

MEMBERS' UPDATE

Planning Committee – 13 February 2019

Site Address: Land South of Cutbush Lane, Shinfield
Application No: 181499, Pages 9-61

Pp 10 -11 and pp 31: Add to the list of heads of terms – changes shown in italics:

- Provision of off-site sports facilities *including securing a cricket pitch and pavilion at land at the Manor, Brookers Hill*
- 35% Affordable housing provision on site with a payment in lieu of 0.15 dwelling *and a further financial contribution*
- *Provision of SANG extension land at Langley Mead subject to approval under application ref: 181631*

Pp 11 – 17: Update to plans.

Plans to be omitted:
041611-BEL-TV-01-C
041611-BEL-TV-02-C

Plans to be included:
041611-BEL-TV-01-D
041611-BEL-TV-02-D
6454/LS/AS P5 Rev 1 – for info only subject to further refinement for conditions discharge

Pp 9: Clarification: Refers to annex 1 although it is not possible to label these for the agenda, this is the Housing Land Supply and Reserve Sites Executive Decision on the 27th of July 2017 appended to the report.

Pp 51 para 19: Clarification: Refers to annex 4-14 although it is not possible to label these for the agenda, this refers to the plans appended to the report.

Pp 59 para 73 Table 2: Typo in regard to parking numbers. The total is 415 allocated spaces and 95 unallocated / visitor as set out in the presentation.

2 further letters of objection / comment have been received since the publication of the agenda. No further issues have been raised that are not addressed in the report.

Site Address: Land South of Reading Road and Arborfield Road, East of Chestnut Crescent, West of the River Loddon
Application No: 181631, Pages 105-114

1. RECOMMENDATIONS

The committee to authorise the GRANT OF PLANNING PERMISSION subject to the following:

A) Completion of a legal agreement to include:

- Permitted Use of the Site
- Phasing of Delivery
- Step in Rights for the Council
- Contingency Sum
- Appropriate triggers for the delivery of the SANG in accordance with appropriate housing delivery figures within the South of the M4 SDL, to be agreed with WBC

B) Conditions and Informatives:

1. Timescale

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

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 drawings and documents numbered and named as:

Drawings

Masterplan - RG-L-01D (Notwithstanding the requirements of condition 12 and 15)

Field Boundaries – RG-L-03-01A

Pedestrian Gates and Path Details – RG-L-03-2A

Site Furniture – RG-L-04-01B

Boundary Treatments - RG-L-04-02B

Application boundary - RG-L-06A

Site Location Survey - A119-LM-100 P2

General Arrangement - A119-LM-101 P1

Vehicular Tracking - A119-LM-110 P1

Materials Layout - A119-LM-600 P1

Documents

Ecological Assessment and Management Plan – 1818-1C

Ecological Assessment and Management Plan Appendices – 31/10/18

Ecological Assessment – Response to Consultee Comments

Tree Survey and Retention and Removal Advice – FLAC CC28-1018

Transport Statement – A119-R001/B

received by the local planning authority on June 6 2018. 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.

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. Parking to be provided

The car park shall not be open for use until the vehicle parking spaces have been provided in accordance with the approved plans. The vehicle parking spaces shall be permanently maintained and remain available for the parking of vehicles at all times.

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.

4. Turning space to be provided

The car park shall not be open for use until the turning space has been provided in full accordance with the approved plans. The turning space shall thereafter be retained in accordance with the approved details and shall be used for no other purpose.

To ensure a satisfactory form of development and to avoid adverse impact on the public highway in the interests of highway safety. Relevant policy: Core Strategy policies CP3 & CP6.

5. Cycle parking - details required

The car park shall not be open for use until the bicycle storage/ parking facilities for the users of the SANG development has been provided in full accordance with the approved plan. Bicycle storage/ parking facilities shall thereafter be retained in accordance with the approved details and shall be used for no other purpose

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. Visibility splay provision

Prior to the first use of the development the proposed vehicular access shall have been formed and provided with visibility splays shown on the approved drawing. 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.

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

7. Access surfacing

The car park shall not be in use until the vehicular access has been surfaced with a bonded material across the entire width of the access for a distance of 10 metres measured from the carriageway edge.

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

8. Access to be provided before development

No other development of the site as hereby approved shall take place until the access and car park have been constructed in accordance with the approved plans to be submitted as part of condition 14.

