to maintain the separate identity of settlements through preventing urban sprawl and to protect the countryside. The proposal therefore needs to be considered on its merits and within the context of the development plan as a whole.
10. Policy 1 of Shinfield Neighbourhood Plan (which has been adopted since the Core Strategy and MDD) supports development within settlement limits and adjacent to these where the benefits of the development outweigh its adverse impacts. As part of this application the Parish have been consulted and they raise no comments for the proposed building. The Shinfield Neighbourhood Plan was adopted after the MDD and Core Strategy was adopted and essentially can be seen as the most up to date planning policy for the area. For the application site, this is outside of the development limits but is directly related to the wider studio campus.
11. Whilst the proposed workshop would in designated countryside on the adoption of the Core Strategy, the nature of the site has been significantly altered since the implementation of the wider site. The workshop therefore needs to be seen in this context and the changing nature of the site together with supporting the activities for the wider studio campus. For the reasons discussed in the report for the main site under 211841, the workshop would support the economic activities for the studio site. On this basis it is not considered that there would be a significant conflict with the countryside policies and the benefits as a whole outweigh any harm.

Character of the Area:

12. Core Strategy Policies CP1, *Sustainable Development* and CP3, *General Principles for Development* requires high quality design that respects its context. This requirement is amplified by MDD LP Policies CC03, *Green Infrastructure, Trees and Landscaping* and TB21, *Landscape Character* and South of the M4 SPD which requires development proposals to protect and enhance the Borough's Green Infrastructure, retaining existing trees, hedges and other landscape features and incorporating high quality - ideally native – planting as an integral part of any scheme, within the context of the Council's Landscape Character Assessment.
13. Core Strategy policy CP19 sets out the concept rational for the design parameters for the South of the M4 SDL and these are outlined in further detail in Appendix 7 of the Core Strategy. This states that:
 - a. *Development in a series of locations around the periphery of the three villages is required. This approach should consider the relationship between the current built areas and the open countryside. Opportunities to form new edges to the existing villages exist, allowing a managed transition between urban and rural.*
14. Policy 2 of Shinfield Parish Plan sets out general design principles and requires that development is complementary to the built environment surrounding the development site and layouts should acknowledge existing landscape constraints. Policy 6 is concerned with Trees, Hedgerows and Woodland in new development and sets out a landscape led design approach with retention and appropriate buffers to existing important vegetation.
15. Further design guidance is provided by the South of the M4 SPD in section 4. Design principle 3 is concerned with character and states that there should be diversity and distinction in the SDL which should be enhanced through the application of character typologies. In addition, the Borough Design Guide sets out overarching principles for development and sets out guidance in section 7 regarding non-residential development.
16. The proposed workshop is acceptable in this location. This would sit amongst the other buildings on the studio campus and is similar in appearance to other workshops on the site. Dark cladding has been used for the elevations to allow the building to blend into the landscape and this mirrors the other buildings on the site. The building would also enclose an area of space which otherwise may have been used for storage of materials and whilst having regard to the wider use of the site, storage of materials would be acceptable, the workshop would be less cluttered in appearance. The design approach is considered acceptable in terms of character of the area.
17. In terms of trees and landscape, the application has been accompanied by a Landscape and Visual Impact Assessment which assess the impact of the workshop on the wider landscape setting. This has been assessed by the Landscape Officer who is satisfied that there would be no significant harm on the landscape. In addition, no significant impacts are envisaged on trees by the Landscape Officer. On this basis the proposed workshop in this location is considered acceptable.

Neighbouring Amenity:

18. With regards to Upperwood Farm which is the closest residential dwelling to workshop T4, there would be a good degree of separation of around 150m. This together with a good existing landscape buffer between Upperwood Farm and the workshop means that there are no significant amenity impacts envisaged in terms of loss of light, overbearing or overlooking.
19. In respect to noise, the principle of a workshop was established under 211841 and given the level of separation to Upperwood Farm the relationship is considered acceptable. The workshop buildings are insulated and the application has been assessed on the basis of noise by the Environmental Health Officer. They are satisfied that subject to conditions the noise levels will be acceptable. On this basis there are no significant impacts envisaged.
20. In terms of the other dwellings in the area, given the level of separation to these, together with the onsite relationships and nature of use, no significant amenity impacts are envisaged.

Highway Access and Parking Provision:

21. The NPPF seeks to encourage sustainable means of transport and a move away from the reliance of the private motor car. Core Strategy policies CP1, CP4, CP6 and CP10 broadly echo these principles and indicate that development should mitigate any adverse effects on the existing highway network. The applications are accompanied by a Transport Assessment (TA) which assesses the impact of development in respect to the site itself and wider highway network including the South of the M4 SDL.
22. Policy 4 of the Shinfield Parish Neighbourhood Plan requires development to provide good accessibility by car, cycle and foot and ensure highway safety. Encouragement of use of public transport is also promoted. Policy 5 of the Shinfield Parish Neighbourhood Plan sets out parking standards. These should be in line with WBC standards and well set out with good surveillance to parking courts.
23. The workshop would be accessed through the main studio access which is being delivered on site. This is acceptable and the additional trip rates would not be significant for the end use of the workshop when compared to those consented.
24. For parking, in total there would be 1382 spaces provided for the entire campus. Analysis of this has been undertaken and trip rates informed by other comparable sites have been included. There easily accessible surface parking adjacent to the workshop for 27 spaces which includes 3 blue badge parking spaces. The access and parking strategy has been assessed by the highway office and subject to conditions is acceptable.

Flooding and Drainage:

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

the South of the M4 SPD Design Principle 1c(ii) which requires provision of a comprehensive system for water management, which takes account of existing features and includes proposals for effective sustainable urban drainage (SUDS), measures to avoid flood risk and new ponds. Policy 8 of the Shinfield Parish Neighbourhood Plan echoes these principles and looks to retain existing watercourses in new development.

26. The site is entirely in Flood Zone 1 where the risk of flooding is low and all uses, including less vulnerable uses which the building is classified as for the purposes of the sequential test are appropriate.
27. The application is supported by a Flood Risk Assessments which assess the impact of flooding on the application site. This identified flood risks across the whole site and propose measures to manage surface water runoff including the 1 in 30 year and 1 in 100-year storm events (+40% for climate change).
28. The Floor Risk Assessment has been assessed by the Drainage Officer who is satisfied that there would be no adverse impacts associated with the proposed workshop in this location.

Ecology:

29. Core Strategy Policy CP7, carried forward by MDD LP Policy TB23, requires appropriate protection of species and habitats of conservation value. Policy 7 of the Shinfield Parish Neighbourhood Plan seeks mitigation and measures to enhance biodiversity. Design Principle 1b of the South of the M4 SPD (i-ii) is concerned with protection of ecological habitat and biodiversity features, together with mitigation of any impacts that do arise. A detailed Ecological Impact Assessment and addendum to this has been submitted and demonstrates that the site layout has considered impacts on ecological permeability.
30. In terms of existing vegetation, the applicant has demonstrated that there would be an adequate buffer zone from the proposed development to these features. No significant trees or hedgerow will be lost as a result of the proposal.
31. Since there is a slight loss of landscaping associated with the relocation of the workshop, there is the requirement to secure biodiversity net gain for the workshop. This will be secured via a Section 106 agreement.

Planning balance:

32. The workshop is located in countryside and as such CP11 is relevant. The application however needs to be seen in the context of the wider site which is being delivered. Whilst it will introduce more built form into the countryside, this will be seen in the backdrop of the other studio buildings and supporting infrastructure. Taking this into account and the established land use approved under 211841, the siting of the workshop is not considered to have a significant impact on the openness of the countryside.
33. The workshop will also help to support the function of the studio buildings which would deliver significant economic benefits. These are summarised in the report for 211841 and they would be significant.

34. Taking these factors into account and when considering that the workshop is compliant with the other development plan policies, the siting of the workshop is acceptable and any harm of the objectives of policy CP11 are outweighed by the benefits that will be delivered together with the onsite relationships.

