



# **WOKINGHAM BOROUGH COUNCIL**

A Meeting of the **PLANNING COMMITTEE** will be held at the Civic Offices, Shute End, Wokingham, RG40 1BN on **WEDNESDAY 24 JUNE 2015 AT 7.00 PM**

A handwritten signature in black ink, appearing to read 'Andy Couldrick'.

Andy Couldrick  
Chief Executive  
Published on 16 June 2015

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

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## **Our Vision**

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

### ***Our Priorities***

**Improve educational attainment and focus on every child achieving their potential**

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

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

**Tackle traffic congestion in specific areas of the Borough**

**Improve the customer experience when accessing Council services**

### ***The Underpinning Principles***

**Offer excellent value for your Council Tax**

**Provide affordable homes**

**Look after the vulnerable**

**Improve health, wellbeing and quality of life**

**Maintain and improve the waste collection, recycling and fuel efficiency**

**Deliver quality in all that we do**

## MEMBERSHIP OF THE PLANNING COMMITTEE

### Councillors

Simon Weeks (Chairman)	Tim Holton (Vice-Chairman)	Chris Bowring
John Kaiser	Bob Pitts	Malcolm Richards
Rachelle Shepherd-DuBey	Chris Singleton	Wayne Smith

ITEM NO.	WARD	SUBJECT	PAGE NO.
1.		<b>APOLOGIES</b> To receive any apologies for absence.	
2.		<b>MINUTES OF PREVIOUS MEETING</b> To confirm the Minutes of the Meeting held on 29 April 2015.	5 - 10
3.		<b>DECLARATION OF INTEREST</b> To receive any declaration of interest	
4.		<b>APPLICATIONS TO BE DEFERRED AND WITHDRAWN ITEMS</b> To consider any recommendations to defer applications from the schedule and to note any applications that may have been withdrawn.	
5.	Arborfield	<b>APPLICATION NO: F/2014/2032 - LAND AT HIGHFIELD PARK, EVERSLEY ROAD, ARBORFIELD CROSS</b> Recommendation: Conditional Approval, subject to Legal Agreement.	11 - 30
6.	Arborfield	<b>APPLICATION NO: F/2012/0276 - LAND ADJOINING HIGHFIELD PARK, EVERSLEY ROAD, ARBORFIELD CROSS</b> Recommendation: Conditional Approval, subject to Legal Agreement	31 - 54
7.	Winnersh	<b>APPLICATION NO: VAR/2014/2499 - ROCKWELL COLLINS, PLOT 700 WHARFEDALE ROAD, WINNERSH</b> Recommendation: Conditional Approval	55 - 106
8.	Norreys	<b>APPLICATION NO: F/2015/0060 - LAND ADJACENT TO 13 BARRETT CRESCENT, WOKINGHAM</b> Recommendation: Conditional Approval	107 - 120
9.	Hawkedon	<b>APPLICATION NO: F/2015/0557 - 48 RATBY CLOSE, EARLEY</b> Recommendation: Conditional Approval	121 - 140

- 10. PRE COMMITTEE SITE VISITS**  
To consider any recommendations from the Head of Development Management to hold pre-committee site visits, set out in Members' Update
- 11. ANY OTHER ITEMS WHICH THE CHAIRMAN DECIDES ARE URGENT**  
A Supplementary Agenda will be issued by the Chief Executive if there are any other items to consider under this heading

### **GLOSSARY OF TERMS**

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

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

### **CONTACT OFFICER**

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# Agenda Item 2.

## MINUTES OF A MEETING OF THE PLANNING COMMITTEE HELD ON 29 APRIL 2015 FROM 7.00 PM TO 8.35 AM

### **Committee Members Present**

Councillors: Simon Weeks (Chairman), Tim Holton (Vice-Chairman), Chris Bowring, John Kaiser, Malcolm Richards, Rachelle Shepherd-DuBey and Chris Singleton

### **Other Councillors Present**

Councillors: Prue Bray and John Halsall

### **Officers Present**

Tricia Harcourt, Senior Democratic Services Officer  
Chris Easton, Service Manager Highway Development  
Clare Lawrence, Head of Development Management and Regulatory Services  
Mary Severin, Borough Solicitor

### **Case Officers Present**

Christopher Howard, Planning Officer  
Cris Lancaster, Planning Officer  
Ashley Smith, Planning Officer  
Graham Vaughan, Planning Officer

### **120. APOLOGIES**

Apologies for absence were submitted from Councillors Bob Pitts and Lindsay Ferris.

### **121. MINUTES OF PREVIOUS MEETINGS**

The Minutes of the Extraordinary meeting of the Committee held on 25 March 2015 and the meeting of the Committee held on 1 April 2015, were confirmed as a correct record and signed by the Chairman.

### **122. DECLARATION OF INTEREST**

There were no declarations of interest.

### **123. MEMBERS' UPDATE**

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

### **124. APPLICATIONS TO BE DEFERRED AND WITHDRAWN ITEMS**

No applications had been recommended for deferral or withdrawn.

### **125. APPLICATION NO: RM/2014 2561 - LAND NORTH OF CUTBUSH LANE, SHINFIELD**

**Proposal:** Reserved Matters application pursuant to outline planning consent O/2013/0101, for a residential development comprising up to 126 dwellings, public open space, children's play areas, accesses to Cutbush Lane and the Shinfield Eastern Relief Road, landscaping, ecological buffer zone, ground modelling, sustainable drainage and associated infrastructure.

**Applicant:** Bellway Homes Thames Valley Limited

The Committee considered a report about this application, set out on Agenda pages 19 to 49.

The Committee was advised that the Members' Update included details of:

- The list of plan numbers to be attached to condition 2;
- Two recommended additional conditions.

The following corrections to the report were noted:

- Agenda page 28 – in paragraph 11, delete the words 'up to' and the phrase should now read '*including 35% affordable housing within SDLs*';
- Agenda page 32 – paragraph 41, delete the word 'around' from the first line.

Members were reminded that principle of residential development on this site had been established by the outline planning permission and that the conditions attached to that planning permission, would still apply to this application if approved.

It was noted that Members had visited this site when considering the outline application.

In answer to Member questions, the Highways Officer confirmed that the primary roads through the development will be 6.1m wide which is sufficient for buses to pass any parked cars. On-street parking should not be a problem because of the good provision of parking spaces throughout the development. If on-street parking does become a problem, there is provision in the Legal Agreement to fund a Traffic Regulation Order to create restrictions. Bus services will be in place earlier due to the earlier than anticipated delivery of the Eastern Relief Road, which is due to be completed during the summer of 2016, and due to links to other development sites in the area. The access leading onto the Eastern Relief Road will be a bus link.

**RESOLVED:** That application RM/2014/2561 be approved, subject to the conditions set out on Agenda pages 21 and 22, with the plan numbers added to condition 2 and the two additional conditions, as set out in the Members' Update.

**126. APPLICATION NO: F/2014/2662 - GRAZELEY PRIMARY SCHOOL, MEREOAK LANE, GRAZELEY**

**Proposal:** Erection of a new extension to existing school to provide three new classrooms, cookery room and toilets, including new external works to provide car parking, multi-use games area (MUGA), football pitch and play area.

**Applicant:** Wokingham Borough Council

The Committee considered a report about this application, set out on Agenda pages 51 to 69.

The Committee was advised that the Member's Update included details of:

- Clarification on the area provided for games;
- Clarification of the car parking provision;
- An update on the ecological issues;
- Subsequent recommended ecological conditions and informative

**RESOLVED:** That the Head of Development and Regulatory Services be authorised to approve application F/2014/2662, subject to there being no objection being raised by the

Office for Nuclear Regulation (ONR); and to the conditions set out on Agenda pages 52 to 57, with the two additional conditions and additional informative as set out in the Member's Update.

**127. APPLICATION NO: F/2014/2611 - GROVELANDS AVENUE WORKSHOPS, GROVELANDS PARK, WINNERSH**

**Proposal:** Erection of residential development of 6 x two bedroom dwellings with the associated external works.

**Applicant:** Wokingham Housing Limited

The Committee considered a report about this application, set out on Agenda pages 69 to 87.

The Committee was advised that the Members' Update included details of:

- Information about the possible provision of an alternative access for construction traffic;
- Updated Highways and Traffic comments;
- Advice on the need for a reptile survey;
- The need for a surface water drainages strategy to be submitted;
- A revised recommendation;
- Recommended additional conditions and informatives.

Lin Morton, representing herself and other residents of Grovelands Park, spoke objecting to the application.

Councillor Prue Bray, a Local Ward Member, spoke to raise some issues of concern.

It was noted that Members had visited the site on 24 April 2015 to assess the impact on the existing dwellings and character of the area.

Members agreed with the local concerns about construction traffic accessing the site through the internal roads in the mobile home park. The residents' concerns were that the roads were narrow and already in need of repair, and they fear that because the site was previously a landfill site, heavy vehicles would cause further damage to the road and the fragile sewage pipes, with possible subsidence to the bases of the mobile homes.

The issue of whether there was a legal restriction on construction traffic using the park's internal roads was raised, with a request that this be investigated. The road is an un-adopted road on privately owned land.

Members felt that providing a temporary access to the site for construction traffic through the employment/commercial site would be better if it could be arranged and, despite the information given in the Members' Update, suggested that further discussions be carried out with the applicant and Property Services

**RESOLVED:** That application F/2014/2611 be deferred to allow for further discussions to be carried out with the applicant and Property Services, on how to address the legitimate concerns raised about the access for construction traffic being through the internal roads in the mobile home park, by creating a temporary access from the commercial/employment site.

**128. APPLICATION NO: F/2015/0073 - LAND ADJACENT TO 1 ANSON WALK, SHINFIELD**

**Proposal:** Erection of 2 x two bedroom and 2 x one bedroom flats with associated parking and landscaping.

**Applicant:** Wokingham Housing Limited

The Committee considered a report about this application, set out on Agenda pages 89 to 103.

The Committee was advised that the Members' Update included a copy of the site plan which had been missed off the Agenda, and details of:

- Clarification of the parking provision;
- Clarification of the Community Infrastructure Levy (CIL) and S 106 requirements;
- Clarification of the ridge height of the proposed building;
- Recommended additional condition about working hours.

The following correction to the report was noted:

- Agenda page 96 – paragraph 8, after '*As there are no side facing windows..*' insert the words '*servicing habitable rooms..*'

Confirmation was given that the roots of the Scots Pine at the edge of the site can be bridged without harm. Also that the land is current used for informal parking, and the proposal is to provide 4 allocated parking spaces for the residents of the flats, with 4 unallocated spaces. There is sufficient on-street parking near-by to cover the one unofficial unallocated space which is being lost.

**RESOLVED:** That application F/2015/0073 be approved, subject to the completion of a signed unilateral undertaking to provide affordable housing, within three months; and to the conditions set out on Agenda pages 90 to 93, with the additional condition set out in the Members' Update.

**129. APPLICATION NO: F/2014/2784 - GREEN ISLE, WARGRAVE ROAD, REMENHAM**

**Proposal:** Erection of dwelling and boathouse following the demolition of existing dwelling and boathouse. Plus alterations to existing footbridge.

**Applicant:** Mr T Cole

The Committee considered a report about this application, set out on Agenda pages 105 to 137.

The Committee was advised that the Members' Update included details and clarification of:

- The applicants' points about the appearance of the proposed dwelling;
- The Community Infrastructure Levy charge and reason for exemption;
- The impact on the neighbouring properties;
- Confirmation from the Tree and Landscape Officer that the loss of the large willow tree was acceptable;
- The response in the design to flood risk
- Recommended additional condition relating to the provision of a Construction Method Statement; and informative.

The following corrections to the report were noted:

- Agenda page 110 – Applicant’s Points, first bullet point add to end ‘, *of local and national significance in the context of flood mitigation and resilience.*’
- Agenda page 113 – paragraph 10, end of first sentence delete ‘*striking appearance*’ and replace with ‘*contemporary appearance*’; in the last sentence add ‘*not*’ before ‘*detrimentally*’.

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Richard Coutts, agent, spoke in support of the application.

Councillor John Halsall, a Local Ward Member, spoke objecting to the application.

Alison Barraclough, representing Remenham Parish Council, spoke objecting to the application.

It was noted that Members visited the site on 24 April 2015 to – to assess the impact on the character of the area and the Green Belt. The site was also viewed from the Henley riverbank.

Local concerns had been expressed that the bulk and design of the new dwelling was out of character and brought urbanisation to the riverside.

Confirmation was given that as the dwelling was being built for the personal benefit of the applicant, under the CIL rules it was deemed to be a ‘self build’ development.

**RESOLVED:** That application F/2014/2784 be approved, subject to the conditions set out on Agenda pages 106 to 137, with the additional condition and informative set out in the Members’ Update.

### **130. QUARTERLY ENFORCEMENT MONITORING REPORT**

The Committee received and noted the Quarterly enforcement monitoring report set out on Agenda pages 139 and 140. It was additionally reported that an injunction had been obtained today to prevent further intensification of the recent unauthorised occupation of a site in Blagrove Lane, Wokingham, by the Traveller owners of the site.

### **131. PRE COMMITTEE SITE VISITS**

The Head of Development Management and Regulatory Services had recommended that pre-Committee site visits be undertaken in respect of the following application:

- F/2015/0430 – Pine Platt, Heath Ride, Finchampstead, for the erection of a 5 bedroom dwelling with associated car parking and landscaping following demolition of existing dwelling. The site visit would enable Members to view the site in context of the street scene and wider character of the area.

**RESOLVED:** That pre-Committee site visits be undertaken on Friday 22 May 2015 in respect of the following application:

F/2015/0430 – Pine Platt, Heath Ride, Finchampstead, for the erection of a 5 bedroom dwelling with associated car parking and landscaping following demolition of existing dwelling, to view the site in context of the street scene and wider character of the area.

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# Agenda Item 5.

<b>Development Management Ref No</b>	<b>No weeks on day of committee</b>	<b>Parish</b>	<b>Ward</b>	<b>Listed by:</b>
F/2014/2032	34	Arborfield	Arborfield	Councillor Gary Cowan

**Applicant** Mr James Lee  
**Location** Land adjacent to Highfield Park, Eversley Road, Arborfield Cross **Postcode** RG2 9PP

**Proposal** Material change of use of land from six existing GRT pitches to thirteen GRT pitches and erection of washrooms.

**Type** Full

**PS Category** 11 Small scale major developments – Gypsy and Traveller pitches  
**Officer** Jennifer Seaman

**FOR CONSIDERATION BY** Planning Committee on 24/06/2015  
**REPORT PREPARED BY** Head of Development Management and Regulatory Services

## SUMMARY

The application site is in the countryside. The site currently consists of existing gypsy pitches at Highfield Park. Permanent planning permission for use of the land at Highfield Park as a gypsy caravan site was granted on appeal in 1999 and included conditions limiting each pitch to one lorry, one mobile home and one caravan.

The proposal is for the redesign of the 6 existing gypsy pitches (Plots 1, 2, 3, 4, 6 and 10) to provide 13 permanent pitches together with the formation of additional hardstanding and utility/day rooms. Each of the proposed new permanent pitches would have room for a mobile home, a touring caravan and a utility/day room and there is room for two car parking spaces on each pitch.

Although the site is in the countryside, the gypsy and traveller site at Highfield Park is long established in this countryside location. In addition to the gypsy pitches on Highfield Park, the adjoining site at Walkers Yard, formerly used for industrial purposes, has planning permission for 12 gypsy pitches. Adjoining the site is a long established scrap yard/car breakers (Berkshire Car spares) and beyond that an industrial estate (Boundoak Industrial Estate).

The existing gypsy pitches and industrial uses have resulted in a change to the character and visual appearance of the countryside, as they cover a considerable area of land. The site itself is not characteristic of either landscape character identified in the Wokingham Landscape Character Assessment due to the degraded and unmanaged nature of the site. The site is not considered to be an isolated site in open countryside, and the site is already in use as gypsy and traveller pitches and the proposal is not considered to result in a significant change to the character and appearance of this particular area of countryside.

Approval is recommended accordingly subject to the completion of a satisfactory Section 106 Agreement and Section 111 Agreement to secure SANG/SAMM payments

to ensure that there is no detrimental impact on the Thames Basin Heaths SPA.

## PLANNING STATUS

- Countryside
- Thames Basin Heath SPA 5km/7km mitigation zone

## RECOMMENDATION

### APPROVAL, subject to:-

**(A) Completion of a Section 106 Agreement/Section 111 Agreement to secure the following contributions:-**

SANG contribution £646.76 X 7 = £4527.32

SAMM contribution £2,690.93 X 7 = £18836.51

**(B) And subject to the following conditions:-**

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.  
*Reason: In pursuance of s91 of the Town and Country Planning Act 1991 (as amended by s51 of the Planning and Compensation Act 2004).*
2. The site shall not be occupied by any persons other than gypsies and travellers as defined in Annex 1: Glossary of the Planning Policy for Travellers Sites.  
*Reason: To ensure compliance with the needs of the local Gypsy and Traveller population*  
*Relevant Policy: Planning policy for traveller sites*
3. There shall be no more than 13 permanent gypsy and traveller pitches in total on the site which shall be provided as shown on the submitted plan. On each of the 13 permanent pitches hereby approved no more than two caravans, as defined in the Caravan Sites and Control of Development Act 1960 and the Caravan Sites Act 1968, shall be stationed at any time, of which only one caravan on each pitch shall be a static caravan or mobile home.  
*Reason: In the interests of visual and residential amenity and infrastructure provision.*  
*Relevant Policy: Core Strategy Policies CP1, CP2, CP3 and CP4 and Managing Development Delivery Local Plan policy TB10*
4. The proposed mobile homes, utility/day rooms and touring caravans shall be sited in accordance with plan no. Any material change to the position of a mobile home, or its replacement by another mobile home in a different location shall only take place following the written agreement of the council.  
*Reason: In the interests of visual amenity and infrastructure provision.*  
*Relevant Policy: NPPF, Wokingham Adopted Core Strategy policies CP2, CP3 and CP4 and Managing Development Delivery Local Plan policy TB10.*
5. Within a period of 2 months from the date of this approval, samples of the materials to be used in the construction of the external surfaces of the utility/day rooms shall have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.  
*Reason: In the interests of visual amenity*  
*Relevant Policy: Core Strategy Policies CP1 and CP3 and Managing Development*

*Delivery Local Plan policy TB10*

6. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) (or any Order revoking and re-enacting that Order with or without modification), no external lighting shall be installed on the site or affixed to any buildings on the site except in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.  
*Reason: In the interests of visual amenity and highway safety.*  
*Relevant Policies: Core Strategy policies CP1, CP3 and CP6 and Managing Development Delivery Local Plan policy TB10*
7. No vehicle over 3.5 tonnes shall be stationed, parked or stored on this site and no commercial activities shall take place on the land, including the external storage of materials  
*Reason: In the interests of highway safety and residential amenity*  
*Relevant policies: NPPF and Core Strategy policies CP3 and CP6 and Managing Development Delivery Local Plan policy TB10*
8. Within a period of 2 months from the date of this approval, a scheme of landscaping and hedgerow mitigation, which shall include details of species, planting sizes, spacing and numbers of trees/shrubs to be planted as well as a hedgerow mitigation scheme shall be submitted to and approved in writing by the local planning authority . The landscape and hedgerow mitigation scheme shall include a timetable for implementation and development shall be carried out in accordance with the approved scheme within a period of 6 months.  
*Reason: In the interests of visual amenity.*  
*Relevant Policies: NPPF, Core Strategy Policies CP1 and CP3 and Managing Development Delivery Local Plan policy TB10*
9. All planting comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons after the details have been approved and any trees or plants which within a period of 5 years of planting die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written approval to any variation.  
*Reason: In the interests of visual amenity.*  
*Relevant Policies: NPPF, Core Strategy Policies CP1 and CP3 and Managing Development Delivery Local Plan policy TB10*
10. Within a period of two months from the date of this approval, details of secured and covered bin stores shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented as approved within three months of the date of this permission and thereafter permanently retained.  
*Reason: In the interests of visual amenity and neighbouring amenity.*  
*Relevant Policies: NPPF, Core Strategy Policies CP1 and CP3 and Managing Development Delivery Local Plan policy TB10*
11. Within a period of 2 months from the date of this approval details of the method for the disposal of foul and storm water sewage shall be submitted to and approved in writing by the local planning authority. The approved works shall be implemented in full in accordance with the approved scheme of works within a period of 3 months.

*Reason: To prevent the increased risk of flooding, both on and off the site in accordance with the NPPF and Core Strategy policy CP1 and Managing Development Delivery Local Plan policy TB10*

12. Within a period of 2 months from the date of this approval details shall be submitted to and approved in writing by the local planning authority to direct run-off water from the hard surface to a permeable or porous area in accordance with details which have been submitted to, and approved in writing by, the local planning authority.

*Reason: To prevent the increased risk of flooding, both on and off the site in accordance with the NPPF and Core Strategy policy CP1 and Managing Development Delivery Local Plan policy TB10*

13. No development shall take place within the site, including any works of demolition or ground preparation, until the applicant, or their agents or their successors in title, has secured and implemented 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. The development shall only take place in accordance with the detailed scheme pursuant to this condition.

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

14. No development shall take place until a scheme to deal with contamination of the site has been submitted to and approved in writing by the local planning authority. The scheme shall include an investigation and assessment to identify the extent of any contamination and the measures to be taken to avoid risk when the site is developed. Development shall not commence until the measures approved in the scheme have been implemented.

*Reason: To ensure that any contamination of the site is identified at the outset to allow remediation to protect existing/proposed occupiers of property on the site and/or adjacent land. Relevant policy: NPPF Section 11 (Conserving and Enhancing the Natural Environment) and Core Strategy policies CP1 and CP3.*

#### Informatives

1. Should this application be granted planning permission the proposal will require a site licence under the Caravan Sites and Control of Developments Act 1960 and the applicant is advised to contact Environmental Health and Licensing in this regard.

#### **PLANNING HISTORY**

There is a long and complex planning history on this application site involving enforcement notices, planning applications and appeals.

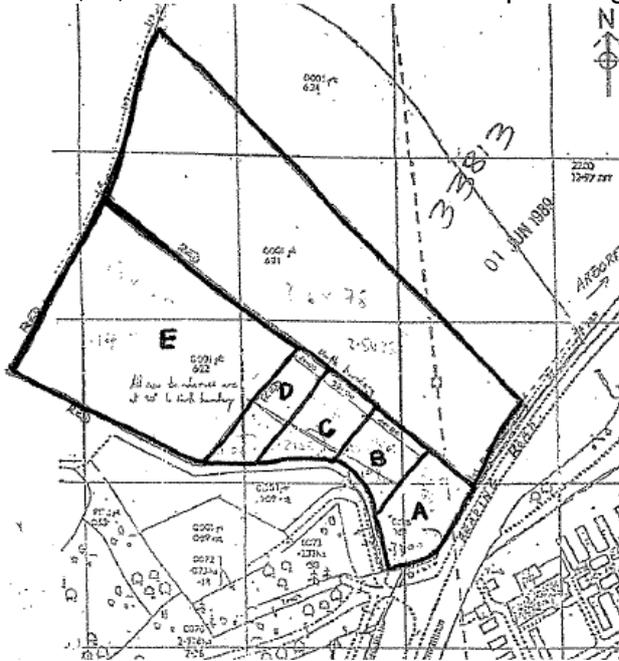
33812 – Planning permission for continued use of agricultural land as a permanent site for a gypsy caravan was refused on 12 September 1989. This site, known as Plots B and C, was located directly to the south east of the existing Highfield Park. Plot C is part of the current planning application site.

33813 – Planning permission for change of use from agricultural land to a mobile home

for an agricultural worker was refused on 12 September 1989. This site, known as plot E included Walkers Yard and Plots 1-10 of the existing Highfield Park.

33815 – Planning permission for change of use from agricultural land to a permanent site for 1 gypsy caravan was refused on 12 September 1989. This site, known as Plot D, is Plot 11 on the existing Highfield Park and part of the current planning application site.

Plots A, B, C and D referred to in the planning history are shown on the following plan:-



Planning appeals T/APP/C/90/H0330/000005-7/P6 & T/APP/H0330/A/89/138934-6  
Appeals dismissed 5 June 1991. These appeals involved an enforcement notice and three refusals of planning permission for use of the land to the north of Wokingham Road as a caravan site.

The land subject of the enforcement notice had an area of just over 6 hectares, that included Walkers Yard, Highfield Park site and land to the south and east as well. The three refused planning applications involved four parcels of land (those identified as Plots A, B, C and D). This appeal includes all the land which is subject of the current planning application.

The Inspector stated that in his assessment, the appeal sites were in a sensitive and relatively fragile gap between the settlement areas of Arborfield Cross and Arborfield Garrison and the spread of caravans, associated vehicles and structures was readily visible from adjoining roads. Unauthorised development was seriously damaging to the open and undeveloped character and appearance of the area. Due to size of the site the Inspector was not convinced that the impact of the development could be mitigated by a scheme of planting and that screening would not overcome the objection to the extension of development within the gap between settlements.

Notwithstanding the need for further accommodation for gypsies in the area, given the prominence of the appeal sites and the fragility of the gap between settlements the Inspector considered that the development should not be permitted. The Inspector therefore dismissed all four appeals.

Planning applications 37457, 37458, 37459, 37460, 37464 and 37465

These planning applications were for the provision of individual caravans on individual plots of land. The plots of land are on the same site as Plots 1-10 of the existing Highfield Park. The applications were refused on 18/12/91.

Planning Appeals T/APP/C/92/HO330/617908-11 & T/APP/HO330 A/92/ 201752-57

All appeals dismissed 6 January 1993. These appeals involved an enforcement notice on 4 individual plots of land and 5 planning applications for 6 plots of land (Planning application references 37457, 37458, 37459, 37460 and 3764).

The Enforcement notices were dismissed on the grounds that the development would have an adverse impact on the character of the rural area and be contrary to policies restricting development in the rural area. The Inspector concluded that while the visual impact could be limited from views from the road it would be harder to screen views when seen from the fringes of Arborfield Cross and the footpath along the ridge. He considered that these views were important in preserving the separation of settlements.

However the Inspector in his decision letter took into account the Council's letter indicating it would help identify a suitable alternative site and that it would exercise its discretion to extend the period of compliance if a suitable alternative site had not been found within 12 months. The occupiers were given 12 months from January 1993 to find alternative premises.

43644

Planning permission was granted December 1994 for a two year temporary consent for use of the land at Highfield Park as a gypsy caravan site for 11 pitches.

The application was recommended for refusal. However approval was given by the Sub-committee and the minutes from the meeting stated:-

Whilst members recognised the policy constraints relating to this site, they were aware that the applicants were local people who had integrated well in to the local community. In the circumstances they felt that, rather than displace them from their present site, it would be appropriate to grant a temporary permission for the use of the land. In the meantime, the council would have produced the District Plan which would contain policies relating to the location of gypsy sites and which would enable the council to review the situation at the end of that temporary period and in the light of those policies.

44091

Erection of toilet block on caravan site. Approved 25/05/95.

96/64792V

Proposed variation of condition 1 of planning permission 43644 to allow continued use of caravan site refused 12/2/1997.

97/66796/T

Planning permission for the proposed change of use of Highfield Park to residential occupation as a gypsy caravan site was approved on 2 April 1998 subject to condition 1 which stated "The use hereby permitted shall cease on 30 April 2000 and all the structures and materials removed from the land". The reason for the condition was "Consent has only been granted in order to allow sufficient time for relocation to a more appropriate site and for such a site to be found through the emerging District Plan

process”.

An appeal against the imposition of condition 1 was submitted and the appeal was allowed on 4 January 1999. (Appeal reference: T/APP/X0360/A/98/294314/P2)

The Inspector stated that it was clear that the site is within the countryside and he considered that the permanent residential occupation of the site would consolidate and intensify an area of existing sporadic development away from any identified settlement. The Inspector concluded the proposal would encroach into open countryside and not accord with aims of approved and emerging policies to protect the countryside and control the unplanned growth of settlements.

