

# Agenda Item 50.

Application Number	Expiry Date	Parish	Ward
230099	15.12.2023	Winnersh	Winnersh

<b>Applicant</b>	Aldi Stores Limited
<b>Site Address</b>	Land to the South of Gazelle Close, Winnersh, RG41 5HH
<b>Proposal</b>	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.
<b>Type</b>	Full
<b>Officer</b>	Mark Croucher
<b>Reason for determination by committee</b>	Major application

<b>FOR CONSIDERATION BY REPORT PREPARED BY</b>	Planning Committee on Wednesday, 13 December 2023 Assistant Director – Place and Growth
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<b>RECOMMENDATION</b>	<p><b>That the committee authorise the GRANT OF PLANNING PERMISSION subject to the following:</b></p> <p><b>A. Completion of a legal agreement relating to the following head of terms:</b></p> <p style="padding-left: 40px;">1. Employment Skills Plan</p> <p><b>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).</b></p> <p><b>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).</b></p>
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<p><b>SUMMARY</b></p> <p>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.</p>
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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.

<b>RELEVANT PLANNING HISTORY</b>		
<b>Application No.</b>	<b>Description</b>	<b>Decision &amp; Date</b>
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



<b>DEVELOPMENT INFORMATION</b>	
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
<b>CONSTRAINTS</b>	Flood Zone 2 and 3 Countryside Thames Basin Heaths - Special Protection Area – 5 and 7 km

<b>CONSULTATION RESPONSES</b>	
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 499m<sup>3</sup> 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 1,793m<sup>2</sup> 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:

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

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.

<b>The Public Sector Equality Duty (Equality Act 2010)</b>
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<i>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.</i>
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## **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.