The Public Sector Equality Duty (Equality Act 2010)

In determining this application the Council is required to have due regard to its obligations under the Equality Act 2010. The key equalities protected characteristics include age, disability, gender, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief. There is no indication or evidence (including from consultation on the application) that the protected groups identified by the Act have or will have different needs, experiences, issues and priorities in relation to this particular planning application and there would be no significant adverse impacts upon protected groups as a result of the development.

CONCLUSION

When weighing up the overall impact of the facility it is considered that the proposal will help to support the wider activities of the studio site. Whilst the application is not considered to strictly comply with the objectives of policy CP11, an exception to these can be made by virtue of the issues discussed above. The proposal is not considered to undermine the development plan as a whole.

The application can therefore be recommended for approval subject to the conditions outlined above and legal agreement.

APPENDIX 1 - Conditions / informatives or Reasons for refusal

Appendix 1: Recommendation and Conditions

That the committee authorise the **GRANT OF PLANNING PERMISSION** subject to the three tiered recommendation as set out below:

A. Completion of a legal agreement within 6 months of the committee resolution (unless a longer date is agreed by the Assistant Director of Planning and Chairman of Planning Committee) to:

- i. Secure biodiversity net gain of at least 10% and ongoing monitoring

Administrative clauses:

- ii. Section 106 Monitoring fee being the amount of reasonable fees in monitoring the performance and discharge of the Section 106 obligations,
- iii. The Council's reasonable legal fees in relation to the completion of the Section 106 agreement (whether or not the matter goes to completion),
- iv. Indexation (all contributions and payments to be index-linked from the date of the decision to grant planning permission to the date of which payment is made, using BCIS index).

B. Conditions and informatives:

Timeframe for implementation

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).

Approved details

2. This permission is in respect of the following submitted application plans, documents and drawings received by the Local Planning Authority

Plan title	Plan number / ref
Site Location Plan	18546-SBR-FS-XX-DR-A-80400 Rev3
Site Layout Plan	18546-SBR-FS-XX-DR-A-80401 Rev6
Site Section	18546-SBR-FS-XX-DR-A-80403 Rev4
Proposed Floorplan	1008-CSL-ZZ-XX-DR-S-011 RevE
Proposed Elevations	1000 CSL ZZ XX DR S 012 RevE
Roof Plan	1008-CSL-ZZ-XX-DR-S-013 RevD

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.

Use

3. The premises shall be used only for activities in connection to supporting the production of media and filming activities and for no other purpose.

Reason: Significant weight has been applied to the economic benefits of the merits of the proposed development and another form of use may not be acceptable in the countryside and to ensure that there are no adverse impacts on highways. Relevant policy: NPPF, Core Strategy policies CP1, CP3 and CP6

Hours of construction work

4. No construction 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 07:30 and 18:30 Monday to Friday and 08:00 to 15:00 Saturdays and at no time on Sundays or Bank or National Holidays unless otherwise agreed in writing by the Local Planning Authority.

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

Hours of operation

5. No deliveries shall take place including loading and unloading between the hours of 01:00 and 06:00 Monday to Sunday inclusive. Within these hours, no plant or machinery shall be operated within the external areas of the building.

Reason: To safeguard residential amenities. Relevant policy: Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy CC06.

6. Notwithstanding the details on the approved plans, the materials to be used in the construction of the external surfaces of the building shall match those of the other workshops on the Shinfield Studio campus. Development shall be carried out in accordance with these details unless further modifications are agreed in writing by the Local Planning Authority.

Reason: To ensure that the buildings are acceptable in terms of the character and appearance of the area. Relevant policy CP1 and CP3.

7. Save in respect of land south of Cutbush Lane East which is already under construction, the roads and footways internally within the site shall be constructed in accordance with the approved details to road base level and the final wearing course will be provided within 6 months of first use of the site.

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

8. No development shall commence (except for groundworks) until provision has been made to accommodate all site operatives, visitors and construction vehicles loading, offloading, parking and turning during the construction period, in accordance with

details agreed under condition 10 of 211841. The provision shall be maintained as so-approved and used for no other purposes until completion of the development or otherwise as provided for in the approved details

Reason: To prevent queuing and parking off site, in the interests of highway safety and convenience. Relevant policy: Core Strategy policy CP6.

9. The parking facilities hereby approved shall be delivered in full and made available for parking prior to the first use of the building for the operational purposes associated with Shinfield Studios. The parking shall be retained in accordance with the approved plans for the entire time that the development is located on site.

Reason: to ensure adequate on-site parking provision in the interests of highway safety, convenience and amenity. Relevant policy: Core Strategy policies CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

10. Construction Environmental Management Plan

The development shall be carried out in accordance with the principles set out in the approved Construction Environmental Management Plan (Abley Letchford Partnership Ltd, Reference A282-RO15/I dated 14th July 2023) and the approved Construction and Environmental Management Plan Addendum (Abley Letchford Partnership Ltd, A282-RO43/A dated 28th September 2023). The Construction Environmental Management Plan shall be reviewed and updated if necessary on an ongoing basis and any updated details shall be submitted for approval to the Local Planning Authority.

Reason : To ensure adequate access into the site for vehicles, plant and deliveries associated with the development in the interests of highway safety and convenience. Relevant policy : Core Strategy policies CP3 & CP6.

11. The development and occupation of the building shall be in accordance with the approved travel plan titled Shinfield Studios Creative Media Hub, Thames Valley Science Park Full Travel Plan ref: A282-R016/H. The travel plan shall be fully implemented, maintained thereafter and reviewed as so-approved.

Reason To encourage the use of all travel modes. Relevant policy: NPPF Section 4 (Sustainable Transport) and Core Strategy policy CP6.

Environmental Health

12. Should any unforeseen contamination be encountered during the development, the developer shall inform the Local Planning authority immediately. Any subsequent investigation/remedial/protective works deemed necessary by the LPA shall be carried out to agreed timescales and approved by the LPA in writing. If no contamination is encountered during the development, a letter confirming this fact shall be submitted to the LPA upon completion of the development.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised. Relevant policy CP1 and CP3

13. The air quality mitigation and enhancement measures listed in Table 12.6 of Chapter 12 Air Quality of the Environmental Statement shall be implemented before operations commence.

Reason: To protect and enhance local air quality. Relevant policy CP1 and CP3

14. The noise mitigation measures as set out in Table 11.26 of chapter 11 'Noise & Vibration' of the Environmental Statement shall be implemented before operations at the site commence. The noise mitigation measures shall be retained and maintained thereafter.

Reason: To protect residential amenity. Relevant policy CP1 and CP3

Landscape and trees

15. Tree protection fencing

- a) No development or other operation shall commence on site until the tree protection measures approved within the approved Arboricultural Implications Report FLAC ref: CC41-1001 dated May 2023 and as depicted on plan ref: 41-1001.11 Rev A dated 23/05/21 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) Implementation of the measures for tree protection identified on the Approved Scheme shall be overseen by a project arboriculturist who shall provide written confirmation to the Local Planning Authority that the measures have been implemented, within 7 working days of their completion.
- 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

16. 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 the local planning authority gives written consent to any variation.

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

17. The development hereby approved shall target a Building Research Establishment Environmental Assessment Method (BREEAM) rating of 'Excellent'. No later than 6 months following the substantial completion of the building, verification that the building has achieved the rating of 'Excellent' shall be submitted for approval in writing by the Local Planning Authority.

Reason: To ensure sustainable construction and paying regard to the special circumstances in regard to sustainability which make the application acceptable. Relevant Policies CP1 of the Core Strategy and policies CC04 and CC05 of the MDD.

Permitted Development restrictions

18. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, (or any order revoking and re-enacting that Order with or without modification), no overhead wire cables or other form of overhead servicing shall be placed over or used in the development within the application site or subsequently.