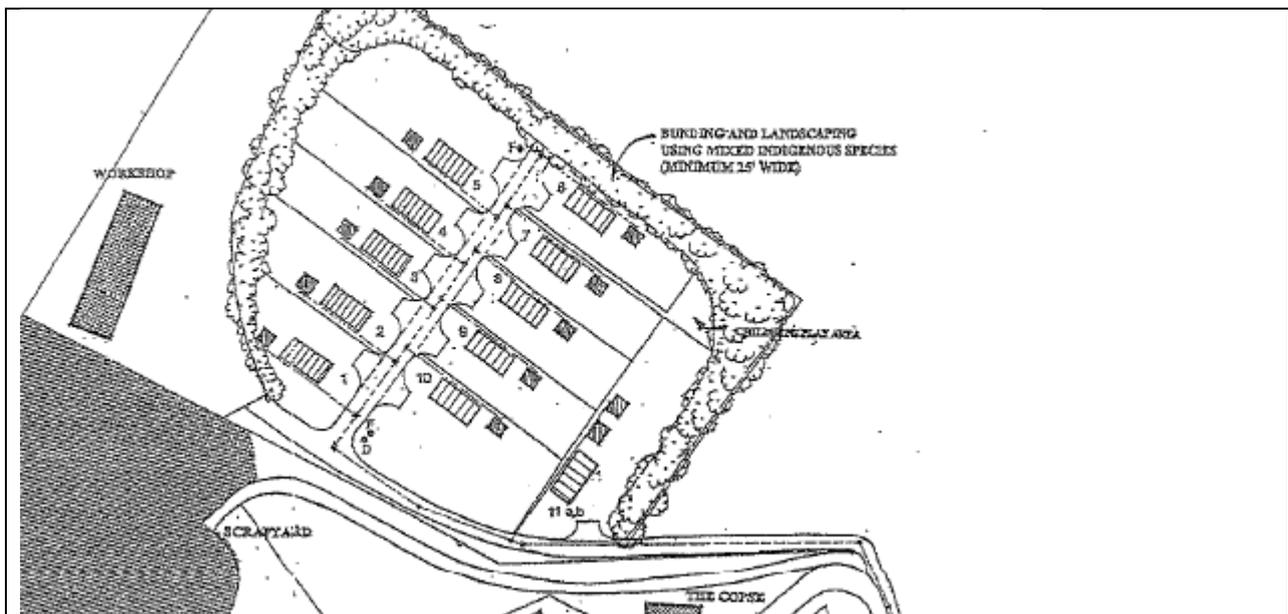
He stated that public views of the site are limited by distance, intervening hedgerow and a grassed earth bund, and although mobile homes could be seen from the public footpath, so too could a bungalow and other buildings forming part of the adjoining cluster of commercial buildings and uses. While the site did intrude visually into the open countryside and detract from its otherwise open rural character, this was to a limited extent and was likely to be less visually harmful from most public viewpoints than at the time of the earlier enforcement appeal by reason of the landscaping which had already taken place.

Wokingham Council had accepted a need to provide more permanent gypsy caravan pitches in the district, but had not identified any sites.

The Inspector noted that the council had accepted that the educational and medical information submitted showed that it would be in the best interests of their health and education if they could remain in the area. He further concluded “Along with their parents they were now accepted and integrated within the local community” and also stated “On the available evidence I consider it is likely to be many years before a suitable site in the Arborfield area with less environmental harm than the appeal site becomes available, if ever”.

His conclusion was that “Having carefully weighed all of the material considerations, I have come to the overall conclusion that the acknowledged harm that would be caused to the environment and the countryside policy aims, would be outweighed by the social and humanitarian benefits in the very particular and exceptional circumstances in this case. I am supported in this judgement by the pressing general shortage of, and need for, gypsy accommodation in the area, and the social and personal benefits which would accrue to the appellants and their families in being able to settle in a community where they and their children are already accepted and in which the education of the latter is progressing well. In my judgement the greater long term community good would come from allowing this appeal subject to controlling conditions”.

Layout approved for the gypsy pitches as shown below:-



99/70775/V

Approved 21 February 2000. Proposed variation to condition 1 of consent 97/66796/F to allow subdivision of Plot 5 to allow an extra mobile home.

F/2012/0276

Proposed extension and re-design of gypsy site to include the stationing of caravans for 8 pitches and 3 transit pitches together with the formation of additional hardstanding and utility/day rooms ancillary to that use.

This involved Plot 11 of Highfield Park and an area of land immediately adjoining it which was not part of the original Highfield Park site.

Approved at committee 26 June 2014 subject to completion of a Section 106.

**SUMMARY INFORMATION**

Existing units:	6
Proposed units:	13
Previous land use:	Gypsy and Traveller site/Countryside
Proposed parking spaces	26

**CONSULTATION RESPONSES**

Advisory Teacher for Traveller Education	The improvements will make it more likely that families would live on site. In the past there have been difficulties on this site with access to services including running water and other utilities. The inclusion of washrooms will bring the pitches up to the standard required.
Berkshire Archaeology	This site is located in an area of archaeological potential. As the proposals appear to indicate that at least some of the current hardstanding surfaces are to be removed, recommend that a scheme of

	archaeological work is required to evaluate the impact of the proposal on any surviving archaeology.
Environmental Health	This section is aware that burning of unknown materials has occurred on site over many years. This may have resulted in contamination of the land.  Environmental Health is aware of problems with the foul drainage system on the site which occasionally results in flooding of foul waste at or near the application site.
Royal Berkshire Fire and Rescue Service:	No available public mains in this area and therefore request the applicant to provide suitable private fire hydrants or other suitable emergency water supplies.
Senior Strategy Officer	Initially requested affordable housing commuted sum, but has confirmed that due to the government changing the planning guidance on affordable housing the site now does not trigger the need for affordable housing.
Councillor Gary Cowan	Not compliant with policy and is premature

## REPRESENTATIONS

Arborfield and Newland Parish Council – Object on the following grounds:-

- The application seeks to create 7 additional gypsy and traveller pitches and relates to a site where development would not normally be permitted. The proposal is therefore contrary to the adopted core strategy
- There is no need for additional pitches. The councils own figures set out in the Gypsy and Traveller Accommodation Needs Assessment and subsequent Gypsy and Traveller Local Plan Draft Options Paper identified that 35 of the 83 pitches recorded in March 2013 were occupied illegally. Enforcement action against these illegal occupations would create more vacant pitches than the council (over-) estimates will be needed by 2026. The projected surplus of 8 pitches in 2017, itself an overestimate has already been increased by approvals since March 2013.

One letter of support from resident on site – comments summarised below:-

- Upgrade of the park will improve the day to day living of occupants
- Proposal does not extend beyond existing boundaries
- Since Mr Lee took over the majority of the site police presence over the last 3 years and litter has greatly reduced and fly tipping is non existent
- No reason to refuse the application

## PLANNING POLICY

### NATIONAL PLANNING POLICY FRAMEWORK

(Adopted 27 March 2012)

This Framework should be read in conjunction with the Government's planning policy

for traveller sites. Local planning authorities preparing plans for and taking decisions on travellers sites should also have regard to the policies in this Framework so far as relevant. The Framework is a material consideration in planning decisions.

### PLANNING POLICY FOR TRAVELLERS SITES

(Adopted 23 March 2012)

The Government's overarching aim is to ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community.

To help achieve this, Government has set out a number of aims in respect of traveller sites which include:

- Local planning authorities should make their own assessment of need which address the likely permanent and transit site accommodation needs of travellers in their area
- Increase the number of traveller sites in appropriate locations
- Enable provision of suitable accommodation from which travellers can access education, health, welfare and employment infrastructure
- Due regard to the protection of local amenity and local environment.

The document states that criteria should be set to guide land supply allocations where there is identified need. Where there is no identified need, criteria-based policies should be included to provide a basis for decisions in case applications nevertheless come forward.

Local planning authorities should consider the following issues amongst other relevant matters when considering planning applications for traveller sites:

- the existing level of local provision and need for sites
- the availability (or lack) of alternative accommodation for the applicants
- other personal circumstances of the applicant
- that the locally specific criteria used to guide the allocation of sites in plans or which form the policy where there is no identified need for pitches/plots should be used to assess applications that may come forward on unallocated sites
- that they should determine applications for sites from any travellers and not just those with local connections

Local planning authorities should strictly limit new traveller site development in open countryside that is away from existing settlements or outside areas allocated in the development plan. Local planning authorities should ensure that sites in rural areas respect the scale of, and do not dominate the nearest settled community, and avoid placing an undue pressure on the local infrastructure.

### WOKINGHAM BOROUGH ADOPTED CORE STRATEGY

(Adopted 29 January 2010)

Policy CP1 – Sustainable Development

Policy CP2 – Inclusive communities.

Planning permission will be granted for proposals that address the requirements of minority groups in the borough including gypsies and travellers where the proposals demonstrate that:-

- (i) The site is located either within or close to the development limits of a settlement in Policy CP9 in order to maximise the possibilities for social inclusion and sustainable patterns of living; and
- (ii) The proposed site is not disproportionate to the scale of the existing settlement whether singly or cumulatively with any existing sites in the area

Policy CP3 – General Principles for Development

Policy CP4 – Infrastructure Requirements

Policy CP6 – Managing Travel Demand

Policy CP7 – Biodiversity

Policy CP8 – Thames Basin Heaths Special Protection Area

Policy CP9 – Scale and location of Development proposals

Policy CP11 – Proposals outside Development Limits (including countryside)

### MANAGING DEVELOPMENT DELIVERY LOCAL PLAN

(Adopted February 2014)

Policy CC01 – Presumption in favour of sustainable development

Policy CC07 – Parking

Policy CC10 – Sustainable Drainage

Policy TB10 – Traveller Sites

This policy sets out criteria for development of new gypsy and traveller pitches and extensions to existing sites and requires proposals to demonstrate that:-

- The site is located in an existing settlement or is adjacent to an existing settlement
- Avoids impacting on the separate identity of settlements
- Has access to a range of local services such as shops, health facilities, schools and a range of amenities including play areas and other recreational facilities
- No significant barriers to development such as flooding, poor drainage, poor ground stability or proximity to other hazardous land or installations
- Unacceptable impacts on the character and appearance of the surrounding landscape will be minimised through the sensitive and appropriate design of the scheme
- Will not result in an unacceptable loss of amenity of neighbouring land uses
- Mixed use proposals (including a business use) will only be considered if appropriate to the locality
- Scheme avoids any adverse impacts on the Special Protection Area

Policy TB21 – Landscape Character

Policy TB23 – Biodiversity and Development

Policy TB25 – Archaeology

### WOKINGHAM BOROUGH COUNCIL – BOROUGH DESIGN GUIDE

Supplementary Planning Document (Adopted May 2012)

Page 57 sets out guidance for Gypsy, traveller and travelling showpeople sites.

Design considerations for suitable locations include:

- Means of access and accessibility to local transport and services;
- Provision of a healthy and safe environment for residents;
- Integration between the site and local community;
- Appropriate ground conditions, site levels and avoidance of areas with high flood risk;
- Visual and acoustic privacy.

Policy R24 states: The layout and design of gypsy sites should provide a safe living environment that meets the needs of residents, while respecting the character of the local area.

The policy further sets out a number of key considerations for site layout including amongst other things:-

- clear demarcation of boundaries
- clear gap of 3m inside site perimeter boundaries for fire prevention;
- a degree of privacy for individual households
- safe access and egress to site and adequate space for car parking
- natural surveillance to allow residents to oversee all areas of the site;
- a 6m separation distance between each caravan, trailer and park home,
- infrastructure such as water and electricity supply, surface water and storm drainage, lighting and waste disposal arrangements.
- hard standing area suitable for use by trailers, touring caravans or other vehicles;
- an amenity building to provide as a minimum: water and electricity supply, toilet, personal washing and laundry facilities.

#### Wokingham Gypsy and Traveller Accommodation Needs Assessment Final Report March 2015

The Wokingham GTAA was adopted in March 2015. This was prepared taking into account the current Government policy documents with respect to how Local Authorities should plan for gypsy and traveller pitches

The 2015 GTAA sets out that additional pitch provision required for Gypsies and Travellers to 2029 in Wokingham Borough is 52 net additional pitches. 21 pitches are required for the period between 2014-2019, 15 pitches between 2019-2024 and 16 pitches between 2024-2029.

It should be noted that since the GTAA was prepared, there have been the following changes:-

- Wallys Mobile Home park was listed as an unauthorised, but tolerated, site with 3 pitches. Planning permission was approved on 16/04/2015 for 5 pitches, regularising the 3 unauthorised pitches and approving an additional 2 pitches.
- Planning permission for one additional pitch at the Belvedere Park site (junction of Bearwood Road and Chestnut Avenue) was approved on 02/06/2015.
- Planning permission was approved in principle for 4 additional pitches at Plots 1 and 2 Little Moor and 1 Hogwood Meadows, subject to the completion of legal agreements to secure SANG mitigation.

So 6 additional pitches have been approved, and 4 additional pitches have been approved subject to the completion of legal agreements. Therefore 6 of the required 21 pitches for the period between 2014-2019 have already been secured and a further 4 will be approved when legal agreements are completed.

Planning applications have also been submitted for the following sites which are currently under consideration:-

- Highfield Park – 7 additional pitches (this is the proposal subject of this application)
- Land at Old Kingsbridge – 1 additional pitch

- Highfield Park – 3 mobile homes and 1 touring caravan on each of Plots 8 and 9 of Highfield Park (currently limited by condition to 1 mobile home and 1 caravan on each plot).
- 166 Nine Mile Ride – 2 additional caravans (currently limited by condition to 2 caravans for gypsies and travellers).

Balanced against this is the fact that since the GTAA was produced there are four more families on unauthorised sites; two at Blagrove Lane and two at Falcon Avenue. The application for two pitches at Blagrove Lane was refused before the two families moved onto the site and an appeal has been lodged against the refusal. An enforcement notice has also been served at the Blagrove Lane site, and it is anticipated that an appeal will be lodged in respect of the enforcement notice as well.

While it is considered that the immediate need for pitches is met, more pitches will be required up to 2019, and therefore if a site comes forward earlier, and that site is considered acceptable, the sensible approach is to approve the planning application.

**DESIGNING GYPSY AND TRAVELLERS SITES: GOOD PRACTICE GUIDE**  
(May 2008)

This gives guidance on designing gypsy and traveller sites, including transit pitches, but makes clear that there is no single, appropriate design for sites.

**PLANNING ISSUES**

**The Site and surroundings**

1. The site is located to the western side of the A327 (Eversley Road) and is accessed by an access road from the point where Wokingham Lane meets the A327. The site is approximately 100m from Eversley Road.
2. The site is within the countryside and has planning permission for six gypsy pitches.
3. To the north-west of the site is the existing gypsy caravan site at Highfield Park and beyond that Walkers Yard, which has planning permission for 12 gypsy pitches. To the north-east and south-east of the site is an open countryside. To the south-west of the site is Berkshire car spares, which is a car breakers yard and beyond that is Boundoak Industrial Estate which has mixed industrial use including B1 (Light industrial), B2 (General Industrial) and B8 (Storage) .

**The Proposal**

4. The proposal involves redesigning six of the existing single gypsy pitch to provide thirteen permanent gypsy pitches. The new pitches are each shown with one mobile home, one touring caravan and one utility/day room
5. The main access road from Eversley Road is shared by all plots on Highfield Park, by Walkers yard and also by Berkshire Car Spares.

**Principle of Development**

6. The proposal is for the change of use of the land from six gypsy and traveller

pitches to thirteen gypsy and traveller pitches.

7. The Planning Policy for Traveller Sites states that Local Planning Authorities should “strictly limit new traveller site development in open countryside that is away from existing settlements or outside areas allocated in the development plan”. The site is within the countryside, or within a town, village or recognised settlement and nor is it within an area allocated in the development plan for new development.
8. In this case however, the site adjoins existing gypsy and traveller pitches and is in close proximity to a car breakers yard and an industrial estate. It is also in close proximity to the Arborfield Strategic Development Location.
9. The Planning Policy for Traveller Sites states that criteria should be set to guide land supply allocations where there is identified need and where there is no identified need, criteria-based policies should be included to provide a basis for decisions in case applications nevertheless come forward.
10. The Council has adopted criteria in Policy CP2 of the Adopted Core Strategy, which predates the NPPF and the Planning Policy for Traveller Sites and in Policy TB10 of the very recently adopted Managing Development Delivery Local Plan, which also references the Wokingham Gypsy and Traveller Accommodation Assessment (GTAA) adopted in March 2013.
11. The most recent GTAA adopted in March 2015 sets out the pitch requirements for 2014 – 2029 and how many pitches are required in the period between 2014-2019.
12. Guidance is also provided within the Borough Design Guide Supplementary Planning Document.

**Impact on the Character of the Area:**

13. The application involves using land in the countryside that already has planning permission for six gypsy pitches.
14. The site is in countryside, but the gypsy and traveller site at Highfield Park is long established, and permission has also been granted for Gypsy pitches on the adjoining Walkers Yard site. The application site is already used as a gypsy site and the subdivision of existing plots to provide extra pitches is not considered to result in a significant change to the appearance of the countryside in this location.
15. The site is not considered to be in an isolated area of open countryside. There is a breakers yard to one side of the site with an industrial estate beyond that. The site is already used as a gypsy site and gypsy pitches adjoin the site. It is considered that approving this application would not mean that the countryside on this particular site would be significantly changed or detrimentally affected. It is not considered that views from the Public Footpath would be greatly different than the views which currently exist. The proposed site will read as part of the developed area of countryside encompassed by the gypsy sites, car breakers and industrial uses. Landscaping is proposed which will help to soften the appearance of the site.

### **Trees and Landscaping**

16. The site is located on the boundary of two landscape character areas as identified in the Wokingham Landscape Character Assessment; L2: Farley Hill Wooded Sand and Gravel Hills and J2: Arborfield Cross and Barkham Settled and Farmed Clay.
17. The site itself is not characteristic of either landscape character due to the degraded and unmanaged nature of the site which is not in agricultural production. There are views from Eversley Road towards the site and these views include the existing gypsy site and the adjoining breakers yard.
18. The formation of a proposed extension to the gypsy site would be consistent with the existing land uses adjoining the site and therefore would not be out of character in this immediate area.
19. Planting has now been included as part of the application on the boundary of the site which will help to visually soften the boundary edge where it adjoins the open countryside.

### **Level of amenity for future occupiers**

20. The proposal meets the majority of key considerations for site layout set out in the Borough Design Guide in respect of boundaries, fire prevention distances, privacy, and access.

### **Impact on neighbouring properties**

21. The site is approximately 100m from Eversley Road. It is approximately 130m from Poperinghe Way and Bound Oak Industrial Estate and approximately 200m from Howell Close. The site is separated from properties in Poperinghe Way and Bound Oak Industrial Estate by landscaping and the car breakers yard. Howell Close is separated from the site by Eversley Road and landscaping. Given these distances the proposals are not considered to be detrimental to the amenities of these properties.
22. As no properties directly adjoin the site (with the exception of other gypsy and traveller pitches) and most properties are a considerable distance away, it is not considered that the proposal would be detrimental to the amenities of nearby properties. The only two residential properties near the proposal site are already adjoined by the gypsy site, car breakers and Bound Oak Industrial Estate and this proposal will not noticeably change the situation for them.

### **Ecology and Biodiversity**

23. The Countryside Officer has confirmed that he is satisfied that the great crested newt survey submitted for the Walkers Yard development (Planning ref. F/2010/2515) demonstrates that this development is unlikely to adversely affect the local great crested newt population and works can proceed.
24. For information, the Walkers Yard survey which was undertaken in Spring 2011, showed that no great crested newt eggs were found and no adult great crested newts. Only Palmate and Smooth newts were recorded. The results of the survey indicate that great crested newts are absent from the pond and that no mitigation

plan is needed.

25. An informative is included which states that if great crested newts are encountered at any point during development works must stop and the local Natural England office and Wokingham Borough Council must be informed.

#### **Thames Basin Heaths Special Protection Area**

26. The site is within 5/7km of the Thames Basin Heath Special Protection Area. Subject to a contribution in a legal agreement, there will be no detrimental impact on the SPA.

#### **Environmental Issues**

27. Potential environmental issues have been identified, including burning of materials on site and foul drainage problems, although Environmental Health has no objections to the proposal. Conditions have been suggested in respect of potential contamination from burning of materials.
28. In respect of foul drainage, it is explained in the Design and Access statement that foul drainage from each of the pitches is currently into individual septic tanks, and that this has caused problems. Mains drainage has been provided for the adjacent Walkers Yard site (also owned by the applicant) and this has been designed to accommodate the foul drainage needs of both Walkers Yard and Highfield Park. The necessary consents have been obtained from Thames Water and Building Control. The proposal to remove the septic tanks and connect to mains drainage will bring about a positive improvement to the site and immediately surrounding area.

#### **Archaeology**

29. This site is located in an area of archaeological potential. Excavations in the surrounding area have revealed the location of an iron age settlement and evidence of iron smelting and working. A crop mark is recorded on the Historic Environment Records within the site itself. As the proposals indicate removal of some of the current hard standing area, Berkshire Archaeology have recommended a scheme of archaeological work.

#### **Highways and Transportation**

30. The site is located near to existing residential development and within 1km of Arborfield Village. The nearest bus stop is 0.5km away and provides a regular service to surrounding towns and villages and the services within them. The proposed layout, level of parking and turning area are considered acceptable to serve the development.

#### **CIL requirements**

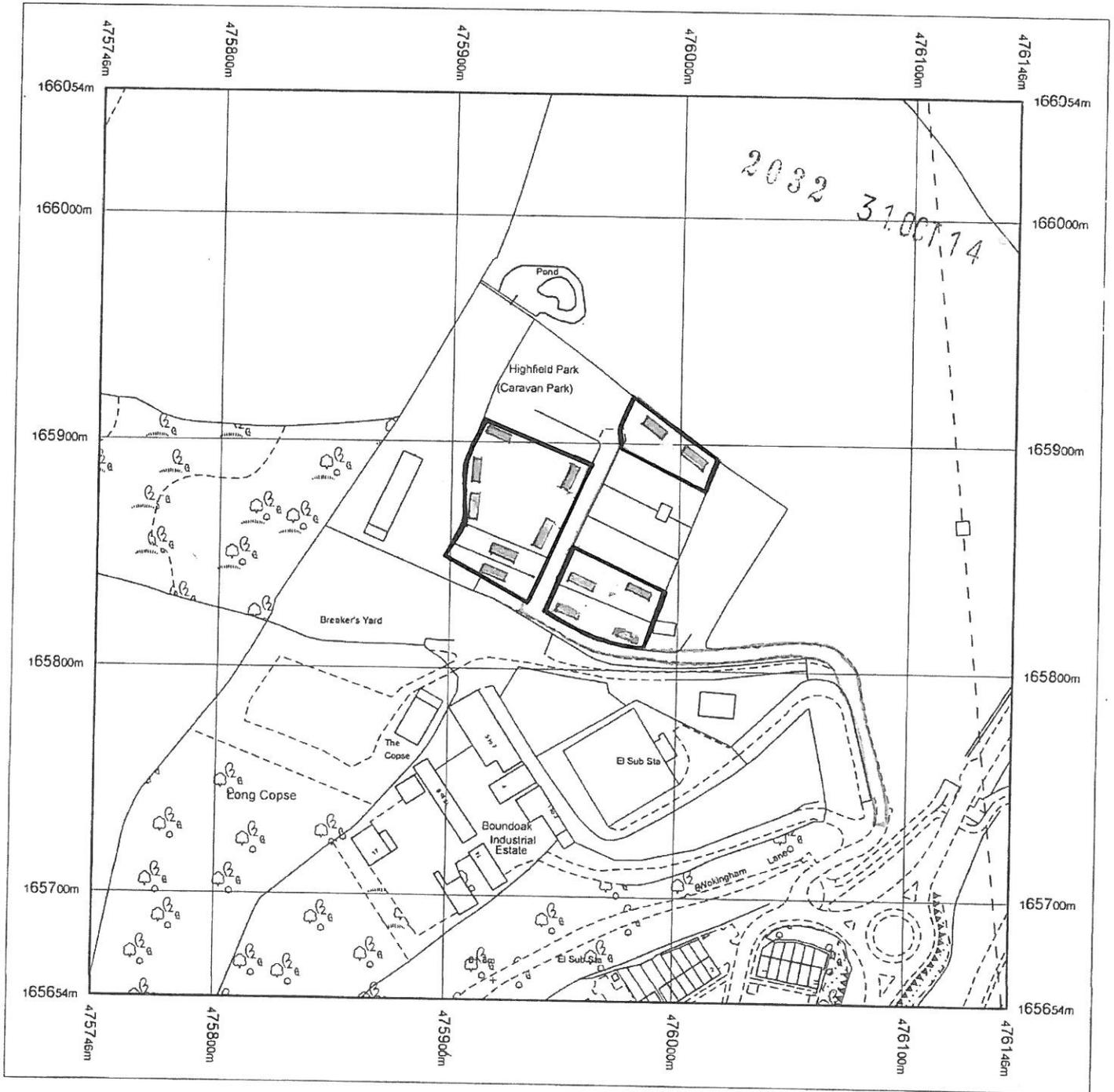
31. As no utility buildings are proposed, there is no CIL requirement in this particular case.

### **CONCLUSION**

The proposal will enable a sufficient level of amenity for future users of the site and is not considered to be detrimental to the character and appearance of the area. Approval is recommended accordingly.

<b>CONTACT DETAILS</b>		
<b>Service</b>	<b>Telephone</b>	<b>Email</b>
Development Management and Regulatory Services	0118 974 6428 / 6429	development.control@wokingham.gov.uk

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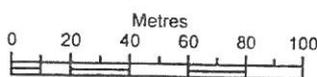
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Scale 1:2500

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**PROPOSED ADDITIONAL MOBILE HOME PITCHES AT HIGHFIELD PARK, EVERSLEY ROAD, ARBORFIELD CROSS, BERKS. RG2 9PP.**

Scale: 1 : 2500.

Drg. No: 2417/2.

Date: 20.08.2014.



# Agenda Item 6.

<b>Development Management Ref No</b> F/2012/0276	<b>No weeks on day of committee</b> 175	<b>Parish</b> Arborfield	<b>Ward</b> Arborfield	<b>Listed by:</b>
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<b>Applicant</b>	Mr Edward Doherty	
<b>Location</b>	Land adjacent to Highfield Park, Eversley Road, Arborfield Cross	<b>Postcode</b> RG2 9PP

**Proposal** Proposed extension and re-design of gypsy site to include the stationing of caravans for 8 pitches and 3 transit pitches together with the formation of additional hardstanding and utility/day rooms ancillary to that use

<b>Type</b>	Full
<b>PS Category</b>	11 Small scale major developments – Gypsy and Traveller pitches
<b>Officer</b>	Jennifer Seaman

<b>FOR CONSIDERATION BY</b>	Planning Committee on 24/06/2015
<b>REPORT PREPARED BY</b>	Head of Development Management and Regulatory Services

## SUMMARY

Members are reminded that this application was originally reported to the planning committee on 26 June 2014. The application was approved subject to completion of a Section 106 Agreement to secure contributions and details of management arrangements for the transit site.

The Section 106 Agreement has not been completed due to disagreement between the council and the applicants with respect to whether contributions for the 3 transit pitches should be paid. In the meantime the Council has adopted CIL and the proposed development is not CIL liable. The only contributions that are now required are for SANG mitigation. The proposal is therefore being reported back to committee subject to an amended recommendation for the provision of SANG mitigation and details of the management arrangements for the transit site only. Conditions remain the same except for a small change to condition 4 and the report remains the same as before with the exception of the information relating to the newly adopted Gypsy and Traveller Accommodation Needs Assessment Final Report March 2015.

The application site is in the countryside. Part of the application site includes one of the 11 gypsy pitches at Highfield Park. Permanent planning permission for use of the land at Highfield Park as a gypsy caravan site was granted on appeal in 1999 and included conditions limiting each pitch to one lorry, one mobile home and one caravan. The site also includes land directly adjoining and to the south east of Plot 11.

The proposal is for the redesign of the existing gypsy pitch and extension into the adjoining area of countryside to provide 8 permanent pitches and 3 transit pitches together with the formation of additional hardstanding and utility/day rooms. Each of the seven proposed new permanent pitches would have room for a mobile home, a touring caravan and a utility/day room and there is room for two car parking spaces on each pitch. The transit pitch would provide an area for 3 touring caravans, with one car parking space each and one communal utility/day room.

Although the site is in the countryside, the gypsy and traveller site at Highfield Park is long established in this countryside location. In addition to the gypsy pitches on Highfield Park, the adjoining site at Walkers Yard, formerly used for industrial purposes, has planning permission for 12 gypsy pitches. Adjoining the site is a long established scrap yard/car breakers (Berkshire Car spares) and beyond that an industrial estate (Boundoak Industrial Estate).

The existing gypsy pitches and industrial uses have resulted in a change to the character and visual appearance of the countryside, as they cover a considerable area of land. The site itself is not characteristic of either landscape character identified in the Wokingham Landscape Character Assessment due to the degraded and unmanaged nature of the site. The site is not considered to be an isolated site in open countryside, approximately half the site is already in use as a gypsy and traveller pitch and the proposal is not considered to result in a significant change to the character and appearance of this particular area of countryside. Approval is recommended accordingly subject to the completion of a satisfactory legal Agreement, to provide SPA mitigation.

#### **PLANNING STATUS**

- Countryside
- Thames Basin Heath SPA 5km/7km mitigation zone

#### **RECOMMENDATION**

##### **APPROVAL, subject to:-**

##### **(A) Completion of a Section 106 Agreement/Section 111 Agreement to secure the following contributions:-**

SANG contribution £646.76 X 11 = £7114.36  
SAMM contribution £2,690.93 X 11 = £29600.23

And to secure management arrangements for the transit site.

##### **(B) And subject to the following conditions:-**

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.  
*Reason: In pursuance of s91 of the Town and Country Planning Act 1991 (as amended by s51 of the Planning and Compensation Act 2004).*
2. The site shall not be occupied by any persons other than gypsies and travellers as defined in Annex 1: Glossary of the Planning Policy for Travellers Sites.  
*Reason: To ensure compliance with the needs of the local Gypsy and Traveller population*  
*Relevant Policy: Planning policy for traveller sites*
3. There shall be no more than 8 permanent gypsy and traveller pitches in total on the site in the area shown as Plots 1-8 which shall be provided as shown on the submitted plan 11\_427\_003 Rev A. On each of the permanent 8 pitches hereby

approved no more than two caravans, as defined in the Caravan Sites and Control of Development Act 1960 and the Caravan Sites Act 1968, shall be stationed at any time, of which only one caravan on each pitch shall be a static caravan or mobile home.