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

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

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

10. Car park security

Prior to the first use of the SANG the development, hereby permitted, details of any CCTV and lockable height barrier shall be submitted to and approved in writing by the Local Planning Authority. The lockable height barrier shall be implement in accordance with such details as may be approved before first use of the SANG hereby permitted and shall permanently retained in the approved form for the lifetime of the development.

Reason: In the interest of security, highway safety, and to ensure proper usage of the site Relevant policy Core Strategy CP3 and CP6

11. Archaeology

Prior to the commencement of development, including any ground preparation and any works causing below ground disturbance, on site the applicant, or their agents or successors in title, will secure and implement a programme of archaeological work, which may comprise more than one phase of work, in accordance with a written scheme of investigation which has been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details. Changes to and additional works to the management of the site shall only take place in accordance with the detailed scheme approved pursuant to this condition.

Reason: The site is identified as being of archaeological potential. Investigation is required to allow preservation and recording of any archaeological features or artefacts before disturbance by the development. Relevant policy: National Planning Policy Framework Section 16 (Conserving and Enhancing the Historic Environment) and Managing Development Delivery Local Plan policy TB25

12. Attenuation details

Prior to the first use of the Langley Mead SANG extension, details of the proposed attenuation ponds shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

This is 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.

13. Landscape management

Prior to the commencement of the development a landscape management plan, including long term design objectives, management responsibilities, timescales and maintenance schedules for all landscape areas, 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.

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

14. Drainage

Development should not begin until drainage details for the car park have been provided, demonstrating how the car park levels fall towards the filter drain and calculations demonstrating the storage volumes of the filter drain as well as the site access culvert capacity to cope with flows within the ditch to the north.

This is 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.

15. Pedestrian Links

Prior to the first use of Phase 2 of the development, details of pedestrian links from within the site to footpath 5 and 6, shall be submitted to and approved in writing by the local planning authority. Linkages shall be delivered in accordance with the approved details prior to the first use of the Phase 2 SANG land.

This is to ensure suitable pedestrian links to the wider area. Relevant Policy CP1, CP3 and CP6 of the Core Strategy.

C) Reason for Refusal

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:

- Permitted Use of the Site
- Phasing of Delivery
- Step in Rights for the Council
- Contingency Sum
- Appropriate triggers for the delivery of the SANG in accordance with appropriate housing delivery figures to be agreed by WBC

Within six month 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 reason:

Representations

For clarification purposes, the Parish have not provided any further comments on this change of use application further to those stated within the Representations section of the report and which related to the housing application at Land South of Cutbush Lane, Shinfield (reference 181499).

Site Address: Pitt Works, Colemansmoor Road, Woodley
Application No: 180988, Pages 121-161

The applicant has submitted a revised Location Plan, Block Plan and Site Plan, which omit the substation in the south western corner of the site from the red line, as this is outside of their ownership. No new or additional works are proposed. Condition 2 of the recommendation on page 122 should be amended as follows:

2. Approved plans

This permission is in respect of the submitted plans numbered

1784_02 Rev B	1784_22 Rev A	1784_41 Rev A	1784_60 Rev A
1784_05 Rev B	1784_23 Rev A	1784_42 Rev A	1784_61 Rev A
1784_10 Rev A	1784_30 Rev A	1784_43 Rev A	1784_62 Rev A

1784_11 Rev A	1784_31 Rev A	1784_50 Rev A	1784_63 Rev A
1784_12 Rev A	1784_32 Rev A	1784_51 Rev A	1784_64 Rev A
1784_13 Rev A	1784_33 Rev A	1784_52 Rev A	1784_65 Rev A
1784_14 Rev A	1784_34 Rev A	1784_53 Rev A	1784_70 Rev A
1784_20 Rev A	1784_35 Rev A	1784_54 Rev A	1711004-001
1784_21 Rev A	1784_40 Rev A		

All of which were received by the local planning authority on 19 December 2018. 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.

Condition 10 should be amended as follows to reflect the fact that lighting should be designed to take account of neighbouring amenity as well as the protection of wildlife:

10. Lighting details

No development shall commence until a report detailing the lighting scheme and how this will not adversely affect wildlife and surrounding neighbours has been submitted to and approved in writing by the LPA. The report shall include the following figures and appendices:

- a) A layout plan with beam orientation
- b) A schedule of equipment
- c) Measures to avoid glare within the site and light spill across the site boundaries
- d) An isolux contour map showing light spillage to 1 lux both vertically and horizontally and areas identified that could be of importance for commuting and foraging bats.