Reason: To ensure that the external appearance of the buildings and hard surfaced areas is satisfactory. Relevant policies CP1, CP3 and CP11 of the Wokingham Core Strategy.

Ecology / lighting

19. Prior to commencement of any works with regard to the installation of the lighting (including any infrastructure or servicing to supply them) a lighting strategy shall for the entire site (as defined on the submitted application site boundary plan ref: 18546-SBR-FS-XX-DR-A-80400 Rev3) be submitted for approval to the Local Planning Authority. This shall take into account a design strategy for biodiversity for the site and the strategy shall:

- a) Identify those areas/features that are particularly sensitive for bats and that are likely to cause disturbance in or around their resting places or along important routes used to access key areas of their territory, for example, for foraging; and;
- b) Show how and where external lighting will be installed (through provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species having access to their breeding sites and resting places.

All external lighting shall be installed in accordance with the specification and locations set out in the strategy and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

Reason: To prevent any unnecessary light spill and to ensure that that the proposal is in accordance with Section 41 NERC Act re. UK Biodiversity Action Plan Priority Species (Species of Principal Importance), and complies with Planning Policies for Wildlife including CP7 of the Wokingham Borough Core Strategy (2010) and TB23 of the MDD (2014)

20. Prior to first operational use of the workshop, a bat box and 4 bird boxes shall be provided for the building. This scheme shall be prepared by a suitably qualified ecologist and appropriate to the local ecological context. The bat box and bird boxes shall be implemented in full unless otherwise agreed by the local authority in writing.

Reason: to ensure that the proposal is in accordance with Section 41 NERC Act re. UK Biodiversity Action Plan Priority Species (Species of Principal Importance), and complies with Planning Policies for Wildlife including CP7 of the Wokingham Borough Core Strategy (2010), and the National Planning Policy Framework which requires consideration of the potential biodiversity gains that can be secured within developments.

Drainage

21. Surface water drainage shall be implemented in accordance with the approved Flood Risk Assessment dated 15th of June 2023 prepared by ALP ref. A282-R042A including Drainage Strategy Drawings 65203842-SWE-XX-XX-DR-C-0560 P02. The approved scheme shall be implemented prior to the first occupation of the development and shall be maintained in the approved form for as long as the development remains on the site.

Reason: to prevent increased flood risk from surface water run-off. Relevant policy: NPPF Section 14 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Core Strategy policy CP1 and Managing Development Delivery Local Plan policies CC09 and CC10.

Informatives

1. The applicant is advised that the Council seeks that employers or developers within the borough commit to using local labour / contractors where possible. This should include:
 - Advertisement of jobs within local recruitment agencies / job centres;
 - Recruitment and training of residents from the local area;
 - Seek tender of local suppliers or contractors for work.
2. The applicant is advised that the planning approval should be read in conjunction with the S106 dated **INSERT** - *Officer note: S106 being finalised date to be updated when this has been sealed.*
3. The applicant is informed that parking may need to be restricted along the main routes and on turning heads.
4. Work on Highway

The Corporate Head of Environment at the Council Offices, Shute End, Wokingham should be contacted for the approval of the access construction details before any work is carried out within the highway. This planning permission does NOT authorise the construction of such an access.

5. Mud on Road

Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on adjacent highways. For further information contact Corporate Head of Environment on tel: 0118 974 6302.

6. Highway Adoption

If it is the developer's intention to request the Council, as local highway authority, to adopt the proposed access roads etc. as highway maintainable at public expense, then full engineering details must be agreed with the Corporate Head of Environment at the Council Offices, Shute End, Wokingham. The developer is strongly advised not to commence development until such details have been approved in writing and a legal agreement is made with the Council under S38 of the Highways Act 1980.

7. Highway Management

Any works/events carried out either by, or at the behest of, the developer, whether they are located on, or affecting a prospectively maintainable highway, as defined under Section 87 of the New Roads and Street Works Act 1991, or on or affecting the public highway, shall be coordinated under the requirements of the New Roads and Street Works Act 1991 and the Traffic management Act 2004 and licensed accordingly in order to secure the expeditious movement of traffic by minimising disruption to users of the highway network in Wokingham.

8. Access

Where possible, the primary access for construction traffic shall be from the road that links with the B3270 to the west of the Black Boy Roundabout to Junction 11 of the M4 Motorway. Construction traffic should avoid where possible accessing the site from the east along the Lower Earley Way (B3270) via Junction 10 of the M4 Motorway or via the Showcase Roundabout.

9. Utilities

Any such works or events commissioned by the developer and particularly those involving the connection of any utility to the site, shall be co-ordinated by them in liaison with Wokingham Borough Council's Street Works Team, (telephone 01189 746302). This must take place at least three months in advance of the works and particularly to ensure that statutory undertaker connections/supplies to the site are coordinated to take place wherever possible at the same time.

10. Noise

The attention of the applicant is drawn to the requirements of Section 60 of the Control of Pollution Act 1974 in respect of the minimisation of noise on construction and demolition sites. Application, under Section 61 of the Act, for prior consent to the works, can be made to the Environmental Health and Licensing Manager.

11. Administrative

The applicant is advised that the landscaping plan ref: RG-LD-20_13 P3 will need to be further updated under a submission of condition discharge application for

211841 This shall identify further landscaping measures for the retaining wall and hedgerow planting. The landscaping shall be undertaken in accordance with the approved drawing and the principles and ongoing requirements of the landscaping conditions 25 to 29 for planning approval 211841.

Thames Water

12. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

13. There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

<https://eur03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fdevelopers.thameswater.co.uk%2FDeveloping-a-large-site%2FPlanning-your-development%2FWorking-near-or-diverting-our-pipes&data=04%7C01%7Cplanning.enquiries%40wokingham.gov.uk%7Ce6990f35acd64955d6e908d8da524faa%7C996ee15c0b3e4a6f8e65120a9a51821a%7C0%7C0%7C637499394353420176%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiM C4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=YuYxiQmrBSYI9ZMRs96nF4NN8%2Fda5MltbRgnOO6lyEg%3D&reserved=0>.

14. There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

<https://eur03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fdevelopers.thameswater.co.uk%2FDeveloping-a-large-site%2FPlanning-your-development%2FWorking-near-or-diverting-our-pipes&data=04%7C01%7Cplanning.enquiries%40wokingham.gov.uk%7Ce6990f35acd64955d6e908d8da524faa%7C996ee15c0b3e4a6f8e65120a9a51821a%7C0%7C0%7C637499394353430171%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiM C4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=HOoRkv2%2Bsn69rJh9oVV4Coxaaf%2BzrSVzS2OXvA6wgCc%3D&reserved=0>

C) Alternative recommendation

That the committee authorise the Head of Development Management to refuse planning permission in the event of an S106 agreement not being completed to secure the services and infrastructure within six months of the date of the committee resolution (unless a longer period is agreed by the Head of Development Management in consultation with the Chairman of Planning Committee) for the following reasons:

- 1) In the absence of a planning obligation to secure suitable contributions / on site and off works for the following:
- Biodiversity net gain of at least 10% and ongoing monitoring
 - Section 106 Monitoring fee being the amount of reasonable fees in monitoring the performance and discharge of the Section 106 obligations,
 - The Council's reasonable legal fees in relation to the completion of the Section 106 agreement (whether or not the matter goes to completion),
 - Indexation (all contributions and payments to be index-linked from the date of the decision to grant planning permission to the date of which payment is made, using BCIS index).


It has not been possible to secure the adequate mitigation put forward to justify the development and the proposal could have a detrimental impact on ecology. This is contrary to the principles of Core Strategy policies CP1, CP3, and, MDD DPD policy TB23 together with the NPPF and Environment Act 2021.