*Reason: In the interests of visual and residential amenity and infrastructure provision.*

*Relevant Policy: Core Strategy Policies CP1, CP2, CP3 and CP4*

4. The proposed mobile homes, utility/day rooms and touring caravans on the area of land shown as Plots 1-8 on the submitted plan 11\_427\_003 Rev A, shall be provided and sited in accordance with plan no 11\_427\_003 Rev A. The proposed utility/day rooms shall be constructed on site prior to occupation of the pitches. Any material change to the position of a mobile home, or its replacement by another mobile home in a different location shall only take place following the written agreement of the council.

*Reason: In the interests of visual amenity and infrastructure provision.*

*Relevant Policy: NPPF, Wokingham Adopted Core Strategy policies CP2, CP3 and CP4.*

5. There shall be no more than three transit pitches and one communal utility/day room on the site shown in the area identified as Transit pitch on the submitted plan 11\_427\_003 Rev A. On each of the pitches hereby approved, no more than one touring caravan shall be stationed at any time. Any caravans sited on the transit pitches shall be capable of being lawfully moved on the public highway without division into separate parts. No static caravans or mobile homes shall be stationed on the transit site.

*Reason: To ensure that the transit pitch is used only for that purpose and not as a permanent gypsy and traveller pitch.*

*Relevant Policy: NPPF, Wokingham Adopted Core Strategy policies CP2, CP3 and CP4.*

6. No gypsy or traveller shall stay on the transit pitch hereby approved, within the area shown as Transit pitch, as identified on the submitted plan 11\_427\_003 Rev A, for a period of longer than 12 weeks, and following his/her departure shall not use the transit site again until a period of at least 8 weeks have elapsed.

*Reason: To ensure that the transit pitch is used only for that purpose and not as a permanent gypsy and traveller pitch.*

*Relevant Policy: NPPF, Wokingham Adopted Core Strategy policies CP2, CP3 and CP4.*

7. Within a period of 2 months from the date of this approval, samples of the materials to be used in the construction of the external surfaces of the utility/day rooms shall have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

*Reason: In the interests of visual amenity*

*Relevant Policy: Core Strategy Policies CP1 and CP3*

8. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) (or any Order revoking and re-enacting that Order with or without modification), no external lighting shall be installed on the site or affixed to any buildings on the site except in accordance with details that have first been submitted to and approved in writing by the Local

Planning Authority.

*Reason: In the interests of visual amenity and highway safety.*

Relevant Policies: Core Strategy policies CP1, CP3 and CP6

9. No vehicle over 3.5 tonnes shall be stationed, parked or stored on this site and no commercial activities shall take place on the land, including the external storage of materials  
*Reason: In the interests of highway safety and residential amenity*  
*Relevant policies: NPPF and Core Strategy policies CP3 and CP6*
10. No commercial activities shall take place on the land, including the storage of materials.  
*Reason: In the interests of visual amenity and highway safety*
11. Within a period of 2 months from the date of this approval, a scheme of landscaping and hedgerow mitigation, which shall include details of species, planting sizes, spacing and numbers of trees/shrubs to be planted as well as a hedgerow mitigation scheme shall be submitted to and approved in writing by the local planning authority . The landscape and hedgerow mitigation scheme shall include a timetable for implementation and development shall be carried out in accordance with the approved scheme within a period of 6 months.  
*Reason: In the interests of visual amenity.*  
*Relevant Policies: NPPF, Core Strategy Policies CP1 and CP3 and Wokingham District Local Plan policy WBE5.*
12. All planting comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons after the details have been approved and any trees or plants which within a period of 5 years of planting die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written approval to any variation.  
*Reason: In the interests of visual amenity.*  
*Relevant Policies: NPPF, Core Strategy Policies CP1 and CP3*
13. The existing fence surrounding the perimeter of the site, on the two sides that face the countryside, shall be painted in a colour to be agreed in writing with the Local Planning Authority. Details shall be submitted within a period of two months of the date of this permission and the painting shall be carried out in accordance with the approved details within three months of the date of this permission.  
*Reason: In the interests of visual amenity and the character of the countryside.*  
*Relevant Policies: NPPF, Core Strategy Policies CP1 and CP3*
14. Within a period of two months from the date of this approval, details of secured and covered bin stores shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented as approved within three months of the date of this permission and thereafter permanently retained.  
*Reason: In the interests of visual amenity and neighbouring amenity.*  
*Relevant Policies: NPPF, Core Strategy Policies CP1 and CP3*
15. Within a period of 2 months from the date of this approval details of the method for the disposal of foul and storm water sewage shall be submitted to and approved in writing by the local planning authority. The approved works shall be implemented in

full in accordance with the approved scheme of works within a period of 3 months.  
*Reason: To prevent the increased risk of flooding, both on and off the site in accordance with the NPPF and Core Strategy policy CP1*

16. Within a period of 2 months from the date of this approval details shall be submitted to and approved in writing by the local planning authority to direct run-off water from the hard surface to a permeable or porous area in accordance with details which have been submitted to, and approved in writing by, the local planning authority.  
*Reason: To prevent the increased risk of flooding, both on and off the site in accordance with the NPPF and Core Strategy policy CP1*

17. No development shall take place within the site, including any works of demolition or ground preparation, until the applicant, or their agents or their successors in title, has secured and implemented 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. The development shall only take place in accordance with the detailed scheme pursuant to this condition.  
*Reason: To ensure that any archaeological remains within the site are adequately investigated and recorded or preserved in situ in the interest of protecting the archaeological heritage of the borough.*

## **PLANNING HISTORY**

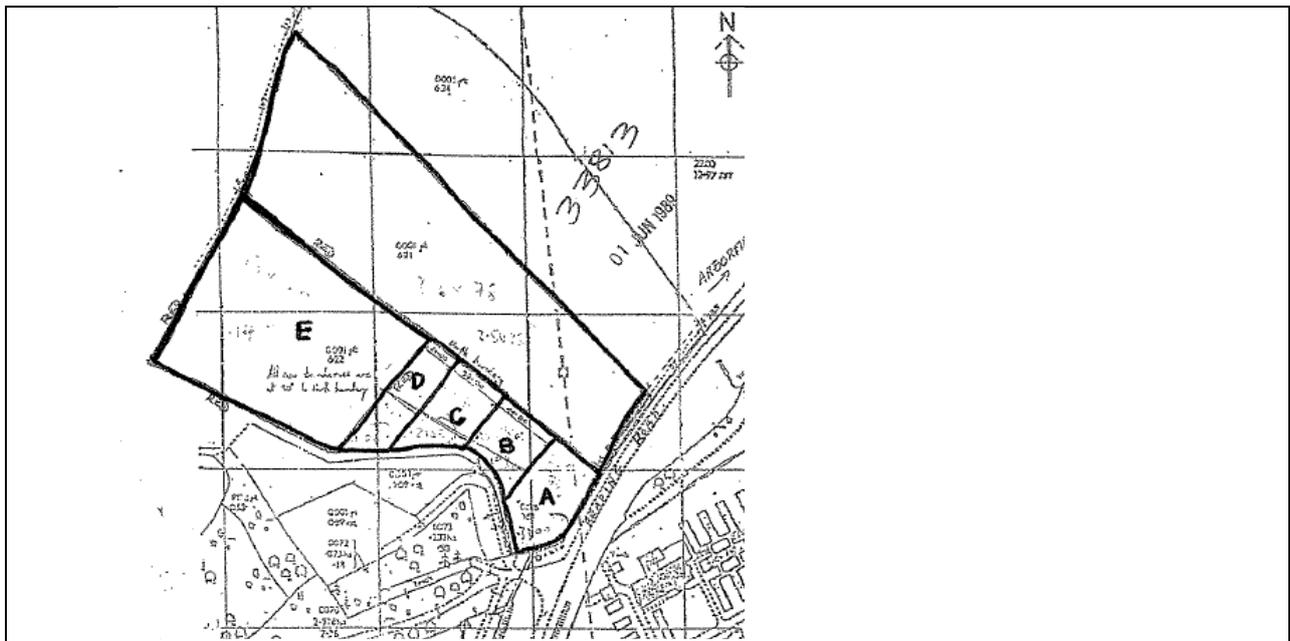
There is a long and complex planning history on this application site involving enforcement notices, planning applications and appeals.

33812 – Planning permission for continued use of agricultural land as a permanent site for a gypsy caravan was refused on 12 September 1989. This site, known as Plots B and C, was located directly to the south east of the existing Highfield Park. Plot C is part of the current planning application site.

33813 – Planning permission for change of use from agricultural land to a mobile home for an agricultural worker was refused on 12 September 1989. This site, known as plot E included Walkers Yard and Plots 1-10 of the existing Highfield Park.

33815 – Planning permission for change of use from agricultural land to a permanent site for 1 gypsy caravan was refused on 12 September 1989. This site, known as Plot D, is Plot 11 on the existing Highfield Park and part of the current planning application site.

Plots A, B, C and D referred to in the planning history are shown on the following plan:-



Planning appeals T/APP/C/90/H0330/000005-7/P6 & T/APP/H0330/A/89/138934-6  
Appeals dismissed 5 June 1991. These appeals involved an enforcement notice and three refusals of planning permission for use of the land to the north of Wokingham Road as a caravan site.

The land subject of the enforcement notice had an area of just over 6 hectares, that included Walkers Yard, Highfield Park site and land to the south and east as well. The three refused planning applications involved four parcels of land (those identified as Plots A, B, C and D). This appeal includes all the land which is subject of the current planning application.

The Inspector stated that in his assessment, the appeal sites were in a sensitive and relatively fragile gap between the settlement areas of Arborfield Cross and Arborfield Garrison and the spread of caravans, associated vehicles and structures was readily visible from adjoining roads. Unauthorised development was seriously damaging to the open and undeveloped character and appearance of the area. Due to size of the site the Inspector was not convinced that the impact of the development could be mitigated by a scheme of planting and that screening would not overcome the objection to the extension of development within the gap between settlements.

Notwithstanding the need for further accommodation for gypsies in the area, given the prominence of the appeal sites and the fragility of the gap between settlements the Inspector considered that the development should not be permitted. The Inspector therefore dismissed all four appeals.

Planning applications 37457, 37458, 37459, 37460, 37464 and 37465

These planning applications were for the provision of individual caravans on individual plots of land. The plots of land are on the same site as Plots 1-10 of the existing Highfield Park. The applications were refused on 18/12/91.

Planning Appeals T/APP/C/92/HO330/617908-11 & T/APP/HO330 A/92/ 201752-57

All appeals dismissed 6 January 1993. These appeals involved an enforcement notice on 4 individual plots of land and 5 planning applications for 6 plots of land (Planning application references 37457, 37458, 37459, 37460 and 3764).

The Enforcement notices were dismissed on the grounds that the development would have an adverse impact on the character of the rural area and be contrary to policies restricting development in the rural area. The Inspector concluded that while the visual impact could be limited from views from the road it would be harder to screen views when seen from the fringes of Arborfield Cross and the footpath along the ridge. He considered that these views were important in preserving the separation of settlements.

However the Inspector in his decision letter took into account the Council's letter indicating it would help identify a suitable alternative site and that it would exercise its discretion to extend the period of compliance if a suitable alternative site had not been found within 12 months. The occupiers were given 12 months from January 1993 to find alternative premises.

#### 43644

Planning permission was granted December 1994 for a two year temporary consent for use of the land at Highfield Park as a gypsy caravan site for 11 pitches.

The application was recommended for refusal. However approval was given by the Subcommittee and the minutes from the meeting stated:-

Whilst members recognised the policy constraints relating to this site, they were aware that the applicants were local people who had integrated well in to the local community. In the circumstances they felt that, rather than displace them from their present site, it would be appropriate to grant a temporary permission for the use of the land. In the meantime, the council would have produced the District Plan which would contain policies relating to the location of gypsy sites and which would enable the council to review the situation at the end of that temporary period and in the light of those policies.

#### 44091

Erection of toilet block on caravan site. Approved 25/05/95.

#### 96/64792V

Proposed variation of condition 1 of planning permission 43644 to allow continued use of caravan site refused 12/2/1997.

#### 97/66796/T

Planning permission for the proposed change of use of Highfield Park to residential occupation as a gypsy caravan site was approved on 2 April 1998 subject to condition 1 which stated "The use hereby permitted shall cease on 30 April 2000 and all the structures and materials removed from the land". The reason for the condition was "Consent has only been granted in order to allow sufficient time for relocation to a more appropriate site and for such a site to be found through the emerging District Plan process".

An appeal against the imposition of condition 1 was submitted and the appeal was allowed on 4 January 1999. (Appeal reference: T/APP/X0360/A/98/294314/P2)

The Inspector stated that it was clear that the site is within the countryside and he considered that the permanent residential occupation of the site would consolidate and intensify an area of existing sporadic development away from any identified settlement. The Inspector concluded the proposal would encroach into open countryside and not

accord with aims of approved and emerging policies to protect the countryside and control the unplanned growth of settlements.

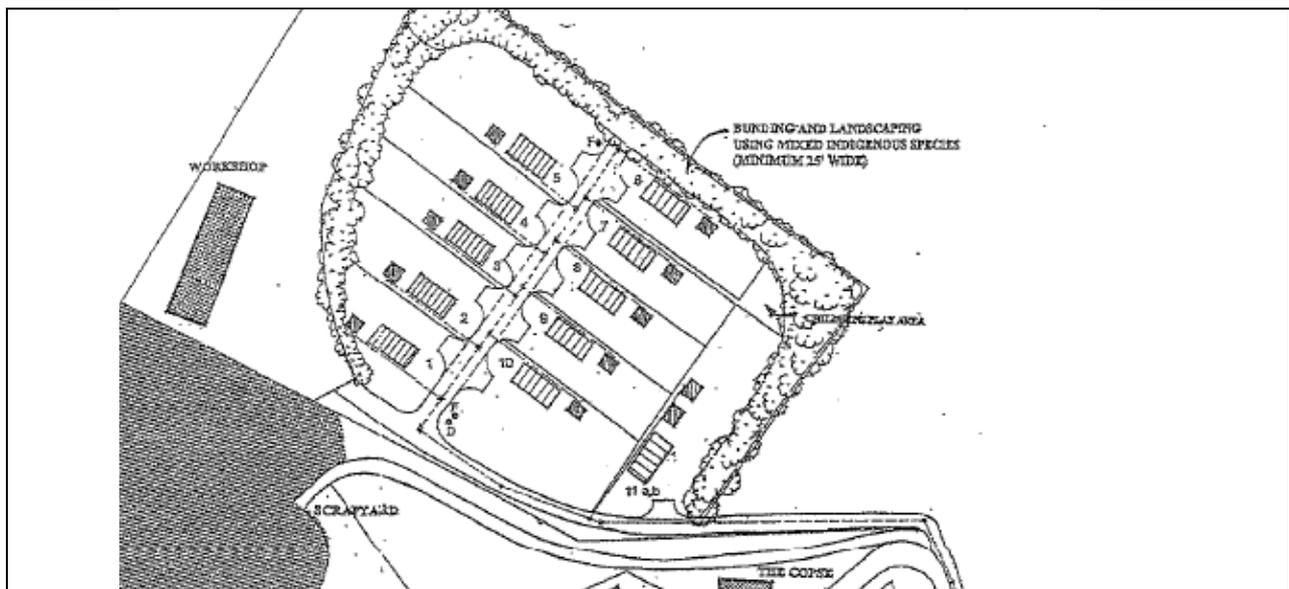
He stated that public views of the site are limited by distance, intervening hedgerow and a grassed earth bund, and although mobile homes could be seen from the public footpath, so too could a bungalow and other buildings forming part of the adjoining cluster of commercial buildings and uses. While the site did intrude visually into the open countryside and detract from its otherwise open rural character, this was to a limited extent and was likely to be less visually harmful from most public viewpoints than at the time of the earlier enforcement appeal by reason of the landscaping which had already taken place.

Wokingham Council had accepted a need to provide more permanent gypsy caravan pitches in the district, but had not identified any sites.

The Inspector noted that the council had accepted that the educational and medical information submitted showed that it would be in the best interests of their health and education if they could remain in the area. He further concluded "Along with their parents they were now accepted and integrated within the local community" and also stated "On the available evidence I consider it is likely to be many years before a suitable site in the Arborfield area with less environmental harm than the appeal site becomes available, if ever".

His conclusion was that "Having carefully weighed all of the material considerations, I have come to the overall conclusion that the acknowledged harm that would be caused to the environment and the countryside policy aims, would be outweighed by the social and humanitarian benefits in the very particular and exceptional circumstances in this case. I am supported in this judgement by the pressing general shortage of, and need for, gypsy accommodation in the area, and the social and personal benefits which would accrue to the appellants and their families in being able to settle in a community where they and their children are already accepted and in which the education of the latter is progressing well. In my judgement the greater long term community good would come from allowing this appeal subject to controlling conditions".

Layout approved for the gypsy pitches as shown below:-



99/70775/V

Approved 21 February 2000. Proposed variation to condition 1 of consent 97/66796/F to allow subdivision of Plot 5 to allow an extra mobile home.

### SUMMARY INFORMATION

Site Area	0.4 hectares
Existing units	1 permanent gypsy pitch
Proposed units	8 permanent gypsy pitches and 3 transit pitches
Previous land use	Part gypsy caravan pitch/part countryside
Existing parking spaces	1 lorry parking space
Proposed parking spaces	2 spaces for each new permanent pitch and 1 space for each transit pitch

CONSULTATION RESPONSES	
Berkshire Archaeology	Recommend inclusion of condition to secure a programme of archaeological work
Countryside Officer (Biodiversity)	No objections however if great crested newts or signs of great crested newts are encountered at any point during development then all works must stop immediately and the local Natural England office informed.
Highways	No objections subject to a contribution and conditions securing:- <ul style="list-style-type: none"> <li>- Surface water drainage</li> <li>- Parking and Turning</li> <li>- Access</li> </ul>

Landscape and Trees	No objection, but suggest some form of planting on the outside of the close boarded fence to visually soften the boundary edge adjacent to the open countryside.
Thames Water	No objection with respect to water and sewerage infrastructure. Surface water drainage is the responsibility of the developer.
Councillor Gary Cowan	Not compliant with policy

## REPRESENTATIONS

7 Letters of objection on the following grounds:-

- Injurious to the environment
- Gypsy site already causes problems such as trespass and theft. Extension will increase problems
- Increase in rubbish
- Gypsies have already started work
- Don't want to see land around spoiled
- Devalue property with a gypsy site at the end of the road

Arborfield and Newland Parish Council

Strongly oppose this application for the following reasons:-

- Does not comply with Core Strategy Policy CP11
- 21 pitches required in Core Strategy, this number already exceeded
- 11 pitches approved at Walkers Yard but have not yet been made available
- Highfield Site is not currently fully used
- More than sufficient pitches available

## APPLICANTS POINTS

Permission is sought for family gypsy pitches and transit pitches to meet a recognised need for such facilities in the area to facilitate a gypsy lifestyle. The site layout has been determined to best meet the applicants' requirements and has been designed with reference to the standards defined in Circular 01/2006 Planning for Gypsies and Traveller Caravan sites and Designing Gypsy and Traveller Sites: Good Practice Guide May 2008.

The proposed caravans will conform to the definitions within Section 29(1) of the Caravan Sites and Control of Development Act 1960 and Section 13(1) of the Caravan Sites Act 1968 and therefore plans and elevations of individual units are not required.

The site is organised around a central access road, with turning head for refuse and emergency vehicles. Adequate parking for a minimum of two vehicles of less than 3.5 T is provided within each proposed pitch and the transit pitches. The utility/day rooms will provide facilities that enable the occupants of the caravans to minimize the recognised hazards associated with cooking and fire in the close confines of caravans and provide facilities for washing and bathing.

The proposal contains numerous measures that will be taken in order to minimise any resultant visual impact. Existing hedgerows, bunds and areas of substantial vegetation will be retained and augmented wherever possible and no existing trees will be affected.

## **PLANNING POLICY**

### **NATIONAL PLANNING POLICY FRAMEWORK**

(Adopted 27 March 2012)

This Framework should be read in conjunction with the Government's planning policy for traveller sites. Local planning authorities preparing plans for and taking decisions on travellers sites should also have regard to the policies in this Framework so far as relevant. The Framework is a material consideration in planning decisions.

### **PLANNING POLICY FOR TRAVELLERS SITES**

(Adopted 23 March 2012)

The Government's overarching aim is to ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community.

To help achieve this, Government has set out a number of aims in respect of traveller sites which include:

- Local planning authorities should make their own assessment of need which address the likely permanent and transit site accommodation needs of travellers in their area
- Increase the number of traveller sites in appropriate locations
- Enable provision of suitable accommodation from which travellers can access education, health, welfare and employment infrastructure
- Due regard to the protection of local amenity and local environment.

The document states that criteria should be set to guide land supply allocations where there is identified need. Where there is no identified need, criteria-based policies should be included to provide a basis for decisions in case applications nevertheless come forward.

Local planning authorities should consider the following issues amongst other relevant matters when considering planning applications for traveller sites:

- the existing level of local provision and need for sites
- the availability (or lack) of alternative accommodation for the applicants
- other personal circumstances of the applicant
- that the locally specific criteria used to guide the allocation of sites in plans or which form the policy where there is no identified need for pitches/plots should be used to assess applications that may come forward on unallocated sites
- that they should determine applications for sites from any travellers and not just those with local connections

Local planning authorities should strictly limit new traveller site development in open countryside that is away from existing settlements or outside areas allocated in the development plan. Local planning authorities should ensure that sites in rural areas respect the scale of, and do not dominate the nearest settled community, and avoid placing an undue pressure on the local infrastructure.

## WOKINGHAM BOROUGH ADOPTED CORE STRATEGY

(Adopted 29 January 2010)

Policy CP1 – Sustainable Development

Policy CP2 – Inclusive communities.

Planning permission will be granted for proposals that address the requirements of minority groups in the borough including gypsies and travellers where the proposals demonstrate that:-

- (i) The site is located either within or close to the development limits of a settlement in Policy CP9 in order to maximise the possibilities for social inclusion and sustainable patterns of living; and
- (ii) The proposed site is not disproportionate to the scale of the existing settlement whether singly or cumulatively with any existing sites in the area

Policy CP3 – General Principles for Development

Policy CP4 – Infrastructure Requirements

Policy CP6 – Managing Travel Demand

Policy CP7 – Biodiversity

Policy CP8 – Thames Basin Heaths Special Protection Area

Policy CP9 – Scale and location of Development proposals

Policy CP11 – Proposals outside Development Limits (including countryside)

## MANAGING DEVELOPMENT DELIVERY LOCAL PLAN

(Adopted February 2014)

Policy CC01 – Presumption in favour of sustainable development

Policy CC07 – Parking

Policy CC10 – Sustainable Drainage

Policy TB10 – Traveller Sites

This policy sets out criteria for development of new gypsy and traveller pitches and extensions to existing sites and requires proposals to demonstrate that:-

- The site is located in an existing settlement or is adjacent to an existing settlement
- Avoids impacting on the separate identity of settlements
- Has access to a range of local services such as shops, health facilities, schools and a range of amenities including play areas and other recreational facilities
- No significant barriers to development such as flooding, poor drainage, poor ground stability or proximity to other hazardous land or installations
- Unacceptable impacts on the character and appearance of the surrounding landscape will be minimised through the sensitive and appropriate design of the scheme
- Will not result in an unacceptable loss of amenity of neighbouring land uses
- Mixed use proposals (including a business use) will only be considered if appropriate to the locality
- Scheme avoids any adverse impacts on the Special Protection Area

Policy TB21 – Landscape Character

Policy TB23 – Biodiversity and Development

Policy TB25 – Archaeology

## WOKINGHAM BOROUGH COUNCIL – BOROUGH DESIGN GUIDE

Supplementary Planning Document (Adopted May 2012)

Page 57 sets out guidance for Gypsy, traveller and travelling showpeople sites.

Design considerations for suitable locations include:

- Means of access and accessibility to local transport and services;
- Provision of a healthy and safe environment for residents;
- Integration between the site and local community;
- Appropriate ground conditions, site levels and avoidance of areas with high flood risk;
- Visual and acoustic privacy.

Policy R24 states: The layout and design of gypsy sites should provide a safe living environment that meets the needs of residents, while respecting the character of the local area.

The policy further sets out a number of key considerations for site layout including amongst other things:-

- clear demarcation of boundaries
- clear gap of 3m inside site perimeter boundaries for fire prevention;
- a degree of privacy for individual households
- safe access and egress to site and adequate space for car parking
- natural surveillance to allow residents to oversee all areas of the site;
- a 6m separation distance between each caravan, trailer and park home,
- infrastructure such as water and electricity supply, surface water and storm drainage, lighting and waste disposal arrangements.
- hard standing area suitable for use by trailers, touring caravans or other vehicles;
- an amenity building to provide as a minimum: water and electricity supply, toilet, personal washing and laundry facilities.

#### Wokingham Gypsy and Traveller Accommodation Needs Assessment Final Report March 2015

The Wokingham GTAA was adopted in March 2015. This was prepared taking into account the current Government policy documents with respect to how Local Authorities should plan for gypsy and traveller pitches

The 2015 GTAA sets out that additional pitch provision required for Gypsies and Travellers to 2029 in Wokingham Borough is 52 net additional pitches. 21 pitches are required for the period between 2014-2019, 15 pitches between 2019-2024 and 16 pitches between 2024-2029.

It should be noted that since the GTAA was prepared, there have been the following changes:-

- Wallys Mobile Home park was listed as an unauthorised, but tolerated, site with 3 pitches. Planning permission was approved on 16/04/2015 for 5 pitches, regularising the 3 unauthorised pitches and approving an additional 2 pitches.
- Planning permission for one additional pitch at the Belvedere Park site (junction of Bearwood Road and Chestnut Avenue) was approved on 02/06/2015.
- Planning permission was approved in principle for 4 additional pitches at Plots 1 and 2 Little Moor and 1 Hogwood Meadows, subject to the completion of legal agreements to secure SANG mitigation.

So 6 additional pitches have been approved, and 4 additional pitches have been approved subject to the completion of legal agreements. Therefore 6 of the required 21 pitches for the period between 2014-2019 have already been secured and a further 4 will be approved when legal agreements are completed.

Planning applications have also been submitted for the following sites which are currently under consideration:-

- Highfield Park – 7 additional pitches (this is the proposal subject of this application)
- Land at Old Kingsbridge – 1 additional pitch
- Highfield Park – 3 mobile homes and 1 touring caravan on each of Plots 8 and 9 of Highfield Park (currently limited by condition to 1 mobile home and 1 caravan on each plot).
- 166 Nine Mile Ride – 2 additional caravans (currently limited by condition to 2 caravans for gypsies and travellers).

Balanced against this is the fact that since the GTAA was produced there are four more families on unauthorised sites; two at Blagrove Lane and two at Falcon Avenue. The application for two pitches at Blagrove Lane was refused before the two families moved onto the site and an appeal has been lodged against the refusal. An enforcement notice has also been served at the Blagrove Lane site, and it is anticipated that an appeal will be lodged in respect of the enforcement notice as well.

While it is considered that the immediate need for pitches is met, more pitches will be required up to 2019, and therefore if a site comes forward earlier, and that site is considered acceptable, the sensible approach is to approve the planning application.

#### DESIGNING GYPSY AND TRAVELLERS SITES: GOOD PRACTICE GUIDE

(May 2008)

This gives guidance on designing gypsy and traveller sites, including transit pitches, but makes clear that there is no single, appropriate design for sites.

### **PLANNING ISSUES**

#### **The Site and surroundings**

1. The site is located to the western side of the A327 (Eversley Road) and is accessed by an access road from the point where Wokingham Lane meets the A327. The site is approximately 100m from Eversley Road.

2. Part of the site is within the countryside and has planning permission for one gypsy pitch. The remainder of the site is within the countryside and no planning permission exists on this site. It should be noted however that the whole application site has been hardsurfaced and a fence runs around the boundary of the whole application site.

3. At the time of the case officers site visit in 2012, in addition to the authorised mobile home on the site of Plot 1 there were also 3 mobile homes and 3 touring caravans on site. The part of the site within the countryside and covered by the injunction was empty.

4. To the north-west of the site is the existing gypsy caravan site at Highfield Park and beyond that Walkers Yard, which has planning permission for 12 gypsy pitches. To the north-east and south-east of the site is an open countryside. To the south-west of the site is Berkshire car spares, which is a car breakers yard and beyond that is Boundoak Industrial Estate which has mixed industrial use including B1 (Light industrial), B2 (General Industrial) and B8 (Storage) .

### **The Proposal**

5. The proposal involves redesigning the existing single gypsy pitch on Plot 11 to provide five permanent gypsy pitches. The new pitches are each shown with one mobile home, one touring caravan and one utility/day room. The agent has advised that no dayroom is shown on Plot 1 as this is an existing plot that the applicant intends to retain as it is, but should the applicant require a dayroom in the future then a planning application will be made. Members are advised that there is sufficient room on the plot to provide a day room if that is required.

6. The proposal also involves extending into part of the undeveloped countryside to provide three permanent gypsy pitches, each shown with one mobile home, one touring caravan and one utility/day room. Into this area it is also proposed to locate three transit pitches, with room for three touring caravans, three parking spaces and one shared utility/day room.

7. The main access road from Eversley Road is shared by all plots on Highfield Park, by Walkers yard and also by Berkshire Car Spares. Plot 11 has its own access point which serves only Plot 11 and is gated, and all the proposed pitches, permanent and transit, would use this existing access point.