The approved lighting plan shall thereafter be implemented as agreed.

Reason: To minimise impacts on biodiversity in accordance with Paragraphs 170 and 175 of the NPPF and upon neighbouring properties in accordance with Policies CP1 and CP3 of the Core Strategy.

Condition 23 fails to acknowledge that the developer has the option of paying a Contribution for the Employment Skills Plan, as explained in paragraph 121 (page 160) of the officer report. This will be detailed in the accompanying section 106 agreement, which is not yet finalised, but Condition 23 should also be amended as follows

23. Employment Skills Plan

None of the residential dwellings hereby approved shall be occupied until an Employment and Skills Plan is submitted to and approved in writing by the local planning authority. The Employment and Skills Plan shall show how the development hereby permitted provides opportunities for training, apprenticeship or other vocational initiatives to develop local employability skills and shall be implemented in accordance with the approved details. Alternatively, in lieu of implementing the Employment Skills Plan, the appropriate contribution is to be paid to the local planning authority prior to occupation of any of the dwellings. .

Reason: To ensure training opportunities are available for local workers.

Relevant policy: Managing Development Delivery Local Plan policy TB12.

Condition 31 of the recommendation on page 133 is erroneous by referring to all first floor habitable windows. It should instead read:

31. Obscure glazing

All first floor side windows within the development hereby permitted shall be fitted with obscured glass and shall be permanently so-retained. The windows shall be non-opening unless the parts of the window which can be opened are more than 1.7 metres above the finished floor level of the room in which the window is installed and shall be permanently so-retained.

Reason: To safeguard the residential amenities of neighbouring properties.

Relevant policy: Core Strategy policy CP3

To ensure that the development satisfies the intent of the Core Strategy and MDD Local Plan in its entirety, the following conditions should also be added to the recommendation at Conditions 36 and 37:

36. Electric vehicle charging

Prior to commencement of development above finished floor level, 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: NPPF Section 9 (Sustainable Transport) and Core Strategy policies CP1, CP3 and CP6 and Managing Development Delivery Local Plan policy CC07 and Appendix 2 and the Council's Parking Standards Study Report (2011).

37. Vermin control

Prior to commencement of development, a scheme detailing rat, vermin and other pest control measures shall be submitted to the Local Planning Authority for approval in writing. The scheme shall include:

- a) Details of the methods used to reduce existing rat populations and discourage dispersal of rats from the site during the groundworks and construction phase
- b) A methodology for assessing the ongoing effectiveness of different rat and vermin and pest deterrent methods
- c) Taking account of the ecological nature of the site, an objective methodology for assessing when rodenticides/insecticide shall be applied
- d) Details of control measures and ongoing assessment of effectiveness in relation to mammalian pests;
- e) Provision for submission of records relating to the implementation of the foregoing measures to the Local Planning Authority

The approved scheme shall thereafter be implemented for the duration of the construction activities associated with the delivery of the development.

Reason: To minimise the migration of rats and other vermin to surrounding areas during site clearance and groundworks.

Relevant policies: Core Strategy policies CP1 and CP3.

Paragraph 37 on page 148 is incorrect. The last sentence should read 'With 17 dwellings on 0.48 hectares, the requirement for affordable housing is triggered and it equates to 5.1 dwellings'.

The discrepancy has arisen with the reduction in the number of dwellings from 20 to 17 in the Revision A plans. For clarity, the Council's Viability Assessment was undertaken against a proposal for 20 dwellings. By reducing the scheme to 17 dwellings and altering the unit mix accordingly as part of the revised scheme, the project would theoretically be made more unviable from the perspective of providing affordable housing. This has been confirmed in email by the author of the original Viability Review.

Paragraph 113 at page 159 is incorrect and should be clarified. Only three dwellings have access to garages (Plots 14, 15 and 17) and a further four dwellings have access to a carport (Plots 7, 8, 11 and 12). These spaces could accommodate internal bin storage. The figure for the number of garages differs from that specified in paragraph 76 at page 154 (two garages) because that paragraph details the total number of garages on the site.