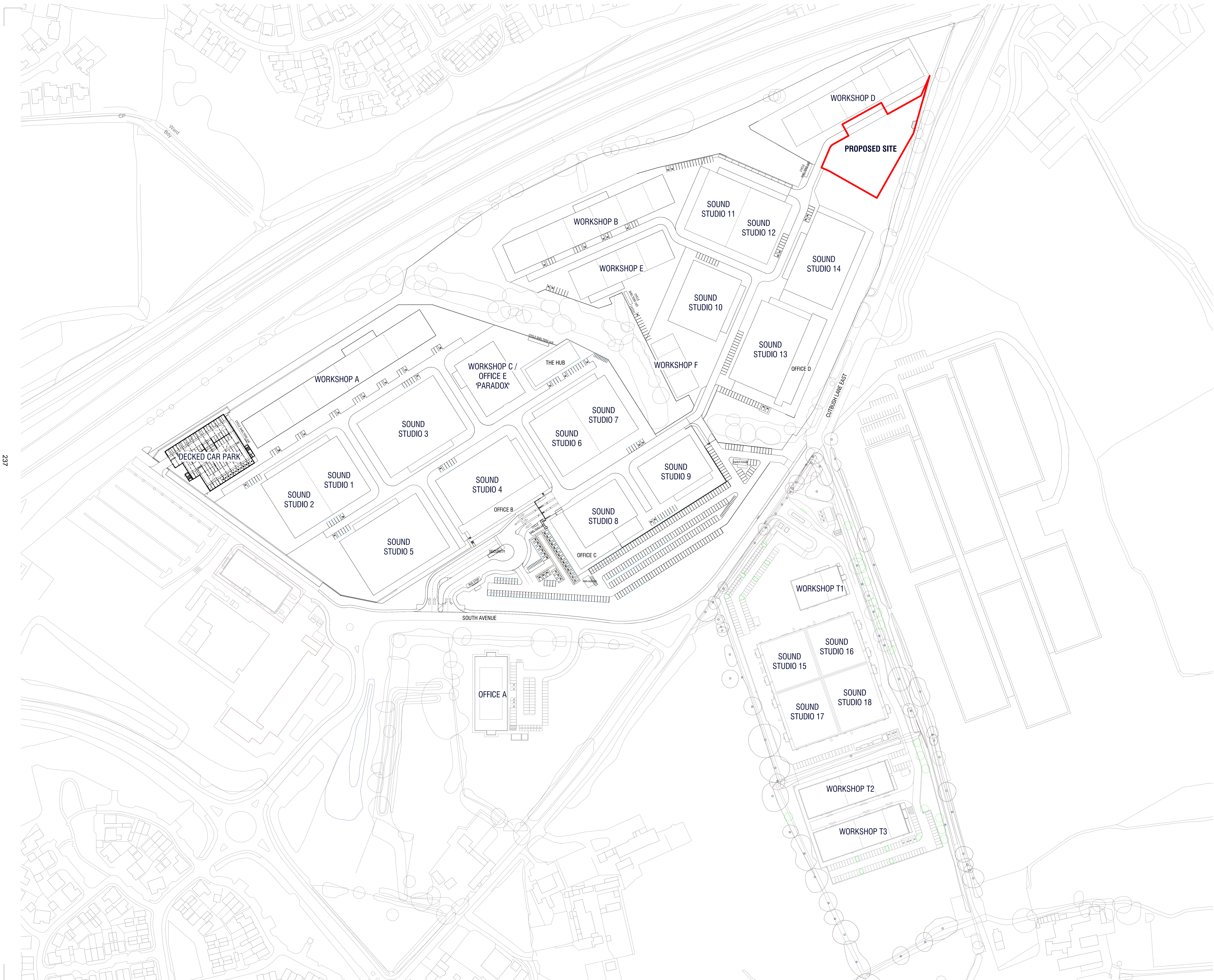
APPENDIX 2 - Parish Council Comments

PLANNING REF : 231561
PROPERTY ADDRESS : School Green Centre
: School Green, Shinfield, Berkshire
: RG2 9EH
SUBMITTED BY : Mrs Sally Herring
DATE SUBMITTED : 21/07/2023

COMMENTS:
No comments

Submitted by Deputy Clerk to Shinfield Parish Council

LEGEND
 Red line planning boundary (0.371Ha)



237

Revision	Description	Date	Drawn	Checked
5	PLANNING ISSUE	24/05/2023	NMAE	
4	RED LINE ADJUSTED FOLLOWING CONSULTANT REVIEW	22/05/2023	NMAE	
3	DRAFT ISSUE FOR PLANNING	15/05/2023	AE/AM	
2	RED LINE UPDATED	17/04/2023	AE/AM	
1	FIRST ISSUE FOR REVIEW	03/04/2023	AE/AM	

SCOTT BROWNRIGG

St Catherine's Court
 48-48 Portsmouth Road
 Guildford GU2 4DU
 T +44 (0)1483 568686
 W scottbrownrigg.com
 Client's Name
 Shinfield Studios

Job Title
 Shinfield Studios

Drawing Title
 WORKSHOP G - SITE LOCATION PLAN

Scale
 1 : 1000 @A0
 SBR Project No.
 18546

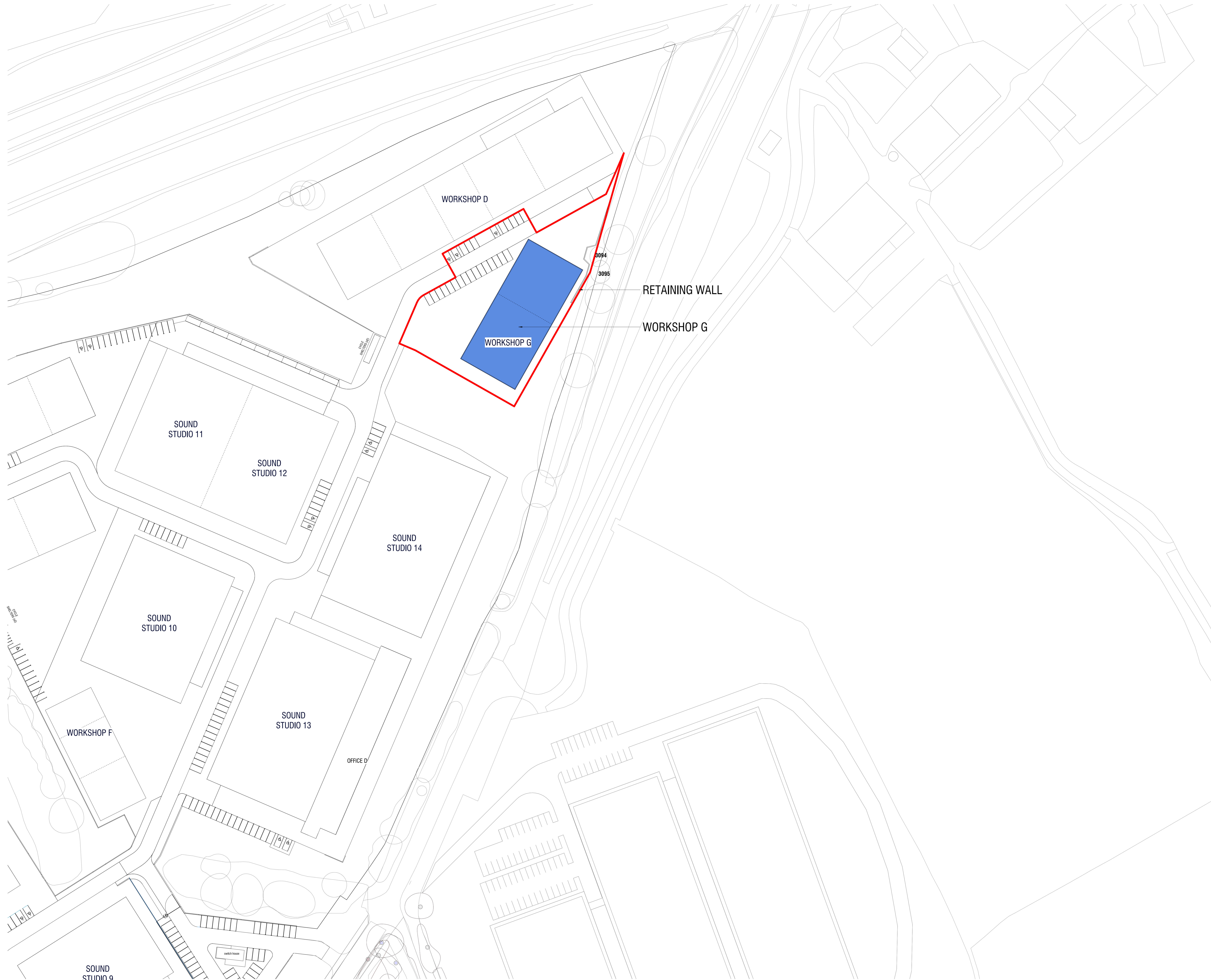
Client/Project No. Original Volume Level Type Rev Number
 18546-SBR-FS-XX-DR-A-80400