### **Principle of Development**

8. The proposal is for the change of use of the land to a residential caravan site providing eight permanent gypsy and traveller pitches and three transit pitches.

9. The Planning Policy for Traveller Sites states that Local Planning Authorities should “strictly limit new traveller site development in open countryside that is away from existing settlements or outside areas allocated in the development plan”. The site is within the countryside, or within a town, village or recognised settlement and nor is it within an area allocated in the development plan for new development.

10. In this case however, the site adjoins an existing gypsy and traveller site and a car breakers yard and is in close proximity to an industrial estate and a site which has planning permission for 12 gypsy pitches. It is also in close proximity to the Arborfield Strategic Development Location.

11. The Planning Policy for Traveller Sites states that criteria should be set to guide land supply allocations where there is identified need and where there is no identified need, criteria-based policies should be included to provide a basis for decisions in case applications nevertheless come forward.

12. The Council has adopted criteria in Policy CP2 of the Adopted Core Strategy, which predates the NPPF and the Planning Policy for Traveller Sites and in Policy TB10 of the very recently adopted Managing Development Delivery Local Plan, which also references the Wokingham Gypsy and Traveller Accommodation Assessment which was adopted in March 2013. Guidance is also provided within the Borough Design Guide Supplementary Planning Document.

### **Impact on the Character of the Area:**

13. The application involves using land in the countryside that already has planning permission for one gypsy pitch, and also using similar sized adjoining land in the

countryside to extend the gypsy site.

14. The site is in countryside, but a gypsy and traveller site at Highfield Park is long established, and permission has also been granted for Gypsy pitches on the adjoining Walkers Yard site. Half of the application site is already used as a gypsy site and the additional area proposed is not considered to be of a size or form that would result in a significant change to the appearance of the countryside in this location.

15. The site is not considered to be in an isolated area of open countryside. There is a breakers yard to one side of the site with an industrial estate beyond that. Two gypsy caravan sites (Highfield Park and Walkers Yard) adjoin the application site. The site is not visible from Eversley Road. It is considered that approving this application would not mean that the countryside on this particular site would be significantly changed or detrimentally affected. It is not considered that views from the Public Footpath would be greatly different than the views which currently exist. The proposed site will read as part of the developed area of countryside encompassed by the gypsy sites, car breakers and industrial uses. Landscaping is proposed which will help to soften the appearance of the site.

16. The site does not intrude at all into the area to the north east of the gypsy site, which would be far more sensitive, as that area is viewed as completely open countryside.

#### **Trees and Landscaping**

17. The site is located on the boundary of two landscape character areas as identified in the Wokingham Landscape Character Assessment; L2: Farley Hill Wooded Sand and Gravel Hills and J2: Arborfield Cross and Barkham Settled and Farmed Clay.

18. The site itself is not characteristic of either landscape character due to the degraded and unmanaged nature of the site which is not in agricultural production. There are views from Eversley Road towards the site and these views include the existing gypsy site and the adjoining breakers yard.

19. The formation of a proposed extension to the gypsy site would be consistent with the existing land uses adjoining the site and therefore would not be out of character in this immediate area.

20. Planting has now been included as part of the application on the boundary of the site which will help to visually soften the boundary edge where it adjoins the open countryside.

#### **Level of amenity for future occupiers**

21. The proposal meets the majority of key considerations for site layout set out in the Borough Design Guide in respect of boundaries, fire prevention distances, privacy, and access.

22. The proposal does not include a childrens play area, however a contribution is sought towards childrens play as part of the Section 106 Agreement.

#### **Personal Circumstances**

23. No personal circumstances have been put forward in this case. The agent was asked if there were any personal circumstances that they wanted to be taken into

account as part of the determination of the planning application.

24. The applicant is willing to provide personal circumstances for those intending to occupy the site should this be required in the determination of this application. However the agent has asked for details of any harm that has been identified through the process of the balancing exercise that requires the submission of personal circumstances in order to address said harm.

25. In this case the proposal is considered to be acceptable and therefore personal circumstances are not considered to be an overriding factor.

#### **Level of amenity for future occupiers**

26. The proposal meets the majority of key considerations for site layout set out in the Borough Design Guide in respect of boundaries, fire prevention distances, privacy, and access.

#### **Impact on neighbouring properties**

27. The site is approximately 100m from Eversley Road. It is approximately 130m from the objectors in Poperinghe Way and Bound Oak Industrial Estate and approximately 200m from objectors in Howell Close. The site is separated from properties in Poperinghe Way and Bound Oak Industrial Estate by landscaping and the car breakers yard. Howell Close is separated from the site by Eversley Road and landscaping. Given these distances the proposals are not considered to be detrimental to the amenities of these properties.

28. As no properties directly adjoin the site (with the exception of other gypsy and traveller pitches) and most properties are a considerable distance away, it is not considered that the proposal would be detrimental to the amenities of nearby properties. The only two residential properties near the proposal site are already adjoined by the gypsy site, car breakers and Bound Oak Industrial Estate and this proposal will not noticeably change the situation for them.

#### **Ecology and Biodiversity**

29. Initially an objection was raised on biodiversity grounds due to insufficient information on wildlife as the site is within 100m of a pond to the north east of Walkers Yard and woodland.

30. However the Countryside Officer has confirmed that he is satisfied that the great crested newt survey submitted for the Walkers Yard development (Planning ref. F/2010/2515) demonstrates that this development is unlikely to adversely affect the local great crested newt population and works can proceed.

31. For information, the Walkers Yard survey which was undertaken in Spring 2011, showed that no great crested newt eggs were found and no adult great crested newts. Only Palmate and Smooth newts were recorded. The results of the survey indicate that great crested newts are absent from the pond and that no mitigation plan is needed.

32. An informative is included which states that if great crested newts are encountered at any point during development works must stop and the local Natural England office and Wokingham Borough Council must be informed.

### **Thames Basin Heaths Special Protection Area**

33. The site is within 5/7km of the Thames Basin Heath Special Protection Area. Subject to a contribution in a Section 106 Agreement, there will be no detrimental impact on the SPA.

### **Environmental Issues**

34. No potential environmental issues have been identified and Environmental Health has no objections to the proposal.

### **Archaeology**

35. With respect to archaeology, a condition to secure a programme of archaeological work was recommended by Berkshire Archaeology. Given that the site is already hard surfaced, Berkshire Archaeology were asked if they still required a condition.

36. Further advice was given by Berkshire Archaeology who stated that:-

“Without further information regarding levels, depth of concrete etc. and or geotechnical works it is impossible to say how much damage the laying of the hardstanding has had on the ground surface. We find it varies a great deal – from little previous impact where just the topsoil was removed to truncation beyond that which we would expect archaeology to survive”.

“If they do not plan to remove the hardstanding then archaeological monitoring of the services to be dug as part of the proposals may be the best time to check the levels of truncation beneath the hardstanding”.

“If they are to remove the hardstanding then preliminary investigation or monitoring will indicate whether archaeology survives there. And they will be laying hardstanding on the greenfield part of the site too I believe and some stripping of soil will be needed for that so archaeological mitigation is also likely to be required there but I’ll be able to provide more details on archaeological approaches and minimising when I know more about the work to be done if permission is granted”.

37. Given the additional comments, the condition requiring a programme of archaeological work is still included.

### **Highways and Transportation**

38. The site is located near to existing residential development and within 1km of Arborfield Village. The nearest bus stop is 0.5km away and provides a regular service to surrounding towns and villages and the services within them.

39. The proposed layout, level of parking and turning area are considered acceptable to serve the development. (Although for clarity a plan should be provided showing the position of the parking spaces – it is accepted that satisfactory parking can be provided).

### **Drainage issues**

40. It has not been made clear how infrastructure on the site, such as drainage and surface water drainage will be provided. It is indicated that a package treatment plant will discharge to the existing waste water drain. Details of the provision of infrastructure need to be provided and are required by conditions 15 and 16.

**Section 106/Section 111 requirements**

41. The site is within 5/7km of the Thames Basin Heath SPA. Therefore SANG and SAMM payments are required which would need to be obtained via Sections 106 and 111. The payments required are as follows:-

SAMM payment - £646.76 x 11 = £7114.36  
SANG payment - £2,690.93 x11 = £29600.23

**CIL requirements**

There is no CIL requirement in this particular case.

**CONCLUSION**

The proposal will enable a sufficient level of amenity for future users of the site. The proposal is not however considered to be detrimental to the character and appearance of the area and would not have an unacceptable impact on infrastructure and services if a satisfactory Section 106 Agreement is completed.

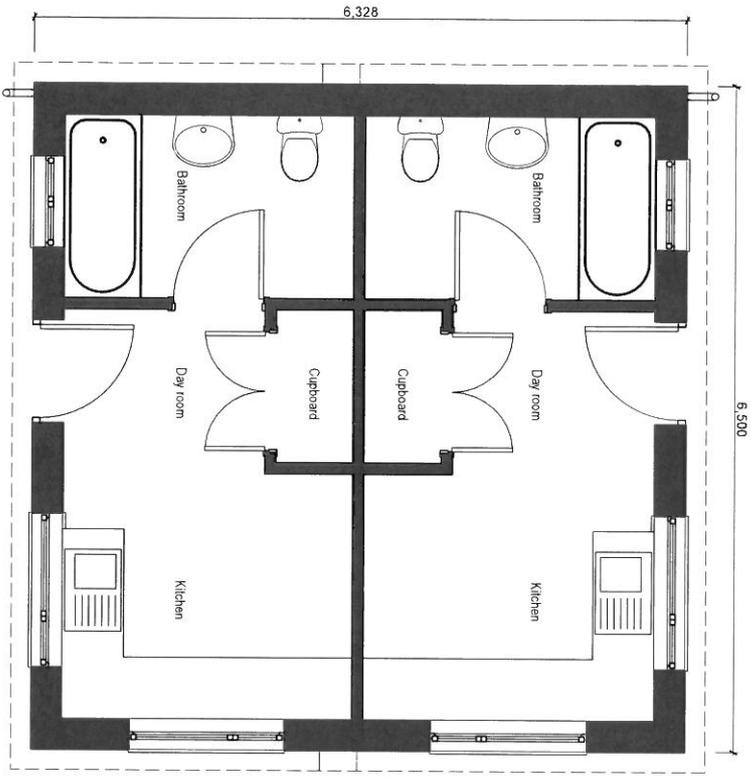
**CONTACT DETAILS**

<b>Service</b>	<b>Telephone</b>	<b>Email</b>
Development Management and Regulatory Services	0118 974 6428 / 6429	development.control@wokingham.gov.uk

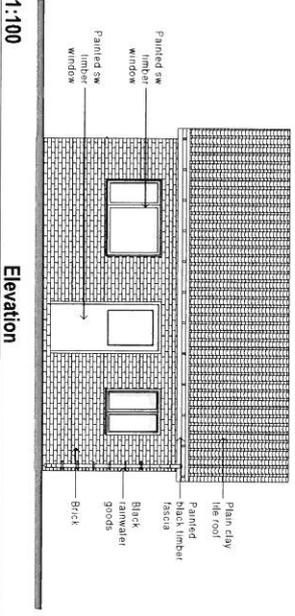
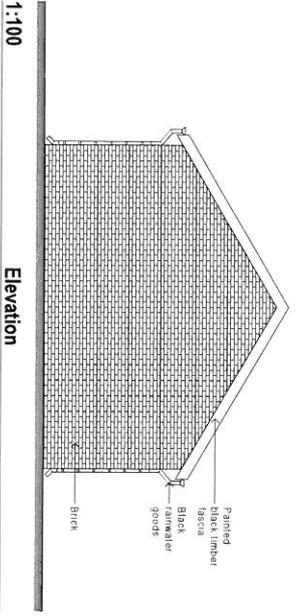
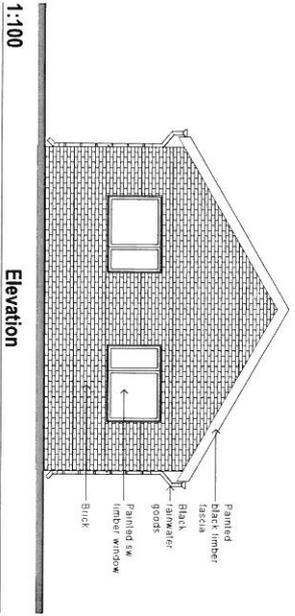
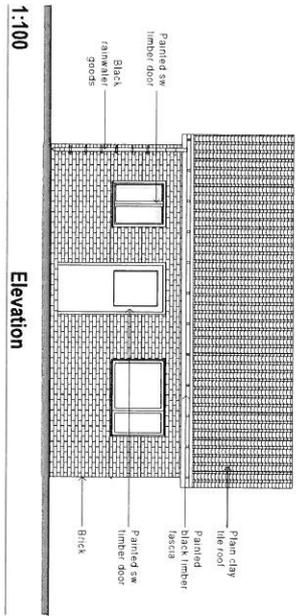
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1:50 Utility/Day Room - Indicative Internal layout



**Green Planning Solutions**

Unit 3 Lurecote  
 Upton Wagona  
 Shrewsbury Park  
 Shrewsbury SY4 4TT  
 T: 01743 709367  
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Client: **Edward Doherty**

Job Title: **Land adj. to Highfield Park, Arborfield**

Drawing Name: **Utility/Day Room - Indicative internal layout, Elevation**

Drawing Status: **Planning**

Drawing Scale: **1:50, 1:100**

Layout ID	Status	Revision
11_427_004		/

Partners: **Shrewsbury Green Ltd**, **Shrewsbury Park Ltd**, **Shrewsbury Park Ltd**, **Shrewsbury Park Ltd**  
 Reg: No: 0012765

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# Agenda Item 7.

<b>Development Management Ref No</b>	<b>No weeks on day of committee</b>	<b>Parish</b>	<b>Ward</b>	<b>Listed by:</b>
VAR/2014/2499	32	Winnersh	Winnersh	

**Applicant** Winnersh Midco Sarl c/o Barton Willmore  
**Location** Plot 700 Wharfedale Road, Winnersh **Postcode** RG41 5RB  
**Proposal** Application to vary condition 12 of planning consent RM/2014/0366 to allow the movement of goods 24 hours per day every day  
**Type**  
**PS Category** 18  
**Officer** Laura Ashton

**FOR CONSIDERATION BY** Planning Committee on 24<sup>th</sup> June 2015  
**REPORT PREPARED BY** Head of Development Management and Regulatory Services

## SUMMARY

This planning application seeks to vary condition 12 of planning consent RM/2014/0366. Condition 12 reads “No goods shall be taken, either departing or received, between the hours of 2000 and 0700 on any day.” The applicant, to afford flexibility to the future business occupiers, seeks to remove condition 12 to allow the movement of goods on site 24 hours a day every day.

The acoustic report submitted in support of this application has demonstrated that the proposed 24 hour operation of the site for deliveries will not be harmful to the amenities of neighbouring residential occupiers. The Environmental Health Officer is satisfied with the assessment and conclusions set out in the acoustic report.

A Delivery Management Plan has also been negotiated that contains a package of measures to further ensure that the occupiers of neighbouring residential properties are not disturbed by activities on the site.

It is therefore recommended that this application is approved and a substitute condition is applied to the RM consent to ensure that the Delivery Management Plan is adhered to, as set out in the recommendation below.

## PLANNING STATUS

- Major Development Location
- Core Employment Area
- Flood Zone 2
- Sand & Gravel Extraction
- Aerodrome Safeguarding for Wind Turbines

## RECOMMENDATION

**Approve** with replacement condition

1. All deliveries either departing or received at the approved building and activities relating to these deliveries will comply with the measures set out in the Delivery

Management Plan dated XX June 2015.

2. This application shall supersede Condition 12 on planning permission RM/2014/0366 and all other conditions on this planning permission still apply

Please note that conditions 3 & 5 of RM/2014/0366 have been discharged. A decision notice will be prepared to reflect this. Conditions 1-2, 4, 6-11 & 13-14 will remain unchanged.

## PLANNING HISTORY

O/2006/9071 - Outline planning application with all matters reserved except details of means of access to the site for development providing up to 191 100 sq m gross external area of built floorspace (in total) for Class B1 (a) (b) and (c) (including data centre use); Class D1; Class D2; Class C1; Class A1 A2 A3 A4 A5. Such development to include: Highways and public transport facilities; Pedestrian cyclist and vehicular ways; Pedestrian footbridge; Vehicle parking; Laying out open space; Landscaping; Ground works; Drainage works; Provision and/or upgrade of services and related media and apparatus; Miscellaneous ancillary development (including security office bin stores and cycle stores) and associated engineering and other operations. – Approved 2<sup>nd</sup> August 2007

RM/2014/0366 - Reserved Matters details comprising access appearance landscaping layout and scale for development to provide a building of 8 599 sqm GEA comprising up to 2 954 sqm for use class B1(a) offices with the remainder of the floorspace to be used for Class B1(c) light industrial floorspace and ancillary storage and distribution and car parking spaces pursuant to Outline Planning Permission O/2006/9071 – Approved 27<sup>th</sup> June 2014

C/2014/1740 - Application for submission of details to comply with the following conditions of planning consent RM/2014/0366 and O/2006/9071: 3. Construction Method Statement (RM) 20. Construction Method Statement (O) – Replied 10<sup>th</sup> March 2015

C/2014/1741 - Application for submission of details to comply with the following conditions of planning consent RM/2014/0366 and O/2006/9071: 4. Arboricultural Works Scheme (RM) 17. Tree Protection Measures (O) – Replied 10<sup>th</sup> March 2015

C/2014/1793 - Application for submission of details to comply with the following conditions of planning consent

RM/2014/0366 and O/2006/9071: 5. Surface Water Drainage Scheme (RM) 11. Surface Water Balancing Works (O) 12. Drainage details and assessment of hydrogeological context (O) – Replied 13<sup>th</sup> March 2015

NMT/2015/0349 - Application for a non-material amendment to planning consent RM/2014/0366 to allow an extension to the existing mezzanine – Replied 2<sup>nd</sup> April 2015

NMT/2015/0384 - Application for a non-material amendment to planning consent RM/2014/0366 to allow gatehouse to be relocated and enlarged; visitors' car parking to be relocated and car parking layout amended; second bin store added; bin store relocated; break out space extended; electric charging point added; gas metre relocated; disabled visitors' space relocated; amendments to location and number of windows; footpath added to front of building; and bases for sprinkler tank and pumps relocated to suit Thames Water service zone – Replied 17<sup>th</sup> April 2015

C/2014/2126 - Application for submission of details to comply with the following condition of planning consent O/2006/9071:35 Details of the existing and proposed finished floor levels. – Replied 17<sup>th</sup> April 2015

C/2015/0474 - Application for submission of details to comply with condition 23 of planning consent O/2006/9071.23. External Lighting. – Replied 1<sup>st</sup> May 2015

**SUMMARY INFORMATION**

**For Commercial**

Site Area	1.42 hectares
Previous land use(s) and floorspace(s)	Not applicable to current application but prior to the building being constructed, under the reserved matters application, the site was home to the Parcel Force building which was demolished prior to submission of the reserved matters applications (RM)
Proposed floorspace of each use(s)	8,599 sq m GEA comprising up to 2,954 sq m of class B1(a) offices with the remainder used for class B1(c) light industrial floorspace and ancillary storage and distribution (as approved under RM application)
Change in floorspace (+/-)	None
Number of jobs created/lost	Not applicable to current application
Existing parking spaces	Not applicable see below
Proposed parking spaces	Not applicable to current application but c. 234 approved under RM application

## CONSULTATION RESPONSES

**Winnersh Parish Council** – no objection on the 26<sup>th</sup> Nov, changed to objection on the 12<sup>th</sup> Dec – application should not be approved unless adequate mitigation of night-time noise & light is undertaken

**Members** – Concern raised relating to residents' cynicism regarding the application. Residents are concerned regarding the potential for disturbance and believe the future occupier requires 24 hour deliveries to allow frequent vehicle movements through the night rather than general flexibility.

**Environmental Health** – no objection subject to agreement of Delivery Management Plan

## REPRESENTATIONS

**Petition signed by 71 individuals** indicating agreement with views of Robert Moxon/Daniels & Associates – Building Surveyors & Structural Engineering Consultants (nb some have also provided individual letters which have been accounted for above)

**18 letters of objection** points raised (in summary):

- Future tenants could have significantly greater night-time movements
- There is enough noise & traffic all day with the railway, A329, M4 & aircraft.
- We need quiet times during the night in this area so at least we have a bit of peace to sleep
- Since the building has been erected there is no possibility to move noise sources
- If this site is unsuitable for Rockwell Collins without 24 hour access, they have chosen the wrong site
- Suggests discrepancies with distances stated in earlier application
- The removal of Condition 12 would result in a more desirable commercial package commanding a higher return - but at the expense of local residents and so contrary to the original concept agreed by WBC.
- If a substantial earth railway embankment cannot shield residents from certain aspects of the noise then no other suggested barrier would do so. Even associated human voices can be clearly distinguished at times, including individual conversations and profanities.
- Removal of Condition 12 will result in 24 hour every day vehicle operations will generate intrusive noise to the many nearby residents and result in a considerable reduction in amenity.
- If ASDA in Lower Earley, which relies heavily on road deliveries, can operate without night movements then surely the subject development can do so with much less difficulty
- The claim that the proposed occupant requires 24 access for vital operational purposes lacks credibility
- It is unlikely that the local impact of such a highly-specialised (aerospace) plant would be especially favourable
- The comment that the former Parcelforce depot created few problems is disingenuous, given that - if memory serves - it was principally orientated away from the railway line and nearby residential properties.

- The building was approved with a number of conditions to protect residents, if any conditions of the original approval are amended the entire approval should be called into question
- Building should have been designed differently if 24 hour working/deliveries are required
- Concern underhand tactics are at play
- “It is preposterous to think 24/7 activity is justifiable”; “ludicrous”; “totally unacceptable”
- “Rockwell Collins are trying it on, they are acting as if they could not care less about the implications on the rest of the community”.
- High level of noise associated with a large scale facility of this nature would have a significant impact on our prospects of enjoying peaceful evening and good night’s sleep
- Proposal would have a major adverse effect on the quality of life of residents adjoining the development.
- Current building work, vehicle movements and construction worker conversations can all clearly be heard above railway embankment – expects this will be worse if application is approved
- If condition is removed the loading bay operations, vehicle movements (reversing alarms) and staff operation noise levels will be wholly unacceptable during the night-time, cause major inconvenience and impact on the wellbeing of my household and neighbours
- It is completely unacceptable to allow 24/7 development of this site
- Amendment would bring misery to residents
- Noise and vibration from development have been hard enough to cope with
- Acoustic barrier will not in any way reduce noise and vibration
- Objects on grounds of noise pollution – sound travels and is more audible during the night
- There will be forklift trucks with audible reversing beepers/voice notifications
- Concern regarding “human conversation and shouting”; noise associated with loading/unloading
- Refers to light pollution – not relevant to this application and car vehicle noise
- We currently get some peace from train and road noise as these reduce during the night.
- The amplification of noise at night would make these movement untenable and would disturb sleep for a number of residents
- We have endured the noise of reversing construction vehicles believing this was temporary and would cease once building work has completed. Now would experience noise during the night and at weekends.
- WBC did not support 24/7 movement in the original application, I therefore do not understand why they would consider it now.
- If 24 hour movement was so important should have been highlighted in the original application
- Removal of condition would result in intolerable noise disturbance
- Vehicle noises, especially the noise generated by vehicles reversing. Can already be heard clearly
- Railway embankment insufficient to prevent noise nuisance
- Loading bay is not more than 50 m from nearest houses
- Other plots on the park, not next to homes, might have been more suitable for RC.
- RC had plenty of opportunity during reserved matters application to make clear

- 24 hr operation is required.
- 24 hr movement of goods is unacceptable
- Figures in planning application relating to noise and distances misleading
- Building is imposing and unsightly
- A further noise assessment should be undertaken to address the deficiencies in the earlier report – impact of noise and vibration grossly underestimated
- Concern regarding outdoor lighting (NOT RELEVANT TO THIS APPLICATION)
- Acoustic barrier would need to be extended significantly further than currently shown and should be of acoustic performance standard to effectively mitigate the adverse effects of noise
- Removing condition 12 will have a major adverse effect on the quality of life of neighbouring residents.
- Notes need for delivery management plan
- Condition 12 already allows the movement of goods well beyond normal working hours.
- Notes failure of RC to engage with the community
- Applications for out of hours deliveries should be dealt with on a case by case basis cites a Reading Borough Council Case where a Tesco application was refused
- Acoustic barrier needs to extend further than already indicated
- Condition 12 was imposed due to residents' concern. The condition should not be removed simple because the occupier now consider it may impede their operation

**APPLICANTS POINTS**

- Condition 12, as it stands, will severely inhibit Rockwell Collins' operations. Constant access to the site is required to meet client demands and contractual service agreements.
- The wider business park operates with no restrictions on hours of working or deliveries.
- Plot 700 was previously occupied by the Parcel Force depot which operated 24 hours a day, 7 days a week over a 15 year period.
- A copy of the Department for Transport "Quiet Deliveries Good Practise Guidance 2014" will be provided to the future occupiers of the building.
- The surfaces of the site have been designed to be flat to keep noise to a minimum.
- The high level of background noise which arises from the nearby motorways will lessen the impact of noise caused by vehicle movements on site.
- The submitted noise assessment assessed day time and night time deliveries and collections and concluded that with the acoustic barrier provided by the close boarded fence, the noise levels meet the Local Authority Criteria.

**PLANNING POLICY**

NPPF	Chapter 1 "Building Strong & Competitive Economies"
Core Strategy	CP1 Sustainable Development CP3 General Principles for Development CP15 Employment Development

MDD Local Plan	CC01 Presumption in Favour of Sustainable Development CC06 Noise TB11 Core Employment Areas TB20 Service Arrangements & Deliveries for Employment & Retail Uses

## **PLANNING ISSUES**

### **1.0 Background**

1.1 This planning application proposes the removal of condition 12 of planning application reference RM/2014/0366. The reserved matters (RM) application sought to approve details of the access, appearance, layout and scale of the building proposed to be situated on Plot 700, Wharfedale Road on Winnersh Triangle Business Park. This application in effect approved a three storey building of 8,599 sq m (GEA) comprising up to 2,954 sq m of Class B1(a) office floorspace with the remainder of floorspace being used for Class B1(c) light industrial purposes and ancillary storage and distribution. Condition 12 of the RM application prevents the movement of goods between the hours of 8pm and 7am on any day. This condition was imposed to reflect the fact the site lies adjacent to Winnersh Meadows beyond which lies a residential area. The nearest residential property being c.40 metres from the site boundary or 48 metres from the part of the site used by delivery vehicles.

1.2 At the time when the RM application was being considered the Environmental Health (EH) Officer had limited opportunity to consider the contents of the acoustic report that was submitted in support of the planning application. They subsequently recommended a cautionary approach and that "*restrictions are applied to prohibit night time deliveries, if that is possible or failing that, that reversing alarms are disabled between 2000 and 0700*". Therefore, Condition 12 was placed on the decision notice. At the time the Council had not been advised that the potential occupier of plot 700 required 24 hour access and so there was no discussion with the applicant around this matter. Once it was made clear that 24 hour access could be required, the current application was submitted to remove the restrictive condition and to allow the Council to specifically assess the impact of this .

### **2.0 Policy Test**

2.1 The key policy in determining this application is MDD Local Plan Policy TB20 which relates to service arrangements and deliveries for employment and retail uses. To take the relevant section of this policy, it states that planning permission will only be granted for commercial developments throughout the borough that demonstrate there is no harmful impact on the amenity of adjoining land uses in terms of noise, fumes and disturbance.

2.2 In summary this planning application should only be approved if the applicant has successfully demonstrated that the 24 hour use of the site for deliveries will not lead to noise and disturbance to neighbouring land users. The assessment of the proposal against this criterion follows accordingly.

### **3.0 Assessment**

3.1 The current application has been supported by an acoustic report which has been examined by the EH Officer. The EH Officer is satisfied with the assessment and recommendations contained within the report.

3.2 The Local Authority requires that the assessment of on-site vehicle noise is carried out using the guidance given in BS8223 and the 'Good' standard for resting conditions is achieved. The good standard for living rooms and bedrooms is 30dB LAeq,T. For the undertaking of the noise assessment this figure was used as the target internal noise level for night time assuming 13 dB(A) attenuation offered by an open window in a brick façade. Also any individual noise events not to exceed 45dB L<sub>Amax</sub>.

3.3 The site will have two delivery bays with limited movement and turning area for HGVs. Although it is unclear how many deliveries/HGV movements will occur during the day and at night time, the 'worst case scenario' used by Environoise in its report, of no more than one HGV movement in any five minute period, is considered to be acceptable.

3.4 Considering the background levels recorded and predicted noise levels of HGVs arriving and departing and Fork Lift Truck movement/activities, the acoustic report found that provided a close boarded timber fence is installed, as shown on figure 5 of the report, the operation of plant and vehicles on the site should not cause noise levels inside residential properties to exceed the BS8233 'Good' standard for resting conditions in living rooms and bedrooms. Maximum noise levels produced by HGVs using the site will subsequently not exceed the guideline values given in the BS8233/World Health Organisation Guidelines on Community Noise. The amenity of neighbouring residential occupiers will therefore be protected.