There has also been a request for clarification about trip rates. In the peak hour, the proposed residential development would generate approximately seven vehicular movements (i.e. an arrival or departure) from the main access and two vehicular movements from the second minor access. Trip rates are those agreed from the TRICS trip generation database. The current commercial use of the site would generate approximately eight vehicular movements in the AM peak and six vehicular movements in the PM peak hour.

There was also some discussion at the Site Inspection as to the location of any sewer pipes on or near the site. This is included as Informative 8 for precautionary purposes only. It is the obligation of the developer to ensure that any pipes are protected or relocated and this will be established through consultation with Thames Water.

Site Address: West Forest Gate, Wellington Road, Wokingham
Application No: 182460, Pages 201-225

Parking Provision

The application proposes that 5 of the units would not have allocated parking and would be car free units.

Condition 19 secures a parking management strategy to manage the proposed parking arrangement. A framework parking strategy has been submitted and proposes the following outline measures, however the full details would be agreed by condition 19:

- Signage indicating residents parking
- Residents made aware at point of purchase of the car parking available to them
- Parking permits will be issued to each resident, and visitor permits which must be clearly displayed in vehicle at all times
- The issuing of parking permits and management of the use of the spaces would be overseen by an appointed management company

Members are advised that an appeal was allowed in October 2017 for 2no. 2 bed flats at 3 Rectory Road, Wokingham (application reference 162715 and appeal ref APP/X0360/W/17 3178050) whereby the Inspector noted that Appendix 2 of the MDD Local Plan, which details the parking standards, should be regarded as a starting point for establishing car parking provision and it should be recognised that each site be assessed on its merits. The Inspector found that given the location on the edge of the town centre, the provision of choices in the mode of transport for future occupiers and given the limited on-street parking nearby, the lack of parking would not result in conflict with highway safety. This appeal is a material consideration in the determination of this application at West Forest Gate.

Condition 18 – Travel Plan

Proposed condition 18 (Travel Plan) is not required because the applicant intends to make a contribution to the My journey programme which supports and promotes alternative modes of transport including car sharing. Condition 18. is to be replaced with the following condition to secure electric vehicle charging points.

Electric vehicle charging

18. 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 secured electric vehicle charging 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 and CP6 and Managing Development Delivery Local Plan policy CC07 and Appendix 2 and the Council's Parking Standards Study Report (2011).

Car Club

Wokingham has an existing car club based at Montague Park which is open to join by any member of the public and is proving to be popular with residents. The provision of another car club is being developed by Wokingham Borough Council to provide additional viable alternatives to owning a motor vehicle, with the Town Centre being a proposed location for the car club vehicles. There are a number of different operating modes for such a car club, however it is likely that WBC would commission the company in order to maintain control over the scheme and provide convenient parking places for the vehicles which would be agreed with the council. Customers are likely to be able to sign up to the scheme through a one off membership fee and cars are available to book online at their convenience with charges either by the hour or per day. The financial contribution sought would be used to implement the provision of a car club, within the Town Centre.

Pre-emptive site visits

180753 Trident House 2 King Street Lane Winnersh – Change of use and extension to form 12 Flats

18330 The Day Centre South Lake Crescent Woodley – Erection of 10no. 3 bed semi detached dwellings

Non householder Appeal Decisions Received between January 9th – 12th February 2019

Address	Development	Decision	Main planning issues identified/ addressed
26 Maiden Earley Drive	Certificate of lawfulness for construction of an outbuilding	DISMISSED and costs application DISMISSED	Not sited within the curtilage, not incidental to enjoyment of dwellinghouse and would not meet criteria in terms of distance to boundary.
Land Rear of Tree Tops Heath Ride Finchampstead	Certificate of lawful use for caravan storage, repair and maintenance	Allowed	Inspector found on the balance of probabilities the use to be lawful (carried out for 10 years or more)
Land Rear of Tree Tops	Demolition of existing	Dismissed	Development would fail to maintain or enhance the high

Heath Ride Finchampstead	outbuildings and erection of 2no. four bed dwellings and 1no. 3 bed dwellings		quality of the environment and is not an appropriate layout.
Oaklands, Beggars Hill Road Charvil	Erection of single dwelling and garage	Dismissed	Harm in terms of encroachment of built development into the countryside that differentiates between two distinct settlements.