Subsidiary Code Date
 PLANNING
 Rev
 5

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LEGEND

 Red line planning boundary



Checked
a.elliott

Revision	Description	Date	Drawn	Checked
6	POSITION OF WORKSHOP G AND RETAINING WALL AMENDED	11/09/2023		NM/AE
5	PLANNING ISSUE	24/05/2023		NM/AE
4	RED LINE ADJUSTED FOLLOWING CONSULTANT REVIEW	22/05/2023		NM/AE
3	DRAFT ISSUE FOR PLANNING	15/05/2023		AE/NM
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Client's Name
Shinfield Studios

Job Title
Shinfield Studios

Drawing Title
WORKSHOP G - PROPOSED SITE LAYOUT PLAN

Scale
1 : 500 @A0

SBR Project No.
18546

Client/Project No. Original Volume Level Type Rev Number
18546-SBR-FS-XX-DR-A-80401

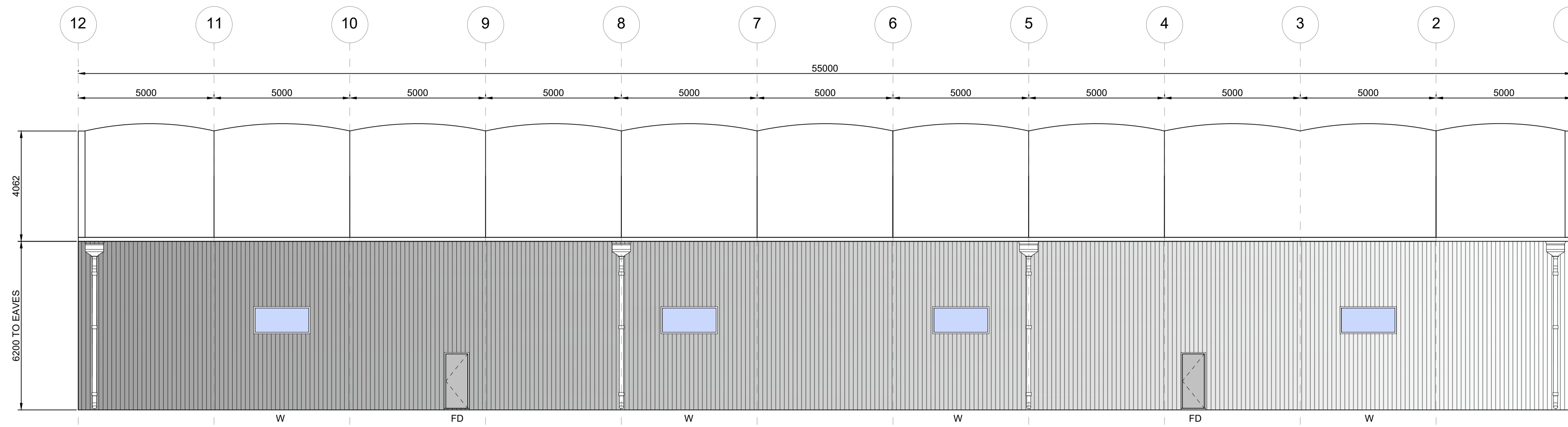
Submitter Date Status
PLANNING

Rev
6

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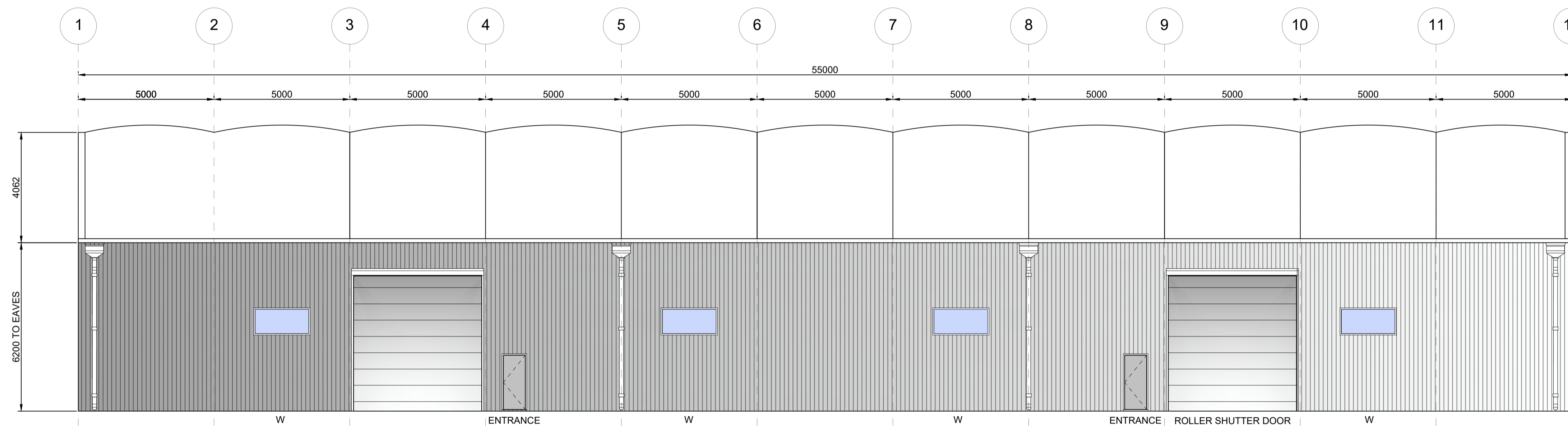
NOTES

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- ROLLER SHUTTER DOORS - 5m WIDE x 5m HIGH. ALL STEEL ROLLER SHUTTER DOORS IN PPC SATIN FINISH MID GREY COLOUR.
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- EAVES HEIGHT OF ALL WORKSHOPS IS 6.2M AND ALL EXTERIOR APPEX HEIGHTS ARE UNIFORMLY 10262MM WITH STANDARD 18 DEGREE ROOF PITCH THROUGHOUT.
- WINDOWS - ALL WINDOWS UPVC DOUBLE GLAZED WINDOW UNITS 1M X 2.08M WITH FIRE PROOFING GLAZING PANELS. 2 NO OPENERS EACH END, 1 NO CENTRAL FIXED PANEL (2.8m FROM FFL).