3.5 The close boarded fence has already been secured by condition 7 of the RM consent as recommended by the EH Officer at the time. During the consideration of the current application concern has been raised regarding night time reversing alarms on both delivery vehicles attending the site and fork lift trucks working on the site. The following measures have subsequently been agreed:

- 1) All Rockwell Collins fleet HGVs and FLT's will be fitted with white noise reverse alarms, or have their reversing alarms turned off during night time hours (11pm – 7am).**
- 2) Other agencies will be instructed that when delivering during night time hours (11pm – 7am) reversing alarms must be turned off or white noise alarms used.**
- 3) All HGV drivers entering the site will be instructed to turn their engines off when possible when using the service yard.**

3.6 The above will be reinforced to all vehicle drivers entering the site by the onsite gatekeeper, who will also advise of the need to minimise any disruption to nearby residents.

3.7 The above is part of a package of measures that have been secured through a

Delivery Management Plan (covered by condition). This provides details of how the site operator will seek to minimise disturbance to the neighbouring community. The Delivery Management Plan will be secured by the following condition which will replace Condition 12 of the RM consent:

***All deliveries either departing or received at the approved building and activities relating to these deliveries will comply with the measures set out in the Delivery Management Plan dated XX June 2015***

3.8 It is acknowledged that the local community has raised concern regarding this application. The Delivery Management Plan has been secured to ensure that their amenities are protected and to provide a point of contact in the event that they do experience disturbance.

3.9 Operating outside the remit of the Delivery Management Plan would require a future variation and residents remain to be protected by the Environmental Health Act in the event that a complaint is received.

#### **4.0 CONCLUSION**

4.1 The acoustic report submitted in support of this application has demonstrated that the proposed 24 hour operation of the site for deliveries will not be harmful to the amenities of neighbouring residential occupiers. The Environmental Health Officer is satisfied with the assessment and conclusions set out in the acoustic report.

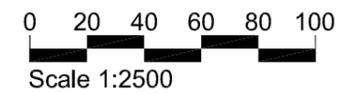
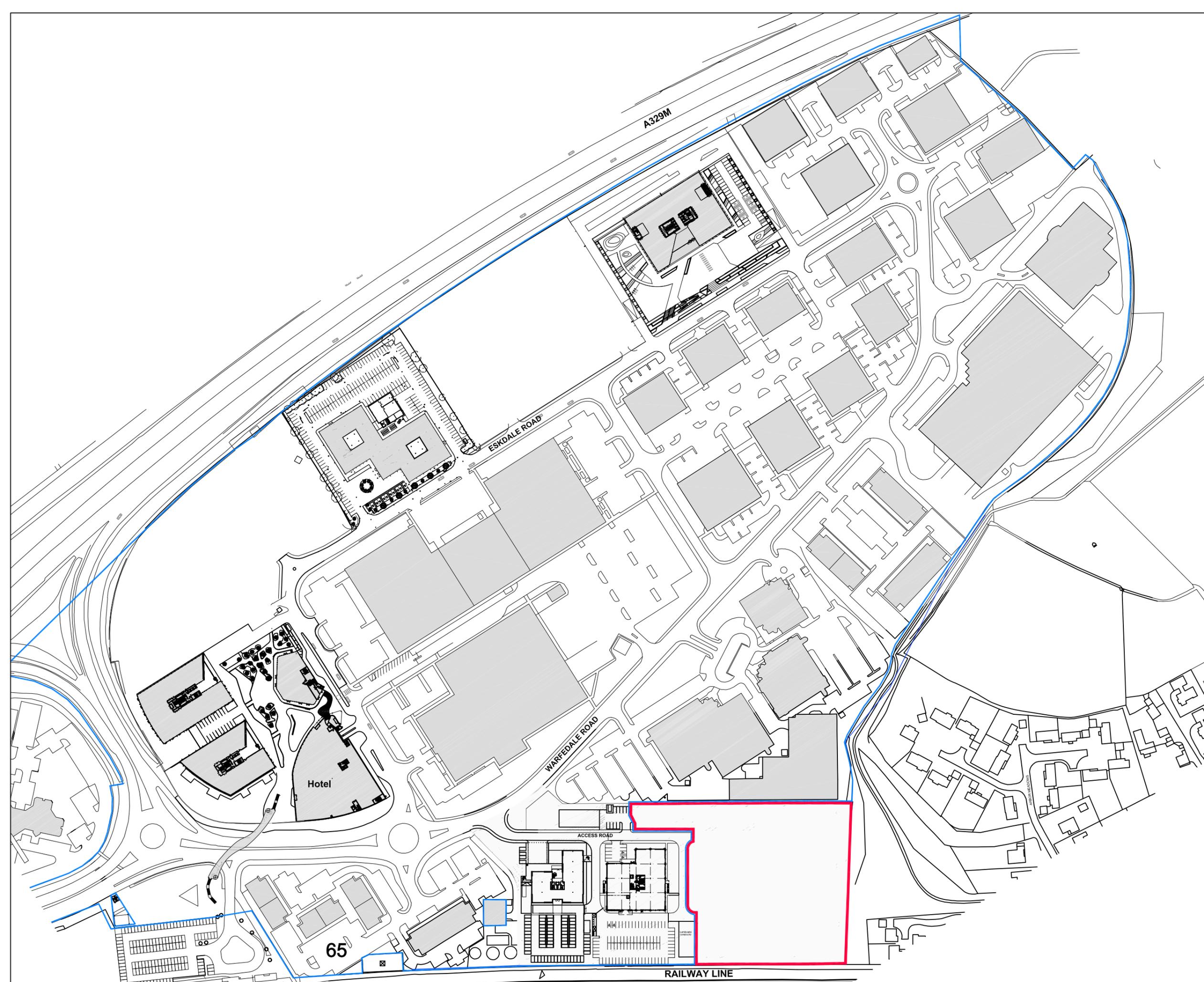
4.2 A Delivery Management Plan has also been secured that contains a package of measures to further ensure that the occupiers of neighbouring residential properties are not disturbed by activities on the site.

4.3 It is therefore recommended that this application is approved and a substitute condition is applied to the RM consent to ensure that the Delivery Management Plan is adhered to. With the use of the recommended substitute condition the proposal is considered to adhere to Core Strategy Policies CP1 & CP3 and MDD Local Plan Policies CC01, CC06 & TB20

#### **CONTACT DETAILS**

<b>Service</b>	<b>Telephone</b>	<b>Email</b>
Development Management and Regulatory Services	0118 974 6428 / 6429	development.control@wokingham.gov.uk

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# PLANNING

**Rockwell  
Collins**

**PATRIZIA**  
WERTE ENTSCHEIDEN

Job Title  
**PROPOSED PRE-LET DEVELOPMENT**

Location  
**PLOT 700  
WINNERSH**

Drawing Title  
**SITE LOCATION PLAN**

Date: 06/02/14 Drawn

Scale: 1:2500 at A3 Checked

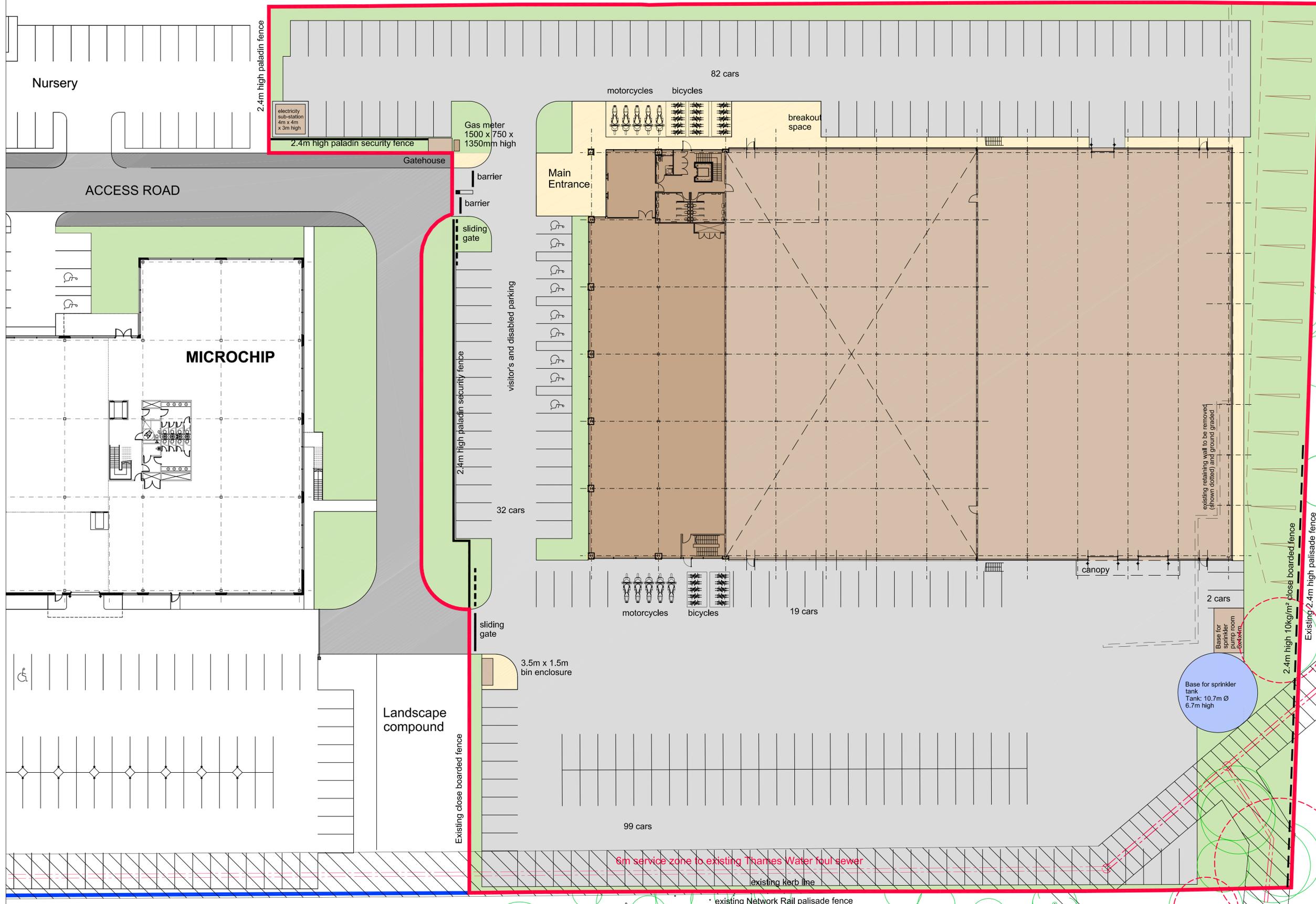
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**LHA** Royal Station Court, Twyford  
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Tel: 0118 932 0980 Fax: 0118 932 0981  
e-mail: [enquiries@lha.co.uk](mailto:enquiries@lha.co.uk)

Dwg no. **3620-01** Revision

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New 2.4m high paladin security fence to replace existing chain link



B: 06/06/14  
Close boarded fence added to part of south east boundary

A: 24/04/14  
Alignment of sewer adjusted to suit manholes shown on topographical survey  
Sprinkler tank reduced in height, width increased to maintain capacity and tank relocated slightly  
Landscaping extended between sprinkler tank and railway boundary to allow retention of trees 53 and 54 in Arboricultural Report) and to provide space for additional tree planting



**PLANNING**  
**Rockwell Collins**

**PATRIZIA**  
WERTE ENTSCHEIDEN

Revisions  
Job Title  
**PROPOSED PRE-LET DEVELOPMENT**  
Location  
**PLOT 700 WINNERSH**  
Drawing Title  
**SITE PLAN**

Date 04/02/14 Drawn  
Scale 1:250 at A1 Checked

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**LHA** Royal Station Court, Twyford  
Reading, Berkshire, RG10 9NF  
Tel: 0118 932 0980 Fax: 0118 932 0981  
e-mail: architecture@langley-hall.co.uk

Dwg no. 3620-03 Revision B



## Laura Ashton

---

**From:** Clive Hudson <clerk@winnersh.gov.uk>  
**Sent:** 12 December 2014 16:26  
**To:** Laura Stevens  
**Cc:** Development Control  
**Subject:** comments on VAR/2014/2499

Hello Laura

Winnersh Parish Council has previously responded to VAR/2014/2499 with no objection and a supplementary comment.

After further discussion at a recent Full Council meeting I have been instructed to inform you that the Council wishes to change its response to an **OBJECTION**, stating that the application should not be approved unless adequate mitigation of night-time noise and light is undertaken.

Regards  
Clive Hudson  
Parish Clerk  
Winnersh Parish Council  
0118 9780244

Click [here](#) to report this email as spam.

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## Zoona Choudary

---

**From:** Clive Hudson  
**Sent:** 26 November 2014 13:51  
**To:** Development Control  
**Subject:** Winnersh Parish Council comments on applications

Hello Planning

Here are the comments of Winnersh Parish Council following its Committee meeting this week.

Regards  
Clive Hudson  
Parish Clerk  
Winnersh Parish Council  
0118 9780244

**2.1 The following applications were examined and NO OBJECTIONS were recorded:**

1 F/2014/2389 Unit 405, Wharfedale  
Road A Lawrey  
Proposed insertion of 8no. windows into south elevation.

2 F/2014/2424 12 Welby  
Crescent  
K Holt  
Proposed part conversion of garage to habitable accommodation.

3 F/2014/2485 1F Locksley  
Gardens  
P Kumar Proposed erection of a single storey rear extension to dwelling to form conservatory.

4 VAR/2014/2499 700 Wharfedale  
Road L Stevens  
Application to vary condition 12 of planning consent RM/2014/0366. The variation proposes to allow the movement of goods 24 hours per day every day.  
Although not objecting to this application the Committee **COMMENTED** that:  
There are concerns for neighbouring residents regarding the overnight movement of vehicles

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**Site: 700 Wharfedale Road, Winnersh Triangle**

**Issue: Noise from deliveries**

**Application Number: VAR/2014/2499**

In regards to the development of 700 Wharfedale Road, environmental health were consulted on an application to remove restricted operating times on the site. In order to protect the amenities of local residents environmental health looked specifically at the acoustic assessment carried out by Environoise Consulting Limited dated Friday 30<sup>th</sup> May 2014, report reference: 20419R02bRMWpk.

In the report reference to the following guidance is made and recommendations made to meet the dB levels stated in these guidance documents.

WHO – Guidelines for Community Noise.

BS8223 - Sound insulation and noise reduction for buildings. The local Authority requires that the assessment of on-site vehicle noise is carried out using the guidance given in BS8223 and the 'Good' standard for resting conditions is achieved. The good standard for living rooms and bedrooms is 30dB LAeq,T. For this assessment this figure was used as the target internal noise level for night time assuming 13 dB(A) attenuation offered by an open window in a brick façade. Also any individual noise events not to exceed 45dB LAmax.

**Delivery Vehicle Noise**

The site will have two delivery bays with limited movement and turning area for HGVs. Although it is unclear how many deliveries/HGV movements there will be both at day time and at night time The 'worst case scenario' used by Environoise in its report is acceptable

From the background levels recorded and predicted noise levels of HGVs arriving and departing and Fork Lift Truck movement/activities the following recommendations were made within the acoustic report in order to protect the amenities of local residents.

**Noise from HGVs will be sufficiently controlled if part of the proposed palisade fence is substituted for a close boarded timber fence. Maximum noise levels produced by HGVs in the development site will not exceed the guideline values given in the BS8233/World Health Organisation Guidelines on Community Noise.**

**Operation of plant and vehicles on the site should not cause noise levels inside residential properties to exceed the BS8233 'Good' standard for resting conditions in living rooms and bedrooms if the recommended close boarded timber fence is installed.**

**We recommend that part of the proposed palisade fence around the site boundary and marked red on drawing number 3620-03/P3 is replaced by a 2.4m high close boarded timber fence as shown in Figure 5 for additional mitigation. The fence should be of density greater than approximately 10kg/m<sup>2</sup> and be free from gaps.**

The council under planning application RM/2014/0366 within the Decision Notice dated 27<sup>th</sup> June 2014 stated as **Condition 7 - Prior to the occupation of the development hereby approved, a 2.4 m high close boarded fence (acoustic barrier) should be erected and maintained in accordance with submitted plans.**

As part of my discussions with the applicants, I raised my concerns regarding night time reversing alarms of both delivery vehicles attending the site and fork lift trucks permanently working on the site.

The following has been agreed:

**23254/A3/FB**

**18th May 2015**

**Plot 700, Winnersh Triangle, Delivery Management Plan**

- 1) All Rockwell Collins fleet HGVs and FLT's will be fitted with white noise reverse alarms, or have their reversing alarms turned off during night time hours (11pm – 7am).**
- 2) Other agencies will be advised that when delivering during night time hours (11pm – 7am) reversing alarms must be turned off or white noise alarms used.**
- 3) All HGV drivers entering the site will be advised to turn their engines off when possible when using the service yard.**

**The above will be reinforced to all vehicle drivers entering the site by the onsite gatekeeper, who will also advise of the need to minimise any disruption to nearby residents.**

This could be reinforced by imposing a suitable condition

Conclusion

The applicant has produced an acoustic report stating the background noise levels during the day and at night time. The noise generated by HGV deliveries and fork lift truck movements were obtained and it was calculated what the noise level would then be at the nearest receptor. In order to reduce the noise level to the specifications within BS8223, WHO guidance and the local authorities requirements a specific type and height of acoustic fencing was recommended by the acoustic consultants in order to meet the requirements of BS8223, WHO guidance and the local authority.

As long as the recommendations are followed by the applicants, the indications are that 'complaints are unlikely'. Condition 7 – will ensure the required acoustic fencing is erected as specified by Environoise

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REPORT REF: 20419R02bRMWpk

NOISE ASSESSMENT FOR PLANNING APPLICATION

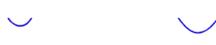
OFFICE / R&D / WAREHOUSE FACILITY, PLOT 700, WINNERSH  
TRIANGLE, READING.



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CLIENT:       Winnersh Investments Sarl  
                  C / O Mr. Guy Barlow  
                  Paragon BC,  
                  7 Swallow Place,  
                  London W1B 2AG.

Report written and prepared by:

  
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Date of issue:

Friday, 30 May 2014

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## Executive Summary

Environoise Consulting Limited has been instructed by Paragon Building Consultants on behalf of Winnersh Investments Sarl to do an acoustic assessment in support of a planning application for a new office, R & D and Warehouse Facility development.

The proposed three storey development is situated at Plot 700 within Winnersh Triangle Business Park, Winnersh, Reading.

To satisfy the local authority, noise from plant and machinery at the site must be controlled so that noise at 1m distance from the nearest residential receptor is at least 5 dBA less than that of the existing background noise level (or 10dBA less if the noise is tonal in nature). In addition the local authority requires that noise from HGV movements in the delivery area is controlled to address any possible noise impact. BS8223 and WHO Guidelines for Community Noise have been used in assessing the noise impact of heavy goods vehicles serving the warehouse part of the development.

A noise survey was conducted during the daytime and night-time period to obtain background noise levels at a position considered representative of nearby noise sensitive receptor locations between Sunday 13<sup>th</sup> and Monday 14<sup>th</sup> April 2014.

The report advises maximum plant noise limits in terms of overall sound power level so that the likelihood of complaint according to BS4142 is “unlikely” and that the requirements of the Local Authority regarding plant noise are met.

The warehouse part of the development will involve HGV movements. These have been assessed and the report concludes that if a proposed palisade fence is replaced by a close boarded timber type, the impact of HGV noise will be ‘insignificant’ and will satisfy the requirements of WHO Guidelines and the Local Authority.

# 1 Introduction

## 1.1 Local Authority Requirements

- 1.1.1 The Local Authority (West Berkshire and Wokingham Environmental Health and Licensing) require that all plant and machinery installed at the proposed site shall not produce noise levels any higher than 5 dBA below the existing background noise level at 1m from the nearest residential receptor or any higher than 10dBA below the existing background noise level if the noise is tonal in nature.<sup>1</sup>
- 1.1.2 The authority also requires that provision is to be made for control of noise emanating from HGV movements, deliveries and collections in the vicinity to address any possible noise impact, in accordance with the requirements of BS 8223<sup>i</sup>.
- 1.1.3 The standard adopted by the Authority for living rooms and bedrooms is 30dB<sub>L<sub>Aeq,T</sub></sub> and individual noise events not exceeding 45dB <sub>L<sub>Amax</sub></sub>.

## 1.2 Purpose of Assessment

- 1.2.1 The purpose of this assessment is to establish the existing daytime and night-time ambient and background noise levels at the nearest residential receptors and to propose noise limits and / or mitigation measures so that the requirements of the local authority can be met and that planning permission can be granted without the provision of noise conditions.
- 1.2.2 Our assessment has been based on provided drawings, surface finishes schedule and the draft NBS Specification Document<sup>2</sup>.

## 1.3 Site description

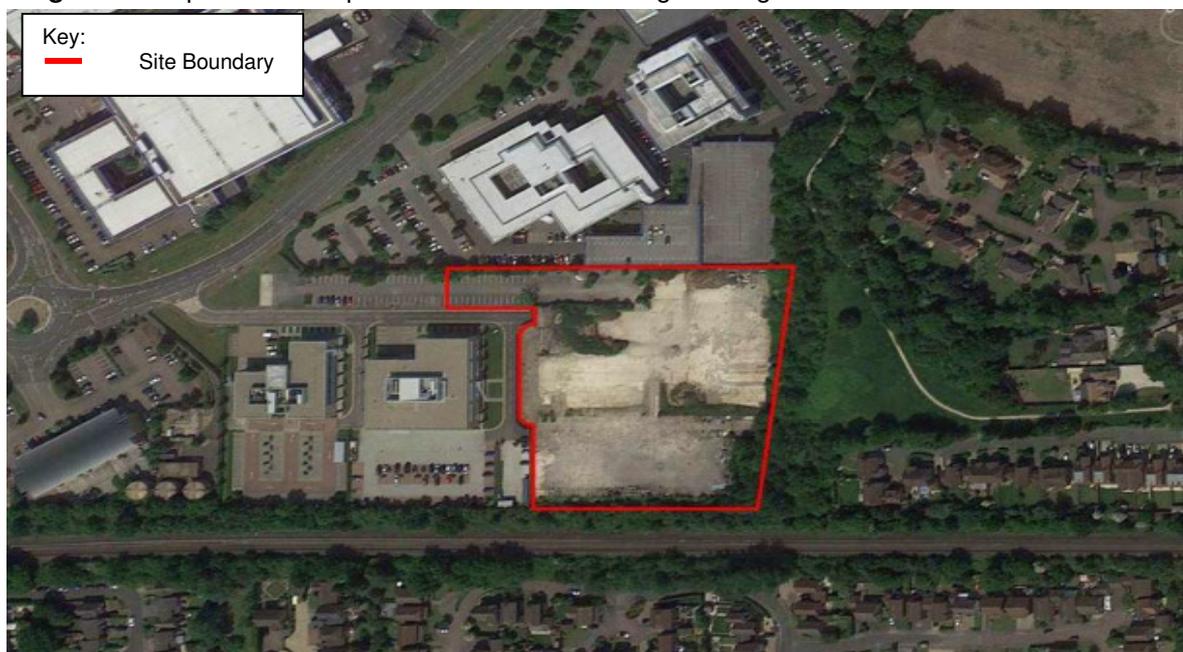
- 1.3.1 The proposed 8 575m<sup>2</sup>, three-storey building will be located at Plot 700 within Winnersh Triangle Business Park off Eskdale Road in Reading. It lies 0.5km south-east of Winnersh Triangle Train Station and is bounded by the Reading to Waterloo railway line to the south, open parkland and residential properties to the east and existing B1/B8 use buildings to the west and north, see Figure 1.

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<sup>1</sup> Email from Joe dray, Principal Environmental Health Officer, West Berkshire and Wokingham to Paul Kelly, Environoise Consulting Limited on 19/05/2014.

<sup>2</sup> E-mail from Graham Langley, Langley Hall Associates Limited received by Paul Kelly, Environoise Consulting Limited on 30/04/2014.

**Figure 1:** Proposed development site and surrounding buildings.



## 1.4 Internal Layout

1.4.1 The building is divided into three sections for B1 (business) usage – Offices and Research & Development (R & D) space, and B8 (storage or distribution) – Warehouse space.

- **The B1 usage (office) section** comprises of open plan offices over three floors at the western side of the building.
- **The B1 usage (R & D) section** comprises of open plan space at ground floor level within the central part of the building. A mezzanine floor above will be used for office space for the R & D section. These areas are a future tenant option.
- **The B8 usage (Warehouse) section** comprises of a warehouse building to the eastern section of the building. This area is full height to the underside of the roof.

## 1.5 Noise Sensitive Receptors

1.5.1 The nearest noise sensitive receptors to the proposed development are residential houses on Williamson Close approximately 30m to the south-east of the site boundary.

## 2 Planning Policy / Legislative Overview

### 2.1 National Planning Policy Framework

- 2.1.1 The National Planning Policy Framework (NPPF)<sup>ii</sup> came into force in March 2012 and represents the government's commitment to promoting sustainable development.
- 2.1.2 With regard to acoustic design and noise control, the NPPF provides a set of overarching aims, broadly reflecting those already contained in the Noise Policy Statement for England (NPSE). They are directed towards the avoidance of significant adverse impacts and reduction of other adverse impacts on health and quality of life; set within the context of the Government's policy on sustainable development.
- 2.1.3 Now that the NPPF has been introduced previous Planning Policy Guidance on Noise (PPG24) has been withdrawn; creating a gap between policy aims and any technical guidance available by which the realisation of those aims can be achieved.
- 2.1.4 There is an emphasis within the new framework on local planning authorities to create local policy and guidance which reflects both the NPPF and the NPSE, whilst at the same time reflecting the needs and priorities of their communities.
- 2.1.5 Further NPPF aims related to noise include:

#### **Paragraph 109**

- 2.1.6 *The planning system should contribute to and enhance the natural and local environment by: preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability;*
- 2.1.7 *Planning policies and decisions should encourage the effective use of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value. To prevent unacceptable risks from pollution and land instability, planning policies and decisions should ensure that new development is appropriate for its location. The effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects from pollution, should be taken into account.*

#### **Noise Policy Statement for England**

- 2.1.8 NPPF affirms that National Policy Statements form part of the overall framework of national planning policy, and should be a material consideration in decisions on planning applications. The Noise Policy Statement for England (NPSE)<sup>iii</sup> came into force in 2010 and states:
- *The aim of this document is to provide clarity regarding current policies and practices to enable noise management decisions to be made within the wider context, at the most appropriate level, in a cost-effective manner and in a timely fashion.*

- *This Noise Policy Statement for England (NPSE) should apply to all forms of noise including environmental noise, neighbour noise and neighbourhood noise. The NPSE does not apply to noise in the workplace (occupational noise).*

## Noise Policy Vision

- 2.1.9 Promote good health and a good quality of life through the effective management of noise within the context of Government policy on sustainable development.

## Noise Policy Aims

- 2.1.10 Through the effective management and control of environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development:
- avoid significant adverse impacts on health and quality of life;
  - mitigate and minimise adverse impacts on health and quality of life; and where possible, contribute to the improvement of health and quality of life.

## 2.2 BS 8223

- 2.2.1 The local Authority require that the assessment of on-site vehicle noise is done using the guidance given in BS8223 and the 'Good' standard for resting conditions is achieved. The good standard for living rooms and bedrooms is 30dB  $L_{Aeq,T}$ . For this assessment we have used this figure as the target internal noise level and have also assumed the typical 13 dB(A) attenuation offered by an open window in a brick façade.

## 2.3 WHO Guidelines<sup>iv</sup>

- 2.3.1 In addition to the requirements for compliance with BS8223, the local authority also seek to comply with the World Health Organisation maximum  $L_{Amax}$  noise levels to minimise sleep disturbance. The guidelines suggest that excesses over 45dB  $L_{Amax}$  inside bedrooms can give rise to sleep disturbance.

## 2.4 Design Manual for Roads and Bridges (DMRB) 2008

- 2.4.1 Design Manual for Roads and Bridges (DMRB) 2008 Volume 11<sup>v</sup> describes how to assess noise and vibration effects from roads. The approach is to compare the 'with and without' scheme scenarios referred to as the 'do something' and 'do minimum' scenarios respectively.
- 2.4.2 A scale that is widely used to assess the significance of changes in road traffic noise has been developed from the DMRB to assess the noise effects caused by changes due to new developments, see Table 1.

**Table 1:** Significance of changes in road traffic noise levels.

Change in Noise Level (dB)	Impact Category	Initial Indicator of Significance
≥ 5	Major Adverse	Potentially significant increase
≥ 3 to ≤ 5	Moderate Adverse	Potentially significant increase
≥1 to <3	Minor Adverse	Unlikely to be significant
<1 to > -1	Negligible	Unlikely to be significant
≤-1 to >-3	Minor Beneficial	Unlikely to be significant
≤-3 to > -5	Moderate Beneficial	Potentially significant decrease
≤-5	Major Beneficial	Potentially significant decrease

## 2.5 BS4142 Overview

2.5.1 BS4142:1997 provides a method of determining the 'likelihood of complaint' due to industrial noise sources.

2.5.2 The basis of the BS4142 standard is a comparison between the background noise level ( $L_{A90}$ ) in the vicinity of residential locations and the rating noise level of the industrial noise source under consideration. The Rating Level ( $L_{Aeq,T}$ ) is the specific noise level plus a 5dB penalty added for the characteristic features of the noise.