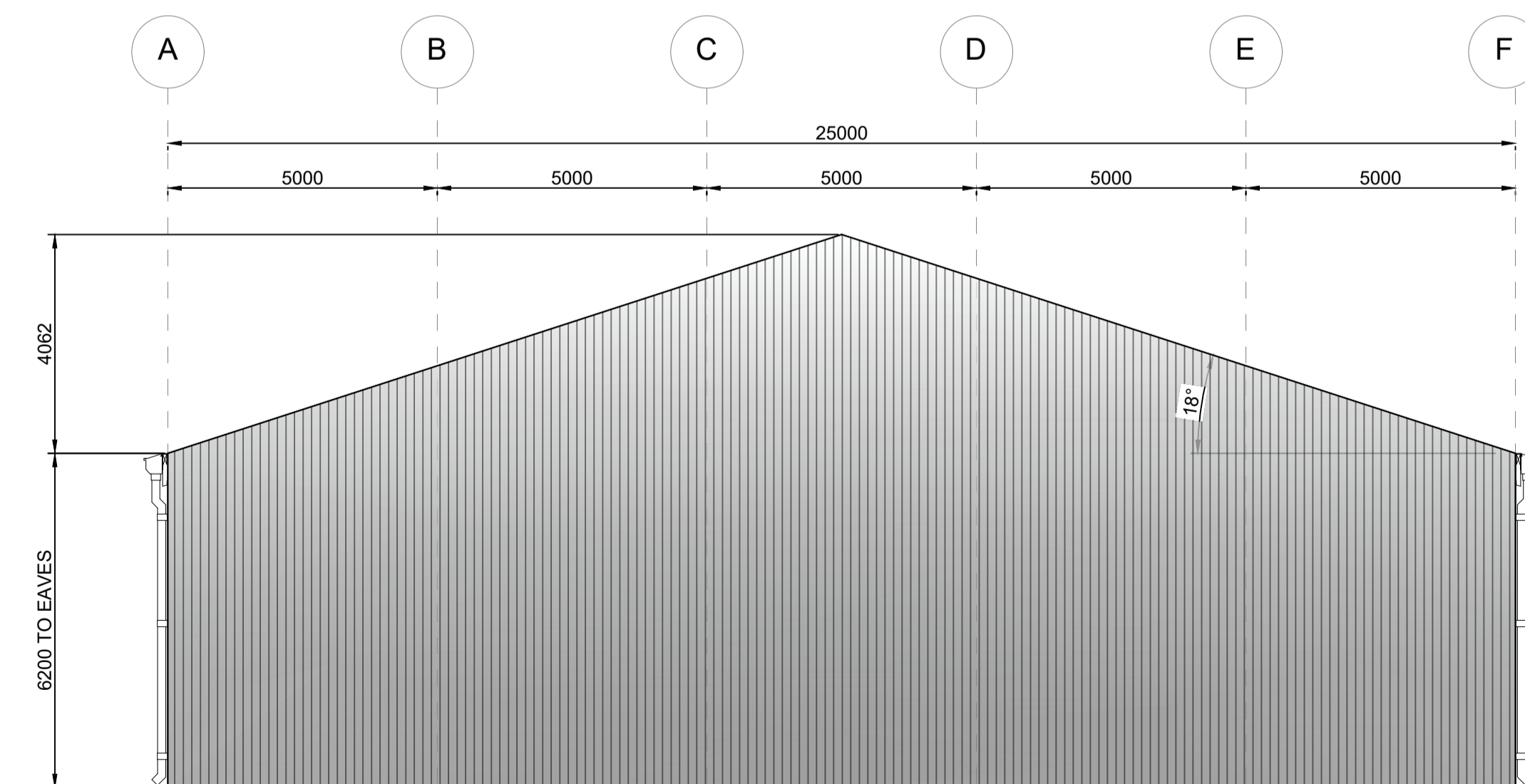
WORKSHOP G (25m x 55m) ELEVATION ON GRID LINE A

SCALE 1:100



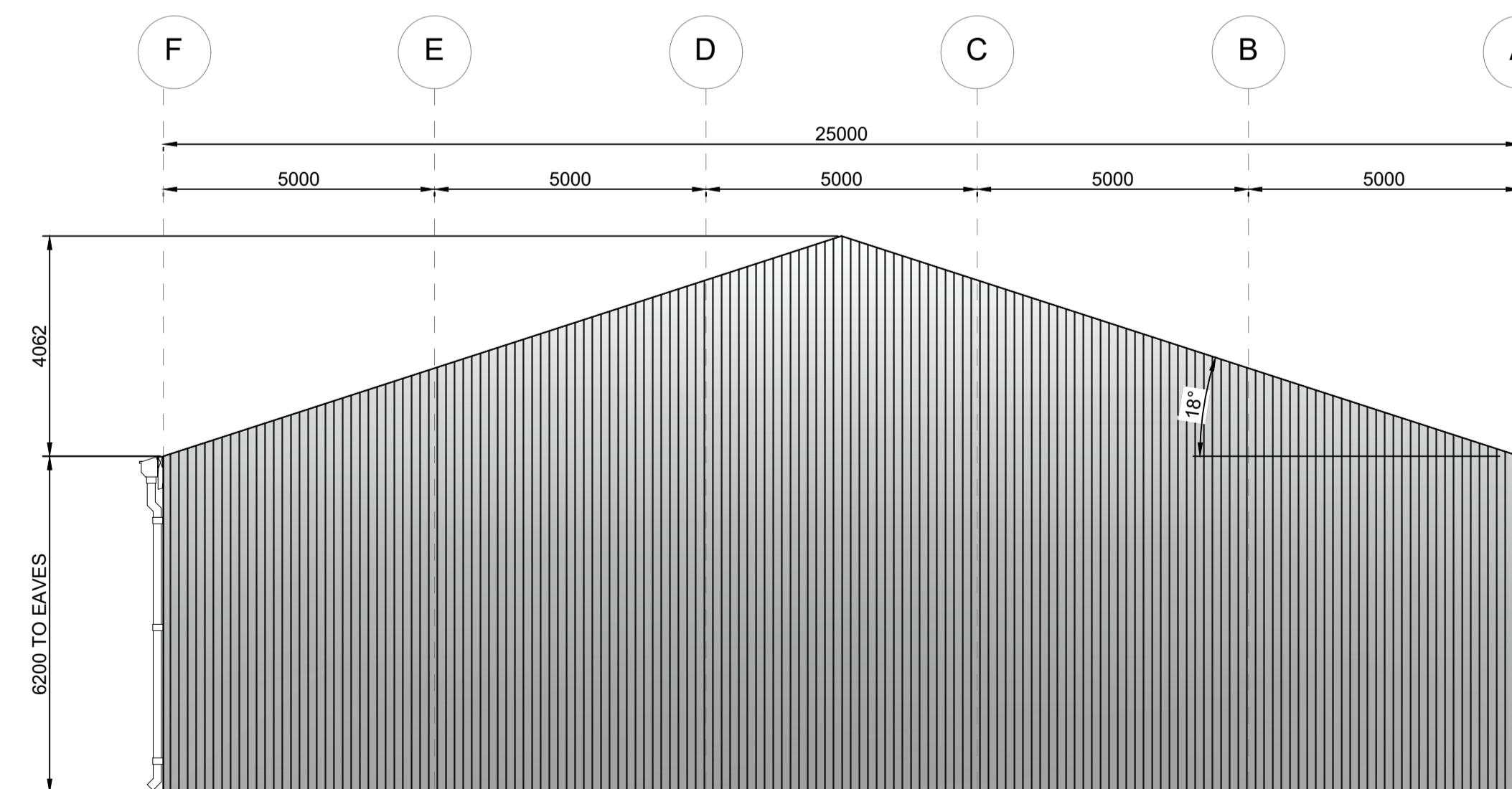
WORKSHOP G (25m x 55m) ELEVATION ON GRID LINE F

SCALE 1:100



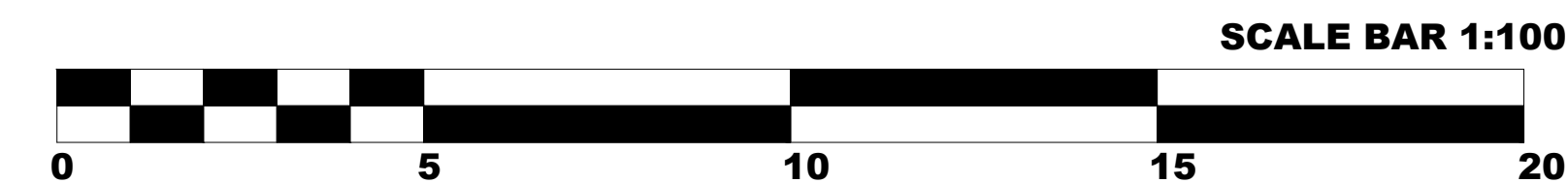
WORKSHOP G (25m x 55m) ELEVATION ON GRID LINE 1

SCALE 1:100



WORKSHOP G (25m x 55m) ELEVATION ON GRID LINE 12

SCALE 1:100



REV	DATE	REVISION	MADE	CHK	APP
E	16.06.2023	ROLLER SHUTTER DOOR MOVED	GTB	JS	.
D	10.05.2023	ROLLER SHUTTER DOOR MOVED	GTB	JS	.
C	11.08.2021	REVISED TO SUIT CLIENT COMMENTS	DR	JS	.
B	26.01.2021	REVISED TO SUIT CLIENT COMMENTS	DR	JS	.
A	20.01.2021	FIRST ISSUE	DR	JS	.

PURPOSE OF ISSUE

STATUS: SUITABLE FOR


Clear Span Buildings Ltd
 The Grange
 Llandrinio
 Llanymynech
 Powys
 SY22 6SG

CLIENT

PROJECT

DRAWING TITLE

SHINFIELD STUDIO WORKSHOPS

WORKSHOP G (25m x 55m) ELEVATIONS

SCALE	DRAWN/DESIGN	CSL REF	REVISION		
1:100 @A1	DR	1000	E		
PROJECT	ORIGINATOR	VOLUME/ LEVELS & LOCATIONS	TYPE	ROLE	NUMBER
1000- CSL - ZZ - XX - DR - S - 012					

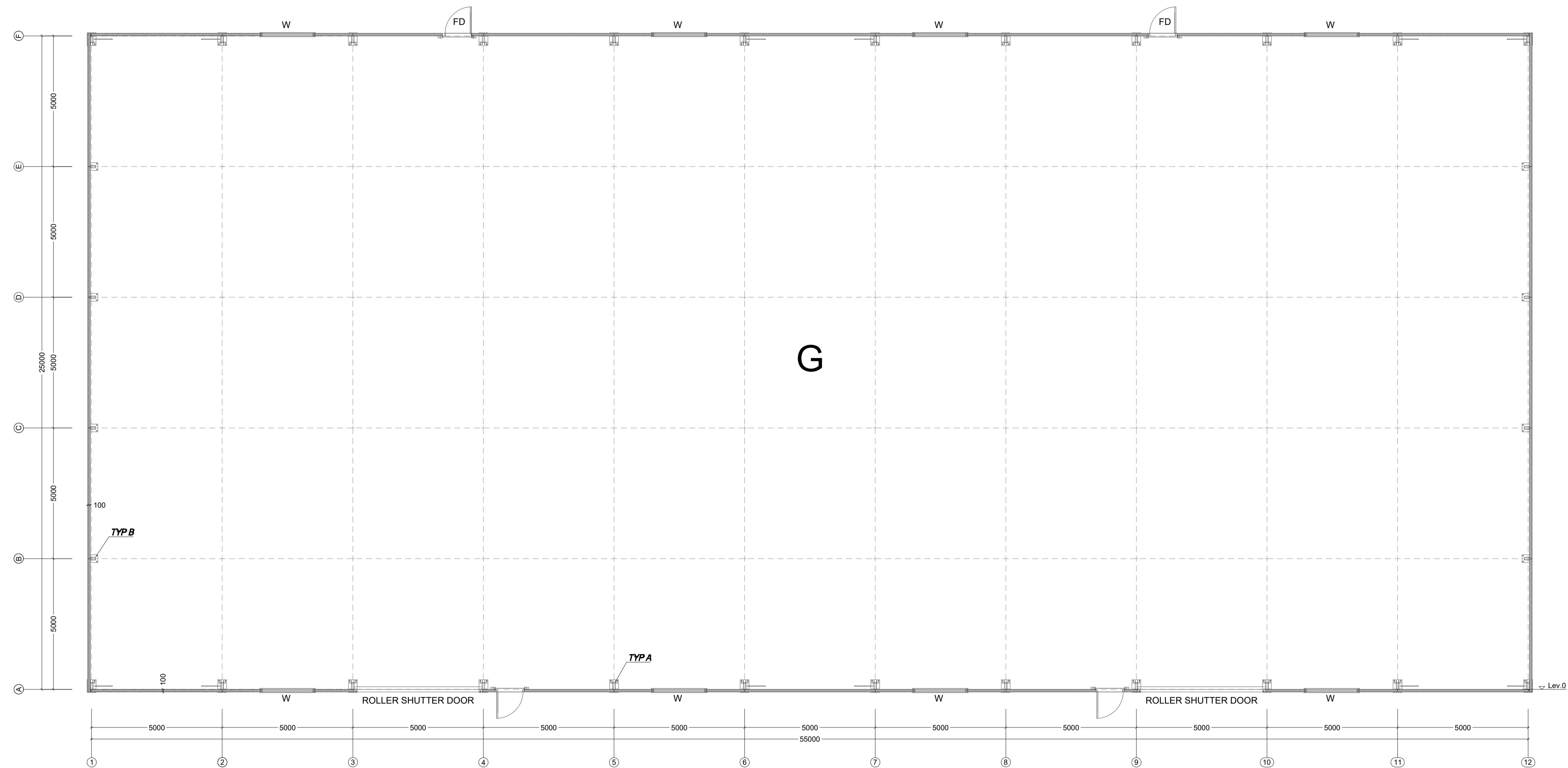
AUTOCAD 2021

241

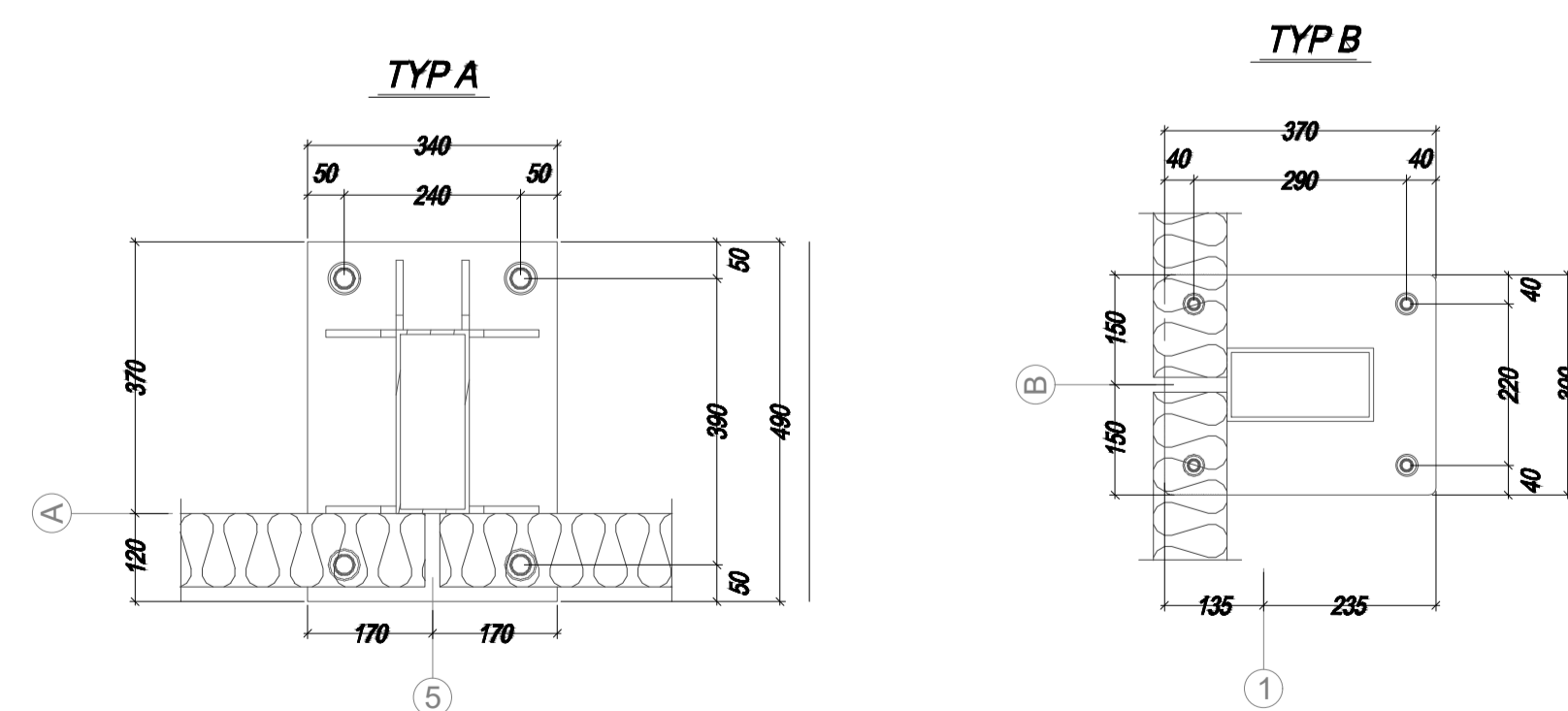
100mm
50mm

PRINT ACCURACY INDICATOR 50mm 100mm

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WORKSHOP G - 25m x 55m
GROUND FLOOR LAYOUT
SCALE 1:100



TYP A & TYP B
DETAILS
SCALE 1:10

NOTES

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REV	DATE	REVISION	MADE	CHK	APP
E	16.06.2023	ROLLER SHUTTER DOOR MOVED	GTB	JS	.
D	10.05.2023	ROLLER SHUTTER DOOR MOVED	GTB	JS	.
C	11.08.2021	REVISED TO SUIT CLIENT COMMENTS	DR	JS	.
B	26.01.2021	REVISED TO SUIT CLIENT COMMENTS	DR	JS	.
A	20.01.2021	FIRST ISSUE	DR	JS	.

PURPOSE OF ISSUE

STATUS: SUITABLE FOR

Clear Span Buildings Ltd
The Grange
Llandrinio
Llanymynech
Powys
SY22 6SG

CLIENT

PROJECT

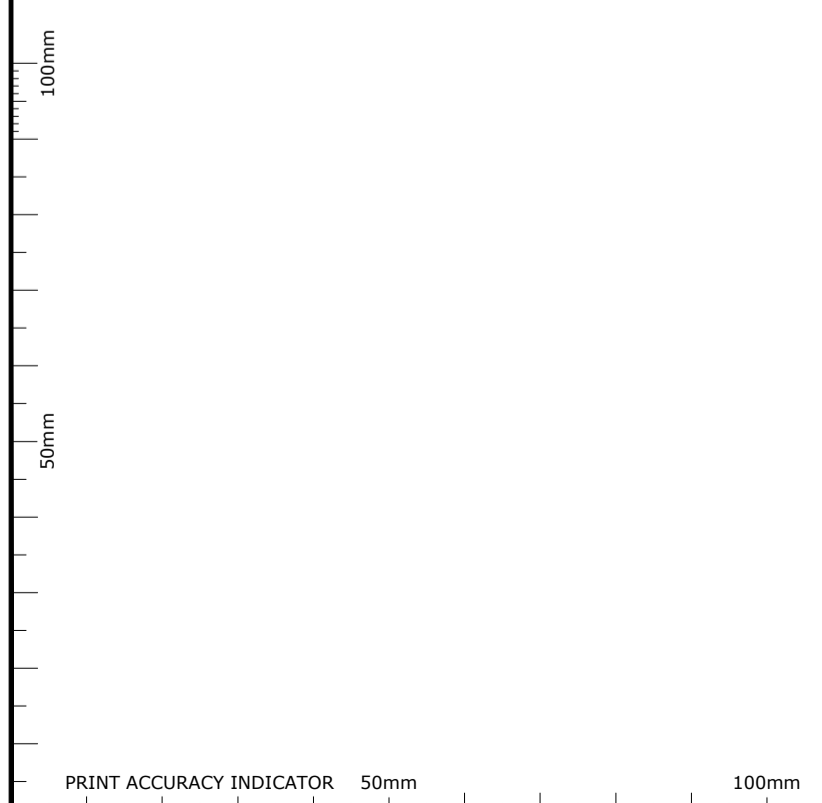