- BS4142 suggests that if the Rating Level of the noise source is more than 10dB(A) below the background noise level this is a positive indication that 'complaints are unlikely'.
- If the Rating Level is in excess of up to 5dB(A) above the background noise level at the receptor is 'of marginal significance'.
- If the Rating Level due to the noise source exceeds the background noise level by more than 10dB(A) then the indication is that 'complaints are likely'.

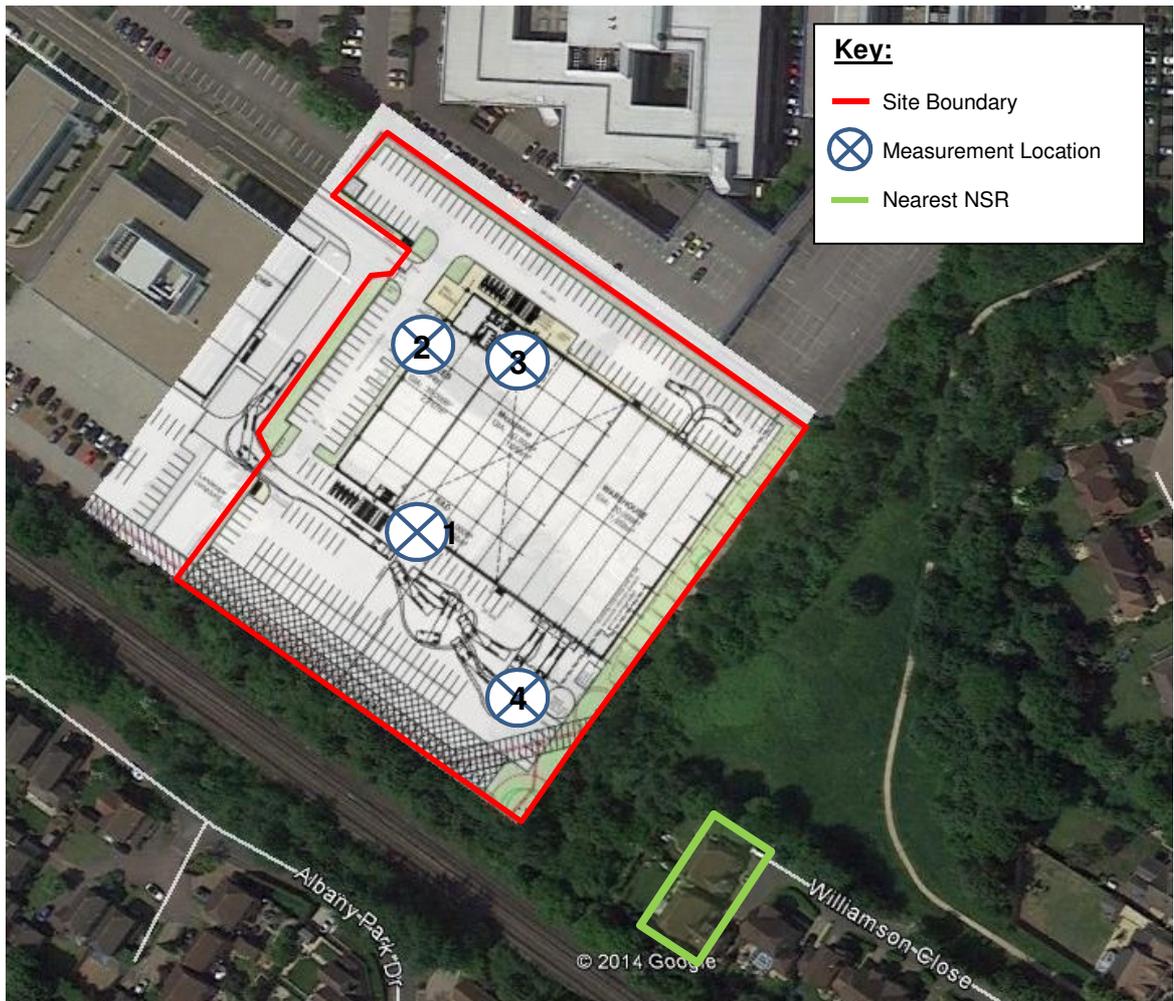
2.5.3 The requirements of the Local Authority as set out in section 1.1 of this report are such that the Rating Level of the noise source must be no more than 5 dB(A) below the existing background noise level.

## 3 Noise Surveys

### 3.1 Survey procedure

3.1.1 The site location, measurement locations and nearest noise sensitive receptor (NSR) properties are shown in Figure 2.

**Figure 2:** Site, noise measurement and nearest noise sensitive receptor locations.



3.1.2 Noise levels were measured at four locations during the daytime and night-time between 14<sup>th</sup> and 15<sup>th</sup> April 2014, see Figure 2. During attended periods of the noise surveys, notes were taken of the noise climate and weather conditions.

3.1.3 Noise measurements were made at the following locations:

- **Locations 1 - 3:** Noise measurement (representative of proposed building facades)
- **Location 4:** Longer-term noise measurement (representative of nearest residential properties on Williamson Close)

3.1.4 Free-field noise levels were measured at Locations 1, 2, 3 and 4 using a type 1 sound level meter mounted on a 1.3m high tripod, see Table 1 for details.

3.1.5 All noise level measurements were made over contiguous 5 minute periods. Overall A-weighted maximum ( $L_{Amax,fast}$ ), ambient ( $L_{Aeq,5minutes}$ ) and background ( $L_{A90,5minutes}$ ) noise levels were measured as well as associated linear octave band frequencies.

3.1.6 Noise levels and measurement times are shown in section 4.0 of this report. All noise surveys were compliant with BS7445-1:2003 'Description and measurement of environmental noise. Guide to quantities and procedures'.

## 3.2 Weather Conditions

3.2.1 Temperatures ranged between 16°C and 17°C with consistent 0% cloud cover and winds less than 5m/s. Weather conditions were suitable for noise measurements during the survey period.

## 3.3 Instrumentation

3.3.1 The instrumentation used is shown in Table 2.

**Table 2:** Instrumentation details

Manufacturer	Equipment type	Serial number	Calibration due date
Rion	NC-74 calibrator with ½" adaptor	34904967	20 <sup>th</sup> May 2014
	NA-28 sound level meter	00501401	
	NH-23 preamplifier	01440	5 <sup>th</sup> December 2014
	UC-59 Microphone	01836	

### Calibration

3.3.2 The sound level meter was calibrated at the start and end of the noise surveys, there was no recorded drift greater than 0.3dB at 1 kHz. The calibration chain is traceable via to National Standards held at the National Physical Laboratory (NPL).

## 4 Results

### 4.1 Ambient Noise Levels

4.1.1 The highest daytime overall A-weighted ambient ( $L_{Aeq,T}$ ) and octave band ( $L_{eq}$ ) noise levels obtained from Locations 1 to 3 are presented in Table 3. Other ambient noise data is available on request.

**Table 3:** Short-term measured ambient noise levels

Location	Start time and finish (hh:mm)	$L_{eq, (5minutes)}$ at octave band centre frequency (Hz)							$L_{Aeq, (5minutes)}$ (dB)
		63	125	250	500	1k	2k	4k	
1	10.09 – 10.14	64	60	62	61	57	54	43	62
2	10.40 – 10.45	61	53	53	50	52	42	32	54
3	10.47 – 10.53	63	58	56	52	51	45	37	55

### 4.2 Background Levels

4.2.1 The lowest daytime and night-time A-weighted background ( $L_{A90}$ ) noise levels obtained from Location 4 are presented in Table 4. Other noise data is available on request.

**Table 4:** Lowest measured background noise levels.

Location	Period	$L_{90 (5minutes)}$ at octave band centre frequency (Hz)							$L_{A90 (5minutes)}$ (dB)	$L_{Aeq (5minutes)}$ (dB)
		63	125	250	500	1k	2k	4k		
4	Daytime (07.00 – 23.00)	51	45	45	42	43	34	19	46	50
	Night-time (23.00 – 07.00)	46	42	42	40	39	27	14	42	44

### 4.3 Discussion

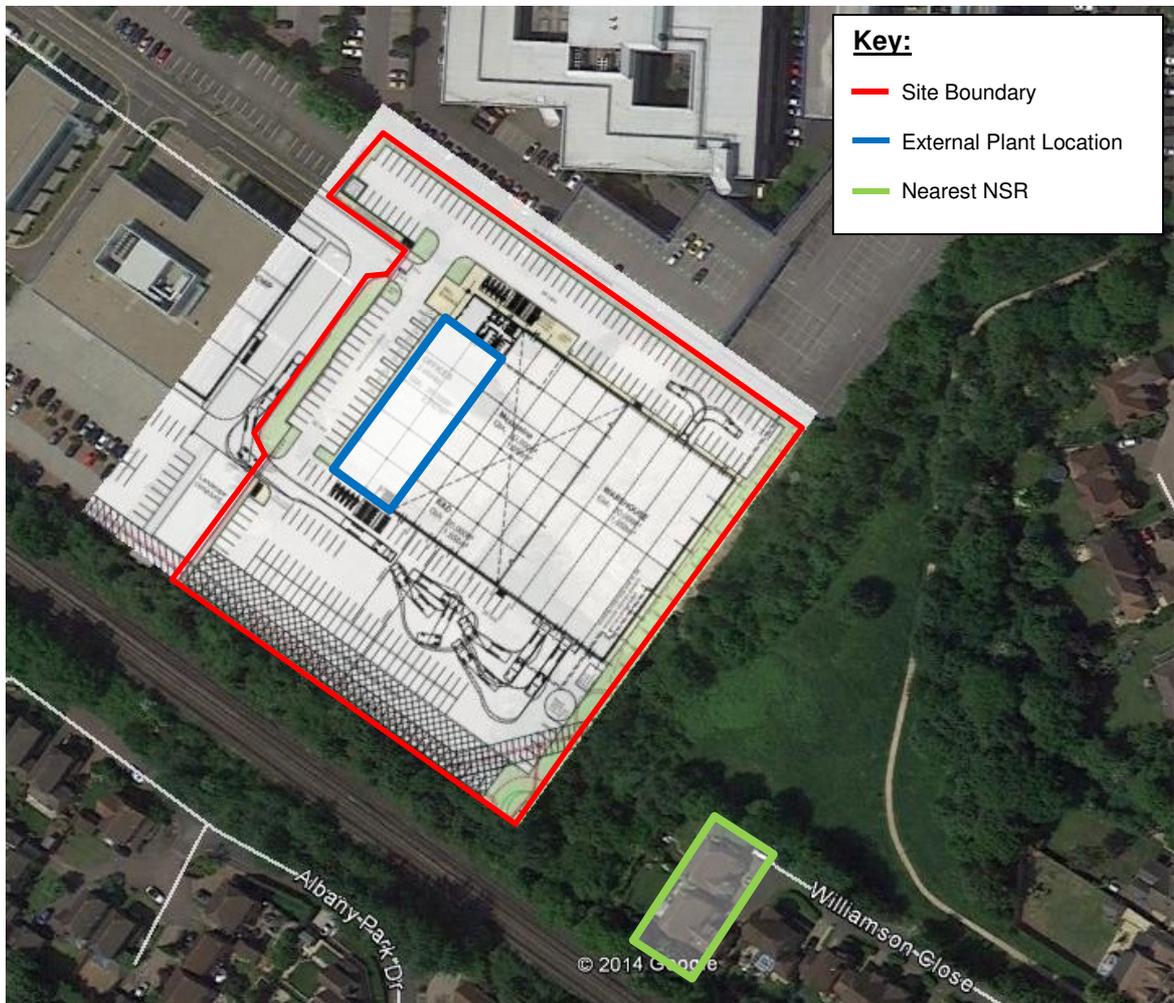
4.3.1 As shown in Table 4 the existing site is subject to moderately high levels of environmental noise. The noise climate during the daytime and night-time is dominated by local road traffic using the A329(M) motorway and on occasion by trains along the Reading to Waterloo railway line.

4.3.2 Calculations have been carried out to assess the level of external plant noise for compliance with the local authority requirements

## 5 Plant Noise Impact Assessment

- 5.1.1 To meet the requirements of the local Authority, plant noise should be limited to not exceed 5 dB below the existing background noise levels during the daytime and night-time at the nearest noise sensitive buildings.
- 5.1.2 It can be seen from the survey results summarised in Table 3 that the lowest background noise level measured across the site was 46 dB  $L_{A90,T}$  during the daytime, and 42 dB  $L_{A90,T}$  during the night-time period.
- 5.1.3 The services plant will be situated at third-floor level within a plant room and within two open plant compounds enclosed by a louvred façade (see Figure 3). The open plant compounds are a minimum distance of 110m from the nearest identified receptors considered to be residential houses on Williamson Close (see Figure 3).

**Figure 3:** Site, external plant and nearest noise sensitive receptor (NSR) locations.



- 5.1.4 Details of proposed plant items have not yet been confirmed and therefore we have provided in Table 5 the highest permissible average noise levels from fixed external services plant when measured at 1m from the nearest noise sensitive properties. These are based on the background noise levels and the Local Authority requirements detailed above.

5.1.5 We have assumed that equipment will operate continuously i.e. during the daytime (07.00 – 23.00) and night-time periods (23.00 – 07.00)<sup>2</sup> and therefore assessment has been made for both these periods.

**Table 5: Limiting Plant Noise Levels**

Period	Lowest Measured Background Noise Level dB L <sub>A90,T</sub>	Local Authority Requirement dB L <sub>Aeq,T</sub>	Limiting Plant Noise Level dB L <sub>Aeq,T</sub> *
Daytime (07.00 – 23.00)	46	41	<b>36</b>
Night-time (23.00 – 07.00)	42	37	<b>32</b>

\*A 5dB penalty has been included in accordance with BS4142 to account for any tonal / impulsive / cyclical characteristics of the plant noise.

5.1.6 It should be noted that the plant noise limits quoted in Table 5 are the highest allowable noise levels from all proposed fixed plant associated with the development. Care should be taken to ensure that these limits are met with all plant in operation simultaneously.

5.1.7 Considering the above, the maximum allowable sound power level from the proposed external plant can be calculated using the following formula:

$$L_w = L_p + 20(\log_{10} r) + 8$$

Where:

L<sub>w</sub> = Sound Power Level of combined noise source assembly

L<sub>p</sub> = Specific Noise Level at 1m from the nearest NSR's

r = Distance of source (plant compound) to nearest NSR's (i.e. 110m)

5.1.9 Plant calculations are available on request, see calculated levels in Table 6.

**Table 6: Noise Targets and calculated allowable fixed external services plant levels.**

Receptor	Period	Local Authority requirement dB L <sub>Aeq,T</sub>	Corresponding Sound Power Level dB(A)*
Williamson Close	Daytime (07.00 – 23.00)	41	90
	Night-Time (23.00 – 07.00)	37	86

\*A 5dB penalty has been included in accordance with BS4142 to account for any tonal / impulsive / cyclical characteristics of the plant noise.

5.1.10 It should be noted that the assessment assumes a very robust situation where there is no attenuation provided by, for example, screening offered by the building itself or any barrier / enclosure / louver.

5.1.11 The above plant noise limits can be achieved through suitable selection of plant items, silencers and acoustic louver barriers.

5.1.12 Since plant may operate continuously during the daytime and night-time, it is sensible to adopt the night-time sound power level target as the overall target since satisfaction of the night-time criterion will automatically allow satisfaction of the daytime criterion.

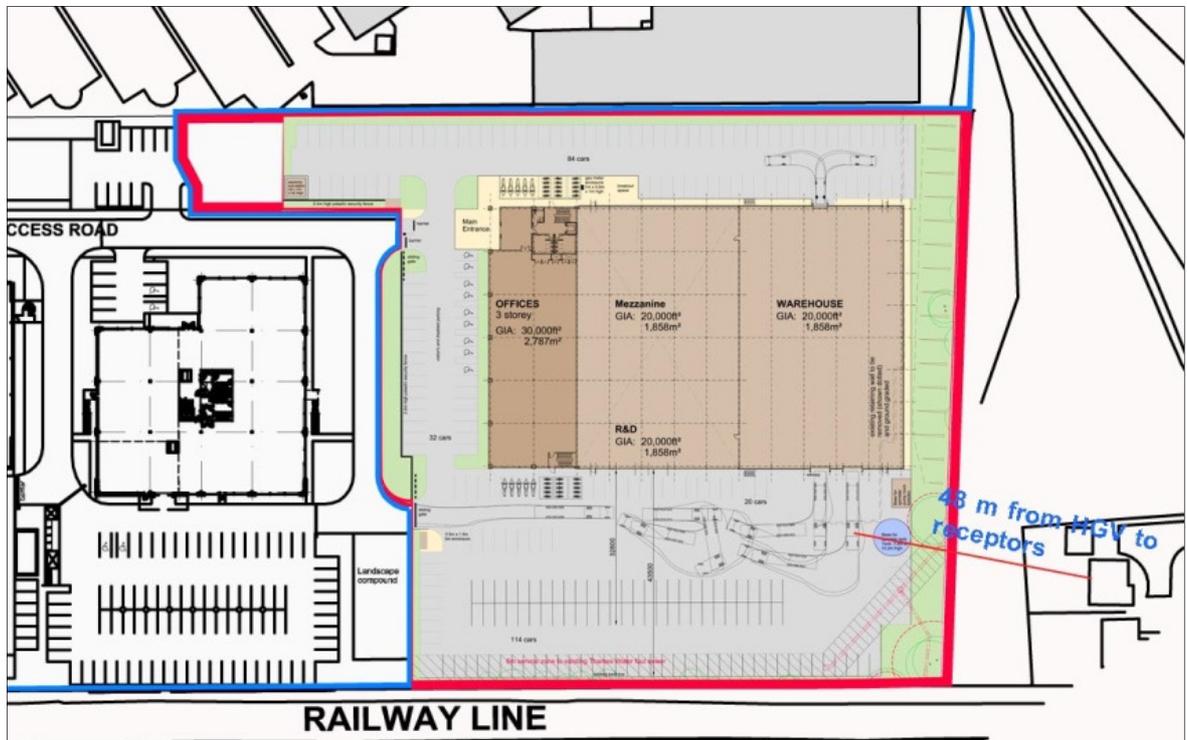
## 6 Delivery Vehicle Noise Assessment

- 6.1.1 At the time of writing this report detailed information on the schedule of deliveries and/or collections from the warehouse is not available. However we have been advised<sup>3</sup> that there is not a great amount of HGV traffic-possibly 1 per day and perhaps 6 No. 7 tons trucks and about 6 transit size vehicles plus fork lift truck (FLT) traffic to support these vehicles.
- 6.1.2 Consequently we have based our noise assessment on the assumptions that there will be no more than any one HGV movement in any five minute period.
- 6.1.3 Data from HGV movements measured at other sites has been used in the calculation as shown in Table 7 and Figure 4 shows the relationship between the vehicle path and the nearest residential receptor.

**Table 7:** Vehicle noise source data.

Activity	Source height	Single Event Noise Level $L_{AX}$ (dB) at 10m.	Maximum Noise level $L_{Amax,fast}$ (dB) at 10m
Laden HGV arriving	1.0m	73	69
Laden HGV departing	1.0m	78	75
Fork Lift Truck Loading Operation	1.2m	67	65

**Figure 4:** Showing distance to Receptor



<sup>3</sup> Email from Graham Cook of Rockwell Collins on 21.05.2014 to Guy Barlow of Paragon

## Daytime delivery/collection

- 6.1.4 For a HGV delivery, using the higher of the two  $L_{Ax}$  figures of 78 results in an ambient noise level of  $78 - 20 \times \text{Log}(48/10) + 10 \times \text{Log}(1/3600) = 28\text{dB } L_{Aeq,1\text{hour}}$ . This calculation accounts for the distance to the nearest residential properties and an assessment period of 1 hour. If we choose an assessment period of 5 minutes, the calculation produces a result of  $46\text{dB } L_{Aeq,5\text{minutes}}$  at the nearest receptor. As the existing daytime ambient noise level is already  $50\text{dB } L_{Aeq,5\text{minutes}}$ , the addition of one HGV deliveries in a 5 minute period will increase the noise level by  $1.5\text{dB(A)}$  to  $51.5\text{dB(A)}$  and thus is regarded as 'minor adverse and 'unlikely' to be significant.
- 6.1.5 Considering that the lowest daytime ambient noise level measured in the area was  $50\text{dB } L_{Aeq,5\text{minutes}}$ , the internal noise level in the nearest dwelling with an open window would be  $50-13 = 37\text{dB } L_{Aeq,T}$ . This is already in excess of the BS8223 'Good' standard. However a closed window typically provides  $30\text{dBA}$  attenuation and therefore the 'Good' standard will be achieved (i.e.  $50-30 = 20\text{dB } L_{Aeq,T}$ ) and this remains the case even with an increase of  $1.5\text{dB}$  due to a single HGV movement in a 5 minute period.
- 6.1.6 This calculation however does not take into account the potential screening effect of any boundary fencing. If the fence is a palisade type (as is currently proposed), then its attenuation would be insignificant. If appropriate parts the palisade fence is replaced by a  $2.4\text{m}$  high close boarded timber fence (see section 7, figure 5), it would offer attenuation of  $10\text{dBA}$  at  $1.5\text{m}$  height (i.e. ground floor window level) and  $7\text{dBA}$  at  $4\text{m}$  height (i.e. bedroom window level) at the nearest noise sensitive residential properties. This means that even with an open window, the internal noise due to the vehicles will be  $27\text{dB } L_{Aeq,5\text{mins}}$  (ground floor) and  $30\text{dB } L_{Aeq,5\text{mins}}$  (first floor). The assumptions made for the calculation are:
- Distance of HGV to screen is  $18\text{m}$
  - Effective screen height  $3\text{m}$  (allowing for rise in ground level).
  - Distance from HGV to receptor is  $48\text{m}$ .
  - Height of receiver  $1.5\text{m}$  (ground listener) and  $4\text{m}$  (bedroom height).
- 6.1.7 A similar calculation using typical fork lift truck (FLT) data (from Table 7) produces noise levels due to the FLT operation  $11\text{dBA}$  less than those produced by the HGV movements and therefore will not be significant. However it is important that when HGVs are employed, the working surfaces are smooth without steps so that FLT's run smoothly without rattling of the fork suspension.
- 6.1.8 Incorporation of a  $2.4\text{m}$  high close boarded screen instead of part of the proposed palisade type fence would ensure that there would be no significant increase in noise due to daytime HGV deliveries/collections to and from the warehouse and compliance with the Local Authority criteria would be achieved.

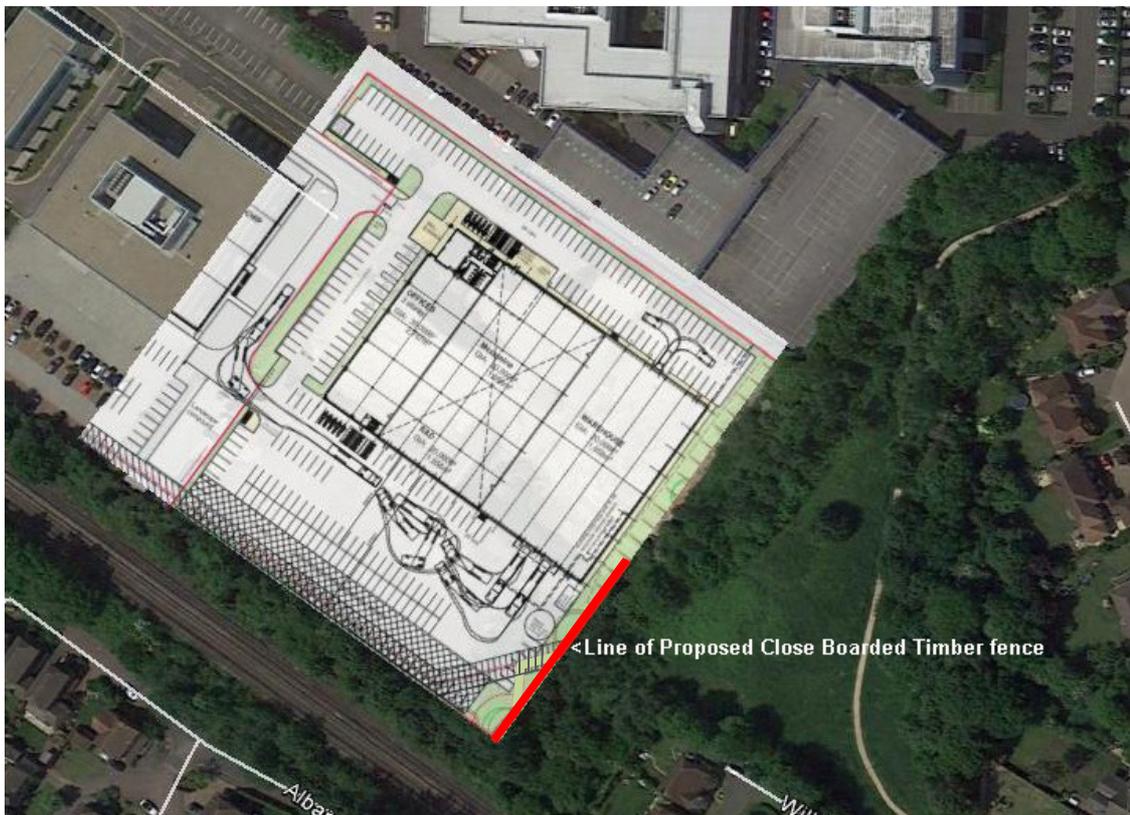
## Night-time Deliveries/Collections

- 6.1.9 We are not aware that night-time deliveries or collections are to be made but on the assumption that there would be no more than one such vehicle movement in a five minute period, the following applies.
- 6.1.10 For a HGV delivery, using the higher of the two  $L_{Ax}$  figures of 78 results in an ambient noise level of  $46\text{dB } L_{Aeq,5\text{minutes}}$  at the nearest receptor. As the existing lowest night-time ambient noise level is already  $44\text{dB } L_{Aeq,5\text{minutes}}$ , the addition of one HGV deliveries in a 5 minute period will increase

- the noise level to 48dB  $L_{Aeq,5minutes}$  and thus is regarded as 'moderate adverse' and could be regarded as 'potentially significant'.
- 6.1.11 Again if we include the mitigating effect of the recommended 2.4m high close boarded timber fence (see section 7, figure 5), the 7dB(A) attenuation provided at first floor level would reduce the vehicle noise to 39 dB $L_{Aeq,5minutes}$ . As this is 5 dB less than the existing ambient noise level, the combined resultant would be just 1dB higher at 45dB  $L_{Aeq,5minutes}$ . According to the DMRB guidance, a change in noise level of 1 dB is 'negligible' and 'unlikely to be significant'. With an open window an internal noise level of 32dB  $L_{Aeq,5minutes}$  would be achieved. This exceeds the night-time criterion by 2dB. However, this is based on a very robust assessment since if HGV noise is averaged out over an 8-hour night-time period (i.e. 23.00 – 07.00hours), this would be considerably less (of the order of 20 dB). In addition, it is generally considered in the acoustics industry that a difference of 2dB is negligible, where a difference of 3dB is just noticeable to an active listener. Although it is 2 dB greater than the 'Good' criterion required by the local authority, even without the HGV movement the criteria is still exceeded by 1dB considering the existing night-time ambient noise levels.
- 6.1.12 Considering maximum noise levels, the  $L_{Amax}$ 's which HGVs at the site would generate at the nearest receptor would be:  $75 - 20 \times \text{Log} (48/10) = 61\text{dB } L_{Amax, fast}$ . If we assume 13 dB(A) attenuation for an open window in a façade, the internal noise level would be 48dB  $L_{Amax,fast}$ . However if the recommended 2.4m close boarded fence is erected, the 7dB attenuation provided applied at night-time (i.e at bedroom window height) reduces the internal level to 41dB  $L_{Amax,fast}$  complying with the Local Authority criteria.
- 6.1.13 As stated for the daytime assessment a similar calculation using typical fork lift truck (FLT) data (from Table 7) produces noise levels due to the FLT operation 11dBA less than those produced by the HGV movements and therefore will not be significant. Also as the likely  $L_{Amax,fast}$  noise level from the FLT operation is 10 dB less than that of the HGV we have used in the calculations, the internal  $L_{Amax,fast}$  will comfortably meet the Local Authority criteria.

## 7 Recommendations

- 7.1.1 We recommend that part of the proposed palisade fence around the site boundary and marked red on drawing number 3620-03/P3 is replaced by a 2.4m high close boarded timber fence as shown in Figure 5 for additional mitigation. The fence should be of density greater than approximately 10kg/m<sup>2</sup> and be free from gaps.
- 7.1.2 The proposed extent of the close boarded fence to provide adequate mitigation is shown in Figure 5.



**Figure 5:** Extent of Proposed Close Boarded Timber Fence

- 7.1.3 If Fork Lift Trucks are employed, it is good practice to ensure that the surfaces on which they operate are free from bumps and steps so that shocks to the fork suspension do not cause impulsive noises. Also low volume broadband reversing alarms / horns should be employed for the daytime period.
- 7.1.4 If fork lift trucks are to be used at night, we recommend that reversing alarms are switched off and that flashing lights are employed for safety.

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## 8 Conclusions

- 8.1.1 To control plant noise a maximum plant sound power level of 86dB<sub>LWA</sub> should be specified so that the noise level produced by the plant is 10dB(A) below the existing background noise level.
- 8.1.2 Noise from HGVs will be sufficiently controlled if part of the proposed palisade fence is substituted for a close boarded timber fence.
- 8.1.3 Maximum noise levels produced by HGVs in the development site will not exceed the guideline values given in the BS8233 / World Health Organisation Guidelines on Community Noise.
- 8.1.4 Operation of plant and vehicles on the site should not cause noise levels inside residential properties to exceed the BS8233 'Good' standard for resting conditions in living rooms and bedrooms if the recommended close boarded timber fence is installed.

## Appendix A: Acoustic terms

Between the quietest audible sound and the loudest tolerable sound there is a million to one ratio in sound pressure (measured in Pascal, Pa). Because of this wide range a noise level scale based on logarithms is used in noise measurement called the decibel (dB) scale. Audibility of sound covers a range of approximately 0 to 140 dB.

The human ear system does not respond uniformly to sound across the detectable frequency range and consequently instrumentation used to measure noise is weighted to represent the performance of the ear. This is known as the 'A weighting' and annotated as dB (A). Table 8 lists the sound pressure level in dB (A) for common situations.

**Table 8:** Noise levels for common situations.

Typical noise level dB(A)	Example
0	Threshold of hearing
30	Rural area at night, still air
40	Public library, refrigerator humming at 2m
50	Quiet office, no machinery, Boiling kettle at 0.5m
60	Normal conversation
70	Telephone ringing at 2m, Vacuum cleaner at 3m
80	General factory noise level, heavy goods vehicle from pavement
90	Powered lawn motor, operators ear
100	Pneumatic drill at 5m
120	Discotheque – 1m in front of loudspeaker
140	Threshold of pain

The noise levels at a measurement point are rarely steady, even in rural areas, and vary over a range dependent upon the effects of local noise sources. Close to a busy motorway, the noise levels may vary over a range of 5 dB(A), whereas in a suburban area this may increase up to 40 dB(A) and more due to the multitude of noise sources in such areas (cars, dogs, aircraft etc.) and their variable operation. Furthermore, the range of night-time noise levels will often be smaller and the levels significantly reduced compared with daytime levels. When considering environmental noise, it is necessary to consider how to quantify the existing noise (the ambient noise) to account for these second to second variations.

Human subjects are generally only capable of noticing changes in steady levels of no less than 3 dB(A). It is generally accepted that a change of 10 dB(A) in an overall, steady noise level is perceived to the human ear as a doubling (or halving) of the noise level. (These findings do not necessarily apply to transient or non-steady noise sources such as changes in noise due to change in road traffic flow, or intermittent noise sources). The equivalent continuous A-weighted sound pressure level,  $L_{Aeq}$ , is the single number that represents the average sound energy measured over that period. The  $L_{Aeq}$  is the sound level of a notionally steady sound having the same energy as a fluctuating sound over a specified measurement period. It is commonly used to express the energy value from individual sources that vary in level over their operational cycle.

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## References

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- i BS 8223:1999 Sound insulation and noise reduction for buildings Code of practice.
- ii National Planning Policy Framework Department for Communities and Local Government March 2012.
- iii Noise Policy Statement for England, DEFRA March 2010.
- iv World health Organisation Guidelines Guidelines for Community Noise:1999
- v Design Manual for Roads and Bridges (DMRB) 2008 Volume 11.

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**PLOT 700, WINNERSH TRIANGLE  
DELIVERY MANAGEMENT PLAN**

## **CONTENTS**

1. INTRODUCTION
2. INSTRUCTIONS FOR WAREHOUSE/WORKSHOP EMPLOYEES
3. BEST PRACTICE TO BE ADVISED TO ALL DRIVERS
4. INSTRUCTIONS FOR THE SECURITY GUARD / GATEKEEPER
5. MANAGEMENT

## 1. INTRODUCTION

- This report has been prepared in support of a Section 73 application (reference VAR/2014/2499).
- Condition 12 places time restrictions on the movement of goods and states that:  
***"No goods shall be taken, either departing or received, between the hours of 2000 and 0700 on any day"***
- Whilst technically deliveries at any time are acceptable from a noise impact perspective, it is recognised that it would be helpful to put in place a Delivery Management Plan (DMP) to set out the procedures to be undertaken to minimise disruption associated with deliveries to the site outside of normal working hours. The following represents the DMP.

## **2. INSTRUCTIONS FOR WAREHOUSE/WORKSHOP EMPLOYEES**

Warehouse and workshop employees should:

- Ensure the delivery bay doors, gates and shutters are well maintained to minimise noise when opening and closing.
- Ensure that the delivery area is clear of obstructions so vehicles can move easily.
- Make sure the delivery point is ready for the vehicle before it arrives - gates and doors should be open to avoid the vehicle idling.
- Ensure staff do not shout or whistle to get the attention of the driver.

### **3. BEST PRACTICE TO BE ADVISED TO ALL DRIVERS**

- All HGVs and FLT's entering the site will be instructed that when delivering during night time hours (11pm – 7am) reversing alarms must be turned off or white noise alarms used.
- All HGV drivers entering the site will be instructed to turn their engines off when using the service yard, where possible.
- All drivers entering the site will be requested to do the following:
  - As approaching the site and manoeuvring into position, to remain aware of the effect noise levels can have on local residents.
  - Not to sound their horn.
  - To turn engines off when not manoeuvring.
  - To switch the radio off before opening the vehicle doors.
  - Minimise the frequency of opening and closing vehicle doors and do so quietly.
  - Not to whistle or shout to get the attention of store employees.
  - When finishing unloading/loading, close up the vehicle quietly.
  - Avoid over revving and seek to accelerate gently until the vehicle is a reasonable distance from the building, minimising excessive air brake noise.

#### **4. INSTRUCTIONS FOR THE SECURITY GUARD / GATE KEEPER**

The site has a 24/7 security guard / gate keeper who will be instructed to do the following:

- Instruct all drivers entering the site of the need to minimise any disruption to nearby residents.
- Instruct all drivers entering the site during night time hours (11pm – 7am) that reversing alarms must be turned off or white noise alarms used.
- Instruct all HGV drivers entering the site to turn their engines off when possible when using the service yard.

## **5. MANAGEMENT**

- The delivery schedule will be managed to avoid vehicles queuing on-site and to avoid night-time (11pm – 7am) deliveries, where this does not impact on operations.
- The site will have 24/7 security guard presence and access to a list of Senior Managers to call as appropriate.

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# Agenda Item 8.

<b>Development Management Ref No</b>	<b>No weeks on day of committee</b>	<b>Parish of</b>	<b>Ward</b>	<b>Listed by:</b>
F/2015/0060	19 weeks	Wokingham	Norreys	Wokingham Housing Limited application

**Applicant** Wokingham Housing Limited  
**Location** Garage Block adjacent to 13 Barrett Crescent **Postcode** RG40 1UR Wokingham  
**Proposal** Proposed erection of two storey block of 2no. two-bedroom flats together with parking and bin/cycle storage. Demolition of existing single storey garage block.  
**Type** Full  
**PS Category** 13  
**Officer** Cris Lancaster

**FOR CONSIDERATION BY** Planning Committee on 24th June 2015  
**REPORT PREPARED BY** Head of Development Management and Regulatory Services

## SUMMARY

This is a full application and proposes redevelopment of site to provide 2 flatted dwellings of affordable housing, hard and soft landscape and parking provision.

The site is within Wokingham which identified in Policy CP9 of the adopted Core Strategy as a Major Development Location where development is acceptable in principle.

The application has attracted local objections, in respect of overlooking, loss of light and noise. However, it is considered that the design of the building is such that no material loss of amenity will result.

The application is before the Committee as it is development by the Wokingham Housing Limited The proposals are considered to be acceptable and therefore it is recommended that planning permission be granted subject to conditions

## PLANNING STATUS

- Major settlement (Wokingham)
- Contaminated Land Consultation Zone
- South East Water Consultation Zone
- SPA 5 and 7km zones
- Wind Turbine Safeguarding Zone
- Public Open Space

## RECOMMENDATION

That the Planning Committee authorises the GRANT OF PLANNING PERMISSION by the Head of Development subject to conditions as follows:

1. The development hereby permitted shall be begun before the expiration of three

years from the date of this permission

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

2. Before the development hereby permitted is commenced, samples and details of the materials to be used in the construction of the external surfaces of the buildings and all hardstandings shall have first been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

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

3. This permission is in respect of the following drawings:

Drawing Title	Drawing No	Revision
Plans and elevations	DP.100.	B
General Images	DP.101.	A
Location Plan	LP-01	C

4. Before any development is commenced, a scheme to deal with potential contamination of the site shall be submitted to and approved in writing by the local planning authority. The scheme shall include an investigation and assessment to identify the extent of any contamination and the measures to be taken to avoid risk when the site is developed. No building shall be occupied until the measure have been carried out and a validation report has been submitted to and approved in writing by the local planning authority

*Reason: To protect the occupants of the development from contamination and to protect the workforce undertaking the development*

5. In the event that contamination is found at any time when carrying out the approved development it must be reported in writing immediately to the Local Planning Authority. Any subsequent investigation/remedial/protective works deemed necessary by the LPA shall be carried out to agreed timescales and approved by the LPA in writing. If no contamination is encountered during the development, a letter confirming this fact shall be submitted to the LPA upon completion of the development.

*Reason: To ensure any contamination on the site is remedied to protect the existing/proposed occupants of the application site and adjacent land. Relevant policy: NPPF, Core Strategy policy CP3*

6. No development shall take place until there has been submitted to and approved in writing a scheme of landscaping which shall specify species, planting sizes, spacing and numbers of trees/shrubs to be planted. The works approved shall be carried out in the first planting and seeding seasons following the occupation of buildings. Any trees or plants which, within a period of 5 years from the date of planting, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size or species

*Reason: In the interests of visual amenity. Relevant policies: NPPF, Core Strategy policy CP3 and MDD Policy TB21*

7. No works related to the development hereby approved, including works of demolition or preparation prior to building operations, shall take place other than between the hours of 8.00am and 6.00pm Monday to Friday and 8.00am to 13.00pm on Saturdays and at no time on Sundays or Bank or National Holidays unless otherwise agreed in writing with the Local Planning Authority

*Reason: To safeguard amenity of neighbouring properties. Relevant policies: NPPF, Core Strategy Policies CP1 and CP3*

8. Before the development hereby permitted is commenced details of all boundary treatments shall first be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the first occupation of the development or phased as agreed in writing by the Local Planning Authority. The scheme shall be maintained in the approved form so long as the development remains on the site.

*Reason: To safeguard amenity and highway safety. Relevant policies: NPPF, Core Strategy policies CP1, CP3 and CP6*

9. 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 floor 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

*Reason: In order to ensure a satisfactory form of development relative to surrounding buildings and landscape. Relevant policies: NPPF, Core Strategy policies CP1 and CP3*

10. 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) measures to prevent the deposit of materials on the highway and details of wheel washing facilities;
- v) measures to inform local residents of commencement of development by letter and provide appropriate contact details for residents to contact the developer if they have concerns or issues

*Reason: In the interests of highway safety, safety and convenience and to ensure that neighbourhood amenity is preserved. Relevant policies: Core Strategy policies CP3 and CP6*

11. No part of the building hereby permitted shall be occupied or used until the vehicle parking spaces have been provided in accordance with the approved plans. The

vehicle parking spaces shall be permanently retained and remain available for the parking of vehicles at all times

*Reason: To ensure adequate on-site parking provision in the interests of highway safety, convenience and amenity. Relevant policy: Core Strategy policies CP3 and CP6 and MDD Local Plan policy CC07*

12. No part of the building hereby permitted shall be occupied or used until the cycle parking spaces have been provided in accordance with the approved plans. The cycle parking spaces shall be permanently retained and remain available for the parking of vehicles at all times

*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 and CP6 and MDD Local Plan policy CC07.*

13. No building shall be occupied until the vehicular access has been surfaced with a permeable and bonded material across the entire width of the access for a distance of 4.8 metres measured from the carriageway edge.

*Reason: To avoid spillage of loose material onto the highway, in the interests of road safety.*

*Relevant policy: Core Strategy policy CP6.*

14. No development shall take place until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. This shall include details of how prospective owners will be informed of the presence of SUDS structures in their Deed of Sales and what measures will be incorporated to ensure that they are not modified in any way and are maintained in perpetuity. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- i. a timetable for its implementation, and
- ii. a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

*Reason: To ensure that drainage measures are managed and maintained appropriately. Relevant Policies: NPPF, Core Strategy Policy CP3 and MDD Local Plan policies CC09 and CC10.*

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

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

16. No additional windows or similar openings shall be constructed in the first floor level or above in the south or east elevations of the building hereby permitted except for any which may be shown on the approved drawings.

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

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

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

18. No part of the building hereby permitted shall be occupied or used until the bin storage has been provided in accordance with the approved plans. The bin storage spaces shall be permanently retained and remain available for the storage of bins at all times

*Reason: In order to ensure that secure bin storage facilities are provided in the interests of residential and visual amenity. Relevant policy: NPPF; Core Strategy policies CP1, CP3.*

#### Informatives

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

2. The development hereby permitted is liable to pay the Community Infrastructure Levy. As an affordable housing development a claim for relief can be made. This is a matter for the developer. The Liability Notice issued by Wokingham Borough Council will state the current chargeable amount. Anyone can formally assume liability to pay, but if no one does so then liability will rest with the landowner. There are certain legal requirements that must be complied with. For instance, whoever will pay the levy must submit an Assumption of Liability form and a Commencement Notice to Wokingham Borough Council prior to commencement of development.

For more information see - <http://www.wokingham.gov.uk/planning/developers/cil/cil-processes/>

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

4. 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.

5. The Head of Technical Services 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.

### PLANNING HISTORY

None relevant to this proposal

### SUMMARY INFORMATION

Site Area	0.32 hectares
Existing units	None
Proposed units	Two
Number of bedrooms per unit	Two
Proposed density - dwellings/hectare	6 dph
Proposed density- habitable rooms/hectare	18hrph
Existing density – dwellings/hectare	None
Existing density of area – dwellings/hectare	None
Number of affordable units proposed	Two
Previous land use	Residential garage court
Public Open Space proposed	None
Existing parking spaces	Approx. 14
Proposed parking spaces	Four

### CONSULTATION RESPONSES

Wokingham Town Council	No objections
Building Control	No comments
Trees and Landscape	Whilst the proposed building appears to be well designed and does replace a block of run-down and unsightly garage units it will increase the sense of enclosure of the street scene and block through views of borrowed landscapes to the rear (particularly of trees). It is noted that the developers have suggested removal of an important tree to the right and rear of the garage block which is situated immediately adjacent to, and to the South of, the proposed new garden space. This is evidence of the pressure to remove this tree which, given that it will increasingly shade the relatively small garden space as it grows larger, will be difficult to resist. <b>(Officers note: The tree</b>

	<p><b>is on third party land so the applicants have no control over retention or removal)</b></p> <p>A standard landscape condition is suggested. Choice of materials and particularly choice of render colour will also be important to mitigate landscape impacts. Given the constrained site size, and the concomitantly small garden, the possibility of off-site planting of trees in the neighbourhood should be considered.</p>
Countryside Officer	<p>Due to the isolation of the site from suitable bat foraging habitat it is unlikely that this application will have an adverse effect on the local bat population. However it is recommended that the following informative to any permission granted:</p> <p>'Should any bats or evidence of bats be found prior to or during the development, all works must stop immediately and an ecological consultant contacted for further advice before works can proceed. All contractors working on site should be made aware of the advice and provided with the contact details of a relevant ecological consultant.' <b>(Officer note: Informative added)</b></p>
Environmental Health	<p>The site may be contaminated from a former use and the proposed development is sensitive in nature . It is recommended that this matter be dealt with by condition <b>(Officer Note: Conditions 4 and 5 – contamination)</b></p>
Highways and Traffic	<p>The Highways Officer raised no objections subject to conditions <b>(Officer Note: Conditions 11 - parking,12- cycle parking and 13 – surfacing of parking)</b></p>
Parks and Open Spaces	No comments
Property Services	No comments
Waste Services Manager	No comments
Thames Water	No objections subject to informatives

## REPRESENTATIONS

Ward Members	No comments
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Neighbour Comments	Two letters of objection concerning loss of privacy as a result of overlooking from windows and loss of light as a result of proximity of the new building to existing property. <b>(Officer Note: Condition 16 – no further openings, Condition 17 requiring fixed obscure glazing)</b>

## APPLICANTS POINTS

The applicant sets out a full justification in a Design and Access Statement which accompanied the application. In the summary the applicant confirms;

- This development provides much needed affordable housing
- It is a brownfield site comprising derelict un-used garages
- It accords with the Guidance in the adopted Borough Design Guide
- It accords with Code 4 of the Code for Sustainable Homes **(Officer note: The Code has now been repealed)**
- It meets Lifetime Homes requirements
- It has been designed to take account of neighbouring properties
- It will result in environmental improvements
- The submitted scheme responded to pre-application comments

## PLANNING POLICY

### National policies:

National Planning Policy Framework (NPPF)  
National Planning Policy (NPPG)

### Wokingham Borough Local Development Framework Core Strategy

C1 – Sustainable development  
CP2 – Inclusive communities  
CP3 – General Principle for development  
CP4 – Infrastructure Requirements  
CP5 – Housing mix, density and affordability  
CP6 – Managing Travel Demand  
CP7 – Biodiversity  
CP9 – Scale and location of development proposals  
CP10 – Improvements to Strategic Transport Network  
CP17 – Housing delivery

### Managing Development Delivery Local Plan Document

#### Cross Cutting Policies

CC01 – Presumption in favour of sustainable development  
CC02 – Development Limits

CC03 – Green Infrastructure, Trees and Landscaping  
CC04 – Sustainable Design and Construction  
CC05 – Renewable energy and decentralised energy networks  
CC06 – Noise  
CC07 – Parking  
CC09 – Development and Flood Risk  
CC10 – Sustainable Drainage

#### Topic Based Policies

TB05 – Housing Mix  
TB07 - Internal Space Standards  
TB09 – Residential Development for vulnerable groups  
TB21 – Landscape Character  
TB23 – Biodiversity and development

#### **Other guidance**

Borough Design Guide Supplementary Planning Document (SPD) (Section 4)  
Sustainable Design and Construction SPD  
Affordable Housing SPD  
Adopted Community Infrastructure Levy tariff (6<sup>th</sup> April 2015)

### **PLANNING ISSUES**

#### Principle of development

- 1.This is a full application and proposes redevelopment of site to provide two 2-bedroom flats together with parking and bin/cycle storage. The proposal is by WHL and is 100% affordable housing.
- 2.The site is within Wokingham which was identified in Policy CP9 of the adopted Core Strategy as a Major Development Location where development is acceptable in principle.
- 3.The site is occupied by single storey garages which are currently unused. There is hardstanding to the front. It is previously developed 'brownfield' land.
- 4.The NPPF requires that proposed dwellings should be well integrated with, and complement local buildings in relation to scale, density, layout and access. Policy CP3 of the Core Strategy outlines that development should be appropriate to the surrounding street scene and without detriment to the amenity of neighbouring residents. Planning policy overall encourages character led development. The Borough Design Guide provides substantial advice on layout best practice.

#### Impact on the Character of the Area

- 5.The character of the area surrounding the site is varied with mixed house types with two storey semi-detached or terraced properties, detached properties in larger plots and a detached bungalow opposite. There is no strong building along this section of Barrett Crescent and the nearby properties display various designs and roof forms with the

terraced properties to the north-east having hipped roofs and the dwellings to the south and fronting London Road having side gabled main roofs.

6. The existing garage block, which previously served nearby dwellings, is in a dilapidated state. The garages are unused. The development would replace the garages with a two-storey building that would have the appearance of a large dwelling, with a hipped roof.

7. The proposed flats would be orientated with the principle elevation facing towards Barrett Crescent and are designed in a triangular shape to make efficient use of the site. The front elevation picks up the general building line of No. 13 Barrett Crescent and is the most publically visible part of the site. There will be other, longer distance views across the site to the south west elevation.

8. There will be open car parking to the front. However, the site is already largely hardstanding or building with little landscaping. There will also be an area of soft landscaping fronting Barrett Crescent. In response to issues raised in pre-application discussion concerning the visual prominence of the principle elevation and scale compared with surrounding properties, the applicants have introduced a double height bay to the living accommodation at ground and first floor level. This provides more visual interest and taking into account the presence of long terraces in the locality, it is considered that the development would not be out of keeping with the area.

#### Internal space standards

9. Policy TB07 of the Managing Development Delivery Local Plan, as amplified by the guidance in the Borough Design Guide, set out minimum space standards for new dwellings. The proposed flats both have floorspace exceeding the minimum standard of 61 sq.m.

#### Lifetime Homes

10. The flats have been designed to meet the 16 criteria for Lifetime Homes. Lifetime Homes provides a model for accessible and adaptable homes.

#### Private amenity space

11. The Borough Design Guide does not set out any minimum standard for flats. It is proposed to provide communal space to one side and the first floor flat will also have a balcony. Although small, the space is usable and practical and as such it is considered that the development accords with the guidance in the Borough Design Guide.

#### Impact on neighbouring amenities

12. The eastern elevation of the development will have a single window at both ground and first floors. These serve bathrooms and can be conditioned to be obscure glazed. The south western elevation has three windows at first floor to serve bedrooms and the living room for the first floor flat. There is a similar arrangement at ground floor but this also includes doors to give access to the amenity space. The remaining windows are on the front elevation. All windows are angled away from neighbours or are to be obscure glazed. There is no direct or short distance view to neighbouring properties from any of these windows and no material loss of privacy will result. Also one

neighbour has raised an issue of noise. Given that this is a relatively small residential development in a residential area, it is not considered that any adverse noise or disturbance issues would arise.

13. The site sits between Nos. 11 and 13 Barrett Crescent. There is a separation distance of 1 metre to the eastern and southern boundaries. The side elevation is angled away from the rear elevation of its neighbour. There is a separation distance in the order of 4 metres between the properties at their closest point and no material loss of light will result.

#### Highways

14. The Highways Authority has no objections subject to conditions. During the application process the Highways Officer asked for clarification of why the garages are no longer needed. Displacement of car parking can be a concern if on-street parking were to occur. In this case the garages are already empty and derelict and as such no loss of parking will result from the development.

#### Car and cycle parking

15. The proposed level of car and cycle parking provision is acceptable and satisfies the guidance contained in the Council's Parking Standards Study Report. Each flat is to have 2 allocated spaces. There is a cycle and bin store adjoining the car parking. Conditions are included in the Recommendation to ensure provision and retention of car and cycle parking (Conditions 11 and 12)

#### Trees and landscape

16. There are no significant trees or landscape within the site, which is largely taken up by the garage block and associated hard surfacing. The applicants submitted tree report refers to an off-site tree to the south. The Trees and Landscape Officer refers to pressure to remove the tree. The tree report confirms that this is in third party ownership and that, given the pre-existing garage slab, rooting under the existing garage is unlikely. The applicant has no control over this tree. The applicants arboricultural report states that the tree is relatively young and that the most appropriate step would be removal and replacement through a landscape scheme. However, removal would be a matter of negotiation with the owners.

17. The Tree Officer also refers to the matter of views of trees across the site. In considering this it is reasonable to consider the impact on the character of the area, addressed above. There is no right to a view and, given the mixed character of development in the area, which includes blocks of similar scale, plus the general spacing of development, it is considered that it would be difficult to sustain an objection on these grounds. Given these circumstances, it is considered that it is appropriate to maximise opportunities for planting through use of an appropriate landscaping condition.

#### Environmental Health

18. Contamination: - The Environmental Health Officer has suggested that demolition of existing structures on the site may give rise to contamination through the possible presence of asbestos, oil or other contaminating substances. The proposed end use is

sensitive in nature being residential with private gardens. In accordance with Paragraph 121 of the National Planning Policy Framework 2012 the Local Planning Authority must be satisfied that the land will be suitable for this proposed new use. A condition is recommended to respond to this possibility.

#### Community Infrastructure Levy

19. The Council adopted Community Infrastructure Levy on 6<sup>th</sup> April 2015. The development involves new dwellings for which CIL is payable and the Council would expect to issue a liability notice on grant of permission. However, the applicant is proposing affordable housing and as such can claim relief meaning no payment would need to be made if this relief claim is successful. An informative advising the applicant of the implications of CIL is recommended.

#### **CONCLUSION**

This is a full application and proposes redevelopment of site to provide 2 flatted dwellings of affordable housing, together with hard and soft landscape and parking provision.

The site is within Wokingham which is identified in Policy CP9 of the adopted Core Strategy as a Major Development Location where development is acceptable in principle.

The application has attracted local objections, in respect of overlooking, loss of light and noise. However, it is considered that no material loss of amenity will result.

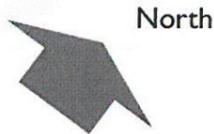
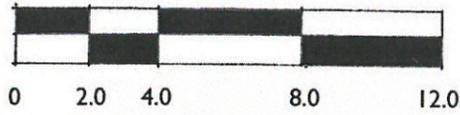
It is considered that the development is appropriate in terms of the character of the area.

The application is before the Committee as it is development by the Wokingham Housing Limited. The proposals are considered to be acceptable and therefore it is recommended that planning permission be granted subject to conditions

#### **CONTACT DETAILS**

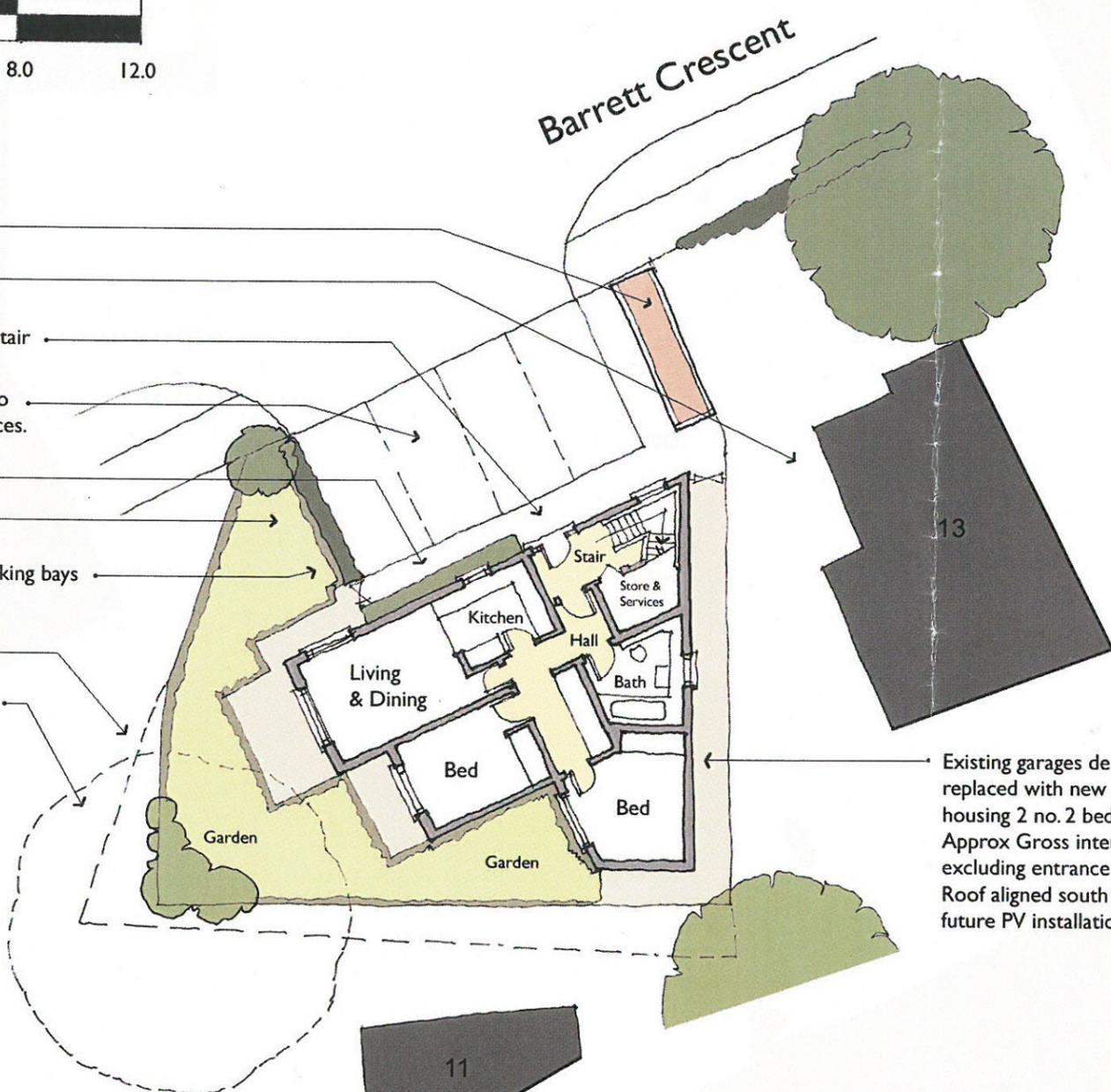
<b>Service</b>	<b>Telephone</b>	<b>Email</b>
Development Management and Regulatory Services	0118 974 6428 / 6429	development.control@wokingham.gov.uk

**Proposed Site Layout Plan  
& Sketch Elevations**  
Scale 1:200 @ A3



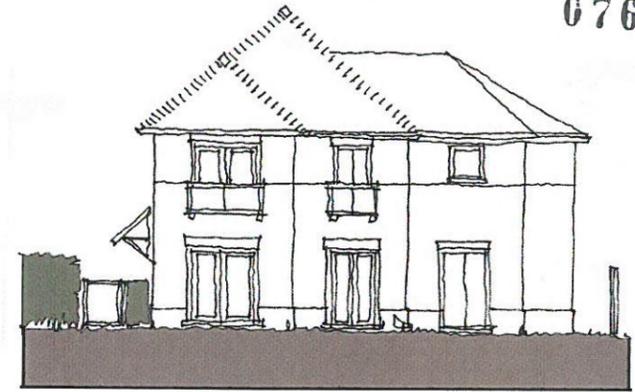
Barrett Crescent

- Bin & cycle storage
- Existing Property
- Shared entrance lobby with stair to first floor flat.
- Existing crossover modified to provide 4 no. car parking spaces.
- Path
- Communal Garden area
- Hedge planting to rear of parking bays
- Previous extent of site area shown dotted.
- Existing Tree to be removed.