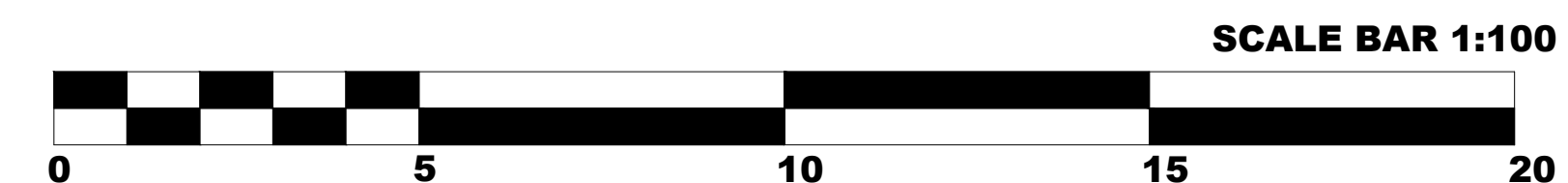
SHINFIELD STUDIO WORKSHOPS

DRAWING TITLE

WORKSHOP G
25m x 55m
GENERAL ARRANGEMENT

SCALE	DRAWN/DESIGN	CSL REF	REVISION
1:100 @A1	DR	1000	E

PROJECT	ORIGINATOR	VOLUME/ SYSTEM	LEVELS & LOCATIONS	TYPE	ROLE	NUMBER
1000- CSL - ZZ - XX -DR- S -011						



AUTOCAD 2021

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WORKSHOP G (25m x 55m) ROOF LAYOUT
SCALE 1:100

NOTES

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REV	DATE	REVISION	MADE	CHK	APP
D	11.05.2023	REMOVE SITE LOCATION PLAN	GTB	JS	.
C	11.08.2021	REVISED TO SUIT CLIENT COMMENTS	DR	JS	.
B	26.01.2021	REVISED TO SUIT CLIENT COMMENTS	DR	JS	.
A	20.01.2021	FIRST ISSUE	DR	JS	.

PURPOSE OF ISSUE	
STATUS	SUITABLE FOR

Clear Span Buildings Ltd
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SY22 6SG

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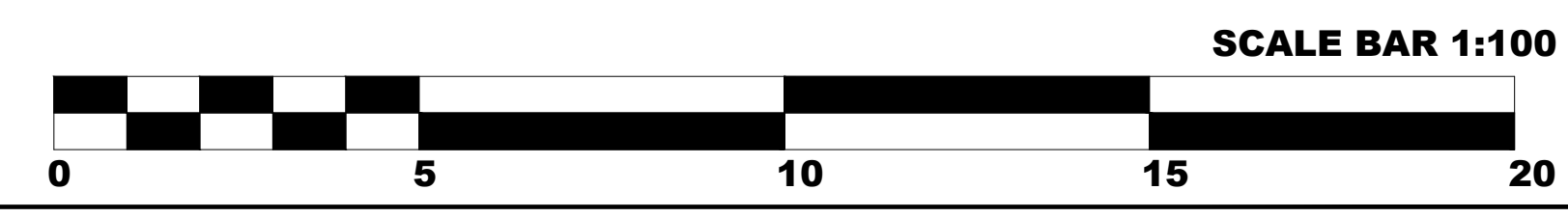
PROJECT

SHINFIELD STUDIO WORKSHOPS

DRAWING TITLE

WORKSHOP G (25m x 55m)
ROOF PLAN

SCALE	DRAWN/DESIGN	CSL REF	REVISION
1:100 @A1	DR	1000	D
PROJECT	ORIGINATOR	VOLUME/ SYSTEM	LEVELS & LOCATIONS
1000- CSL - ZZ - XX -DR- S -013			



245

100mm
50mm

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