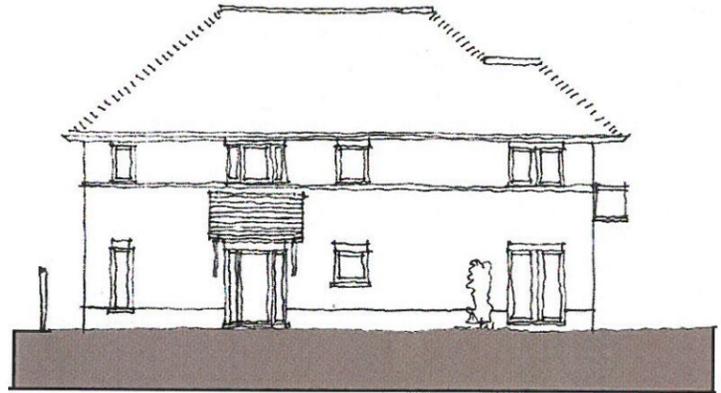


Existing garages demolished and replaced with new storey building housing 2 no. 2 bed flats. Approx Gross internal area - 65m<sup>2</sup> excluding entrance lobby and staircase. Roof aligned south west to allow for future PV installation.

0761 02 APR 14



Sketch South Elevation



Sketch West Elevation



Street View from South West



Street View from North West

client	Wokingham Housing Ltd		
project	Proposed Development Land adjacent to number 13 Barrett Crescent		
drawing	Proposed site layout plan		
project no	A235	drawing no	SK.02
		scale	1:200@A3
date	25.03.2014	drawn by	LB
		checked by	

copyright : ARK :

Do not scale from drawings : report any errors or omissions

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# Agenda Item 9.

<b>Development Management Ref No</b>	<b>No weeks on day of committee</b>	<b>Parish</b>	<b>Ward</b>	<b>Listed by:</b>
F/2015/0557	16 Weeks	Earley	Hawkedon	Cllr Firmager

<b>Applicant</b>	Mr G. Pierro	<b>Postcode</b>	RG6 4E
<b>Location</b>	48 Ratby Close, Lower Earley		
<b>Proposal</b>	Proposed erection of front dormer extension to dwelling.		
<b>Type</b>	Householder		
<b>PS Category</b>	21		
<b>Officer</b>	James McCabe		

**FOR CONSIDERATION BY** Planning Committee on 24<sup>th</sup> June 2015  
**REPORT PREPARED BY** Head of Development Management and Regulatory Services

## SUMMARY

The proposal is a resubmission of a proposal refused in March 2015 (reference F/2014/2872) based on the potential harmful overlooking as well as the harmful character impact of the dormer extension which would be the first of its kind within the block of 4 dwellings. The proposed development has removed the front window to overcome the overlooking concerns and the cladding of the dormer has been changed to match the mock Tudor style, prevalent in the area, so that the proposed appearance is to be similar to an approved dormer at 24 Measham Way (reference F/2008/1813). It is considered that the proposal has addressed the concerns regarding overlooking and that the design changes would result in a proposal that would not be significantly harmful to the character of the area or the host dwelling and its immediate setting.

## PLANNING STATUS

- Major development location

## RECOMMENDATION

That the committee authorise the GRANT of PLANNING PERMISSION subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
2. This permission is in respect of the submitted application plans and drawings numbered/labelled: 48 Ratby Close, Reading, RG6 4ER (Block plan 1:500); PIERRO-1214-02 REV A; PIERRO-1214-03; PIERRO-1214-05; SECTION A-A; received by the local planning authority on 06.03.2015 and revised plan PIERRO-1212-01/REV A received via email on 08.06.2015. The development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the local planning authority.
3. Except where stated otherwise on the approved drawings, the materials to be used in the construction of the external surfaces of the extension hereby permitted shall be of similar appearance to those used in the existing building, unless otherwise agreed in writing by the local planning authority.

4. Notwithstanding the provisions of the Town and Country Planning, (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no additional windows or similar openings shall be constructed above the ground floor level in the south (front) elevation of the dwelling and no windows shall be inserted in the dormer extension hereby permitted.

*Reasons:*

1. 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. 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. To ensure the external appearance of the building is satisfactory.
4. To safeguard the residential amenities of neighbouring properties. Relevant policy: Core Strategy policy CP3

*Informatives:*

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.

This decision to grant permission follows the positive and proactive consideration of the issues raised by this planning application.

**PLANNING HISTORY**

- 19731 – Block of 4 houses and parking approved within larger development (30.06.1983)
- F/2014/2872 – Refusal of proposed front dormer window extension to dwelling (04.03.2015)

**SUMMARY INFORMATION**

**For Residential**

Site Area	64.2 sqm
Existing bedrooms	1
Proposed bedrooms	2
Existing parking spaces	1
Proposed parking spaces	1

**CONSULTATION RESPONSES**

Local Members	Listing request (Cllr Firmager): Requested that the application is listed owing to its overbearing nature.
Woodley Town Council:	No objection
Biodiversity:	No objection subject to informative

## REPRESENTATIONS

Two letters of support received from owners/occupiers of numbers 46 (located to north east) and 47 (adjoining side neighbour within cluster) Ratby Close. One letter of objection from number 19 Measham Way (located to south east of application dwelling) raising following concerns (see brackets for where this has been addressed in the report):

- Concerns that, though the window has been removed from the previous proposal, in the future a window will nonetheless be inserted which will lead to loss of privacy for the amenity space and rear rooms of the dwelling (see condition 4 and paragraph 10 for explanation)
- Proposal will be visually prominent and will stand out within roof design (Paragraph 8)
- Overbearing impact given the slope down from the application dwelling (Paragraph 11)
- Concerns over loss of property value (officer note: this is not a material planning consideration)

## APPLICANTS POINTS

- The Applicant considers that the removal of the window overcomes previous reason for refusal 1 and that the redesign of the finishing is more in keeping with the character of the dwelling

## PLANNING POLICY

- National Planning Policy Framework
- Managing Development Delivery Local Plan Policies: CC01, CC02, CC03, CC04, CC05, CC06, CC07, CC09, CC10 & TB23
- Wokingham Borough Local Development Framework – Core Strategy CP1, CP3, CP6, CP7, CP9
- SPD Borough Design Guide.

## 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.
2. The site is located within a major development location and as such the development should be acceptable providing that it complies with the principles stated in the Core Strategy. Policy CP3 of the Core Strategy states that development must be appropriate in terms of its scale of activity, mass, layout, built form, height, materials and character to the area in which it is located and must be of high quality design without detriment to the amenities of adjoining land uses and occupiers.

### Impact on the character of the area

3. Ratby Close and the surrounding area comprise a 1980s informal suburban residential development. The area is characterised by a diverse mixture of detached, semi-detached and terraced housing with a wide variety in design and styling of the dwellings, including prevalent use of mock Tudor style finishing. Curved culs-de-sac and small clusters of housing are common within the locality.
4. The application property is situated in a cluster of 4 dwellings; the two which adjoin to the rear of number 48 front the highway while the application dwelling and its side neighbour front onto a narrow access path and the rear boundary of the dwellings to the south. The cluster of 4 dwellings has a distinctive catslide style half hipped roof which has not been added to since the original construction. Condition 10 of consent 19731 removes the permitted development rights to insert additional windows and openings in any elevation of the one bedroom flats and houses therein permitted.
5. The Borough Design Guide (BDG) advises that extensions and alterations should respond positively to the context, maintaining or enhancing the street scene or local character. The Guide also advises that extensions should be subservient to the host dwelling. With regards to dormer extensions, the BDG advises that dormer windows should generally be positioned within the main roof, by being set back from both eaves line and the sides of the roof and down from the existing ridgeline. Dormers should relate to the design of the existing building in terms of roof form, materials, positioning and window proportions.
6. The proposed dormer extension would be positioned within the roof plane, set down 1.1 metres from the ridge, 0.15 metres up from the eaves and 0.2 metres from the sides of the roof. Its roof form would be hipped to match that of the host dwelling, the side angles of which would contain roof lights. The dormer cheeks are to be rendered in a mock-Tudor appearance which is in keeping with the existing elevations of the dwelling. This design is a revision to the previously refused proposal which included a front facing window in the dormer as well as hanging tile finish to the dormer cheeks.
7. It was previously considered that, in design terms, the proposed dormer extension would have been an incongruous feature within the blank roof of the block of four dwellings and this formed a secondary reason for refusal. It was noted that number 24 Measham Way, situated roughly 60 metres away from the application dwelling, has had a similar dormer extension approved in 2008. The design of that approved dormer extension had matching mock Tudor finishing, similar to that now proposed, which was in keeping with the wider character of the area and which, it is considered, has a preferable design to the previously refused tiled finish dormer at the application dwelling.
8. The dormer extension is considered to accord with the advice contained within the Borough Design Guide, and its rendered finish is considered to be in keeping with the character of the dwelling and its surroundings. Whilst it still remains that the dormer would be a new design feature within the roof, the applicant has sought to address the previous concerns and it is considered that the dormer's sympathetic design – with a hipped roof to limit its bulk and its matching rendering – means there would not be a significant harmful impact as a result of the proposal to the extent it should be refused on these grounds alone. It has been suggested that should such an addition be approved, then this would lead

to the other dwellings within the cluster extending in a similar way. This application is based on the proposed plans as presented to the council and any future development of the cluster houses would need to be assessed on their own merits.

#### Residential Amenities:

9. Policy CP3 of the Core Strategy states that proposals should not result in the detriment to the amenity of adjoining land users. The dormer extension would be added to a currently blank section of roof facing the rear amenity space of 19, 21 and 23 Measham Way. Though two storey dwellings, these properties are situated at a lower level than the application dwelling given the slope of the land.
10. The previous proposal would have led to a harmful overlooking impact given that the proposed dormer window would have looked directly down into the rear amenity space of said dwellings and also would have allowed views into rear rooms. The current proposal has removed the window and as such no overlooking would now occur. A condition is proposed to remove permitted development rights to insert any window above ground floor level in this elevation so as to safeguard the future amenity of the neighbours. Such a condition would ensure that planning permission would be required to insert a window in this elevation which, given the layout and relationship of the dwellings, is unlikely to ever be acceptable in this location. Two rooflights are to be added to the roof of the dormer but these would not afford views into neighbouring properties and as such it is considered that no harmful loss of privacy would result from the proposed development.
11. The Borough Design Guide specifies a back to back separation distance of 22 metres and a front to front distance of 10 metres. Though it does not explicitly cite a desired separation distance for front to back relationships, this can reasonably be considered to be 16 metres which sits in the middle of these figures. The separation distance to the rear of the nearest property on Measham Way would be just in excess of 16 metres. The dormer extension would be wholly contained within the roof of the application dwelling and its impact would therefore not be a significant addition to the current relationship. As such no harmful loss of light or overbearing impact is considered to occur.
12. It is considered, therefore, that the proposal is compliant with Core Strategy CP3 given that there would be no significant detrimental impact to the amenity of neighbouring land users.

#### Highways access:

13. The dwelling benefits from one allocated car parking space. The extension would increase the number of habitable rooms in the dwelling but this is not considered to be a sufficient increase to warrant extra parking provision. There would be no alteration to the highways access so it is considered that no problems regarding highways issues will result from the proposal.

#### Amenity space

14. The proposal would not increase the footprint of the dwelling and so would not reduce the level of amenity space available to serve the dwelling.

### Community Infrastructure Levy (CIL)

15. Wokingham Borough Council introduced Community Infrastructure Levy (CIL) charging on 6<sup>th</sup> April 2015. The proposed development would create a new build additional internal floor space of roughly 7.5 sqm. This is below the 100 sqm threshold on which CIL payments are liable; as such the proposal should not be liable to make a payment under CIL. A signed declaration has been received to this effect.

### **CONCLUSION**

16. The proposal is considered to have addressed the reasons for refusal of application F/2014/2872 and accords with development plan policies. The application is therefore recommended for conditional approval.

### **CONTACT DETAILS**

<b>Service</b>	<b>Telephone</b>	<b>Email</b>
Development Management and Regulatory Services	0118 974 6428 / 6429	development.control@wokingham.gov.uk

48 Ratby Close, Reading, RG6 4ER

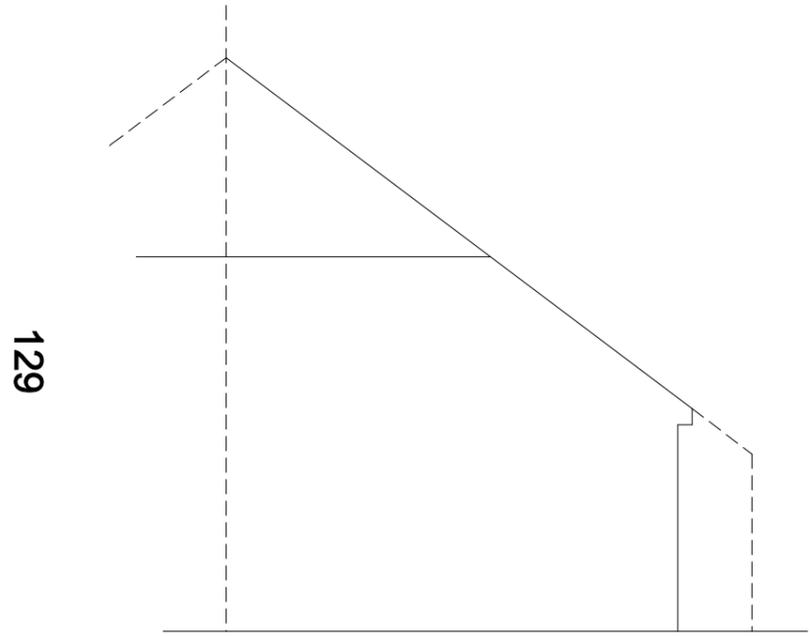


Block Plan shows area bounded by: 475238.0,170497.0 475328.0,170587.0 (at a scale of 1:500) The representation of a road, track or path is no evidence of a right of way. The representation of features as lines is no evidence of a property boundary.

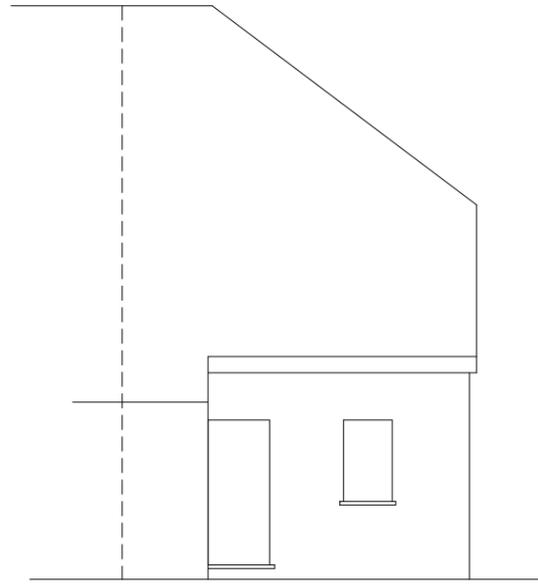
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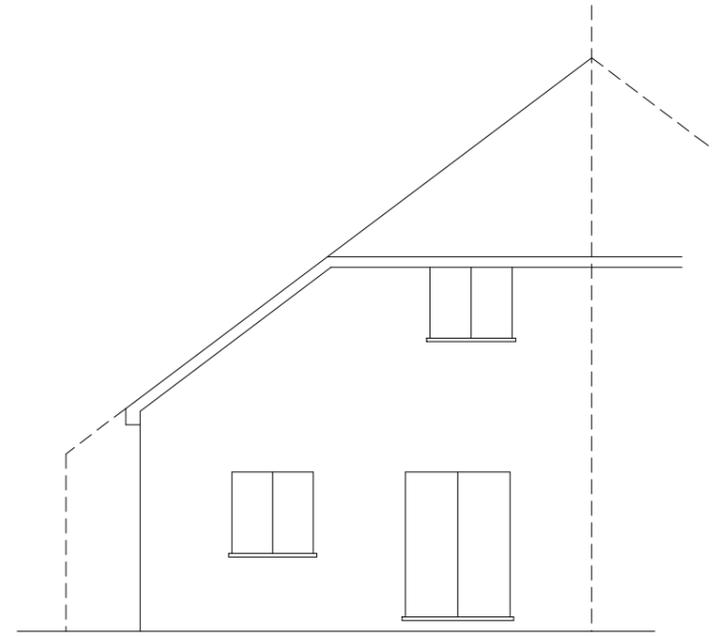
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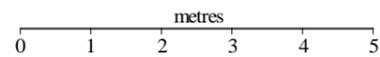
SIDE



FRONT

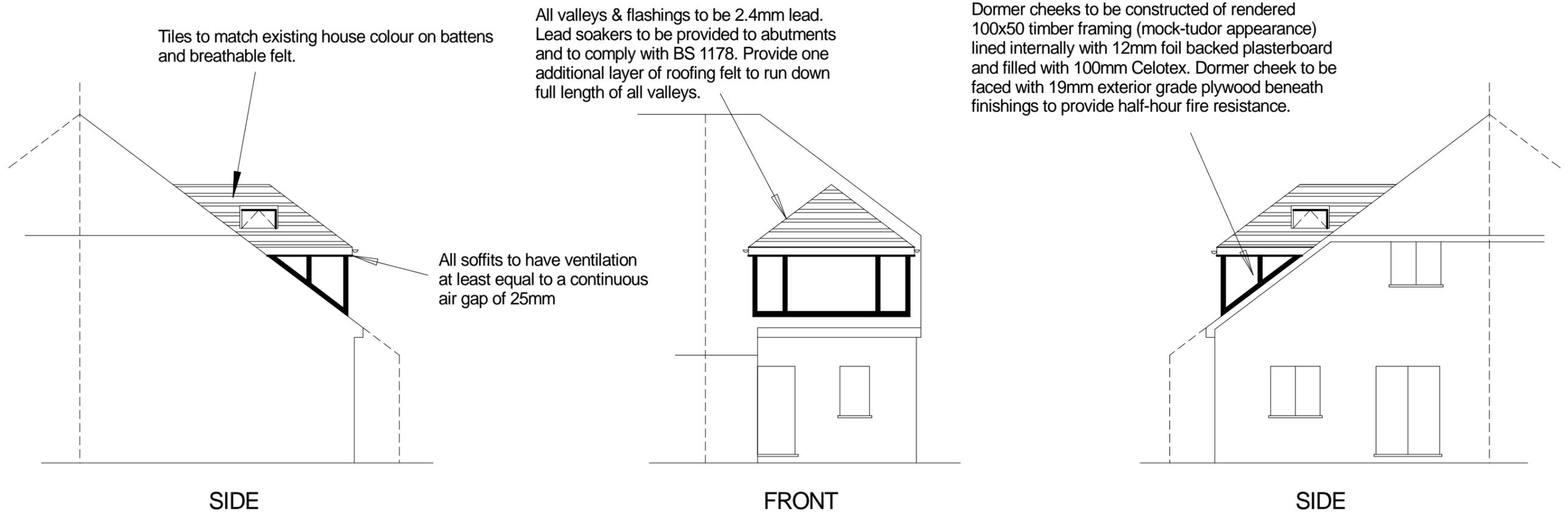


SIDE



	<b>STEPHEN BIDDLE</b> CHARTERED CIVIL ENGINEER 1, Wilwyne Close, Caversham, Reading, Berks RG4 5EP Tel: 07864 122 313 Email: <a href="mailto:steve@sbiddle.com">steve@sbiddle.com</a>		
	Title: <b>EXISTING ELEVATIONS</b>		
Drwg No:	<b>PIERRO-1214-05</b>	Scale: (A3) <b>1:100</b>	Rev:

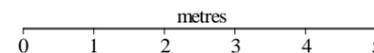
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LOCATION PLAN  
1:1250

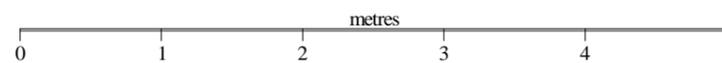
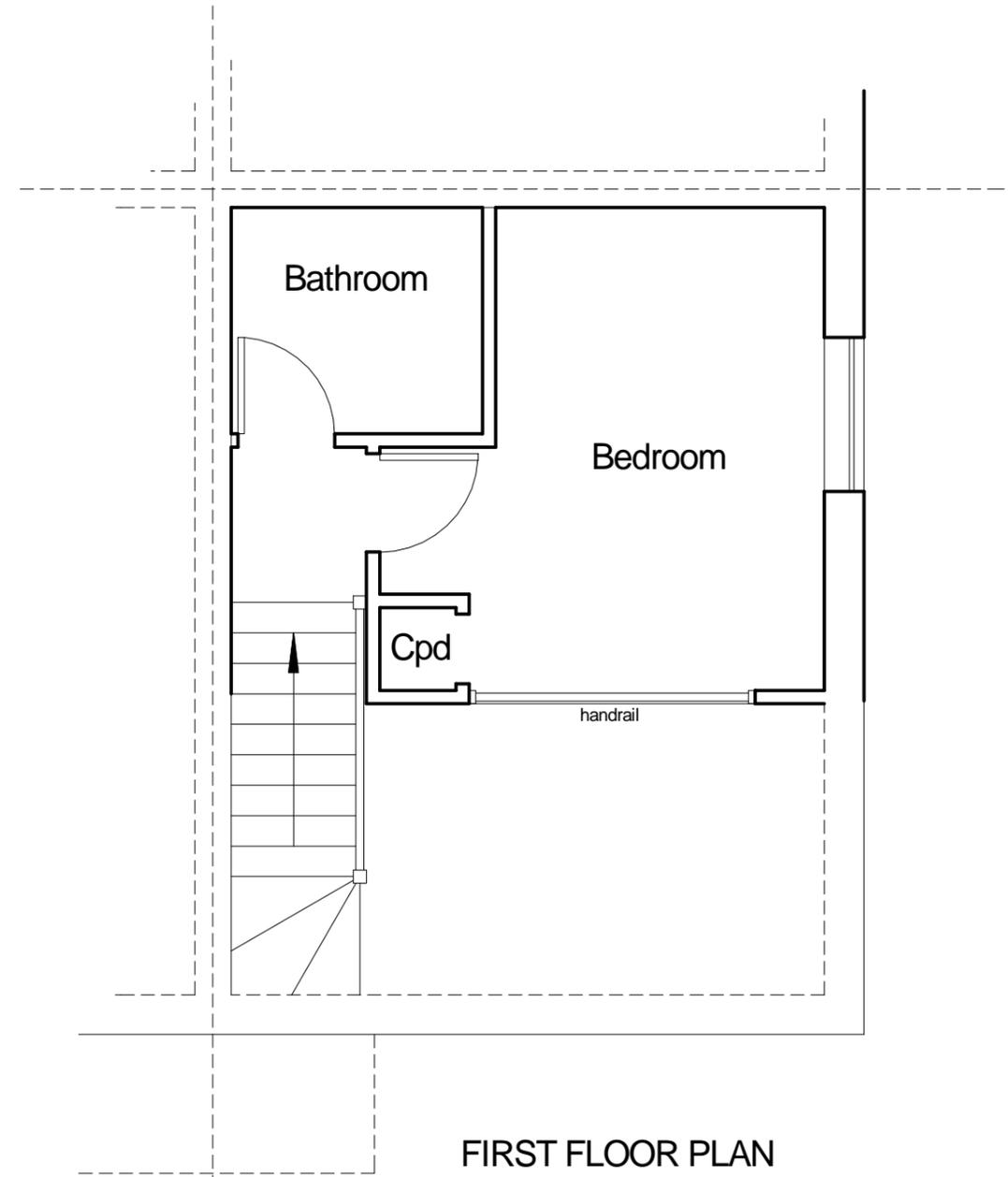
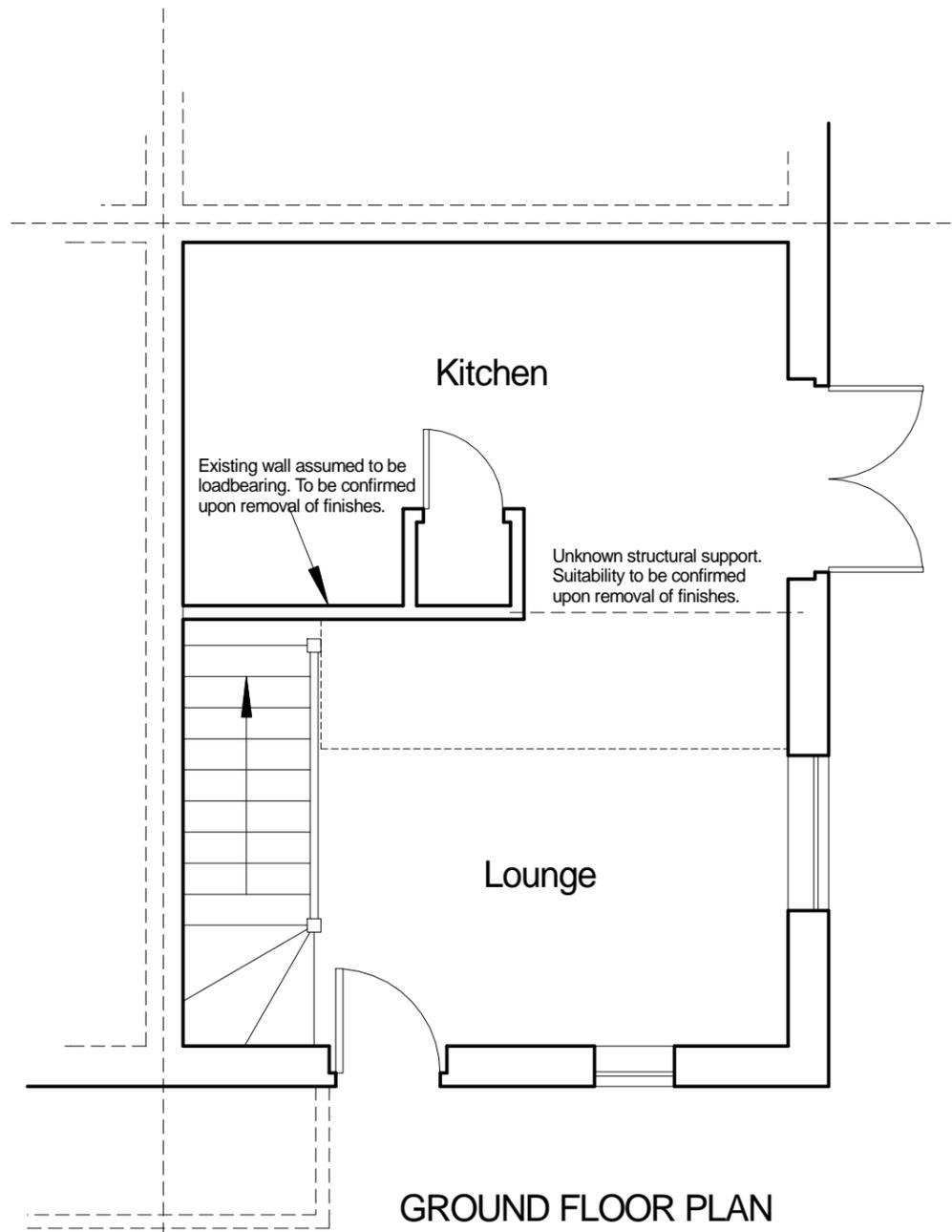
All windows and glazed doors to be wood or PVC-U frames and be double-glazed with PILKINGTON 'K' glass with 16mm minimum gap (argon filled) to provide U value of 1.6W/m<sup>2</sup>K and be Band C or better, and comply with BS 6206. All habitable rooms to have 5000mm<sup>2</sup> Equivalent Area ventilation (2500 sq mm for non-habitable rooms) and have a clear opening casement of 750 x 450mm with the sill positioned a maximum of 1100mm above finished floor level. Ventilation openings to be reasonably secure, adjustable, and located 1750mm (typically) above floor level. Window & door frames to be sealed with mastic internally and externally.

Any glazing lower than 800mm above finished floor level to be toughened safety glass. All glazing in door panels to be toughened safety glass. All glazing within 300mm of a door to be toughened safety glass to a height of 1500mm above ground level.



 <b>STEPHEN BIDDLE</b> CHARTERED CIVIL ENGINEER 1, Wilwyne Close, Caversham, Reading, Berks RG4 5EP Tel: 07864 122 313 Email: <a href="mailto:steve@sbiddle.com">steve@sbiddle.com</a>	Title: <b>PROPOSED ELEVATIONS</b>		
	Drwg No: <b>PIERRO-1214-02</b>	Scale: (A3) <b>1:100</b>	Rev: <b>A</b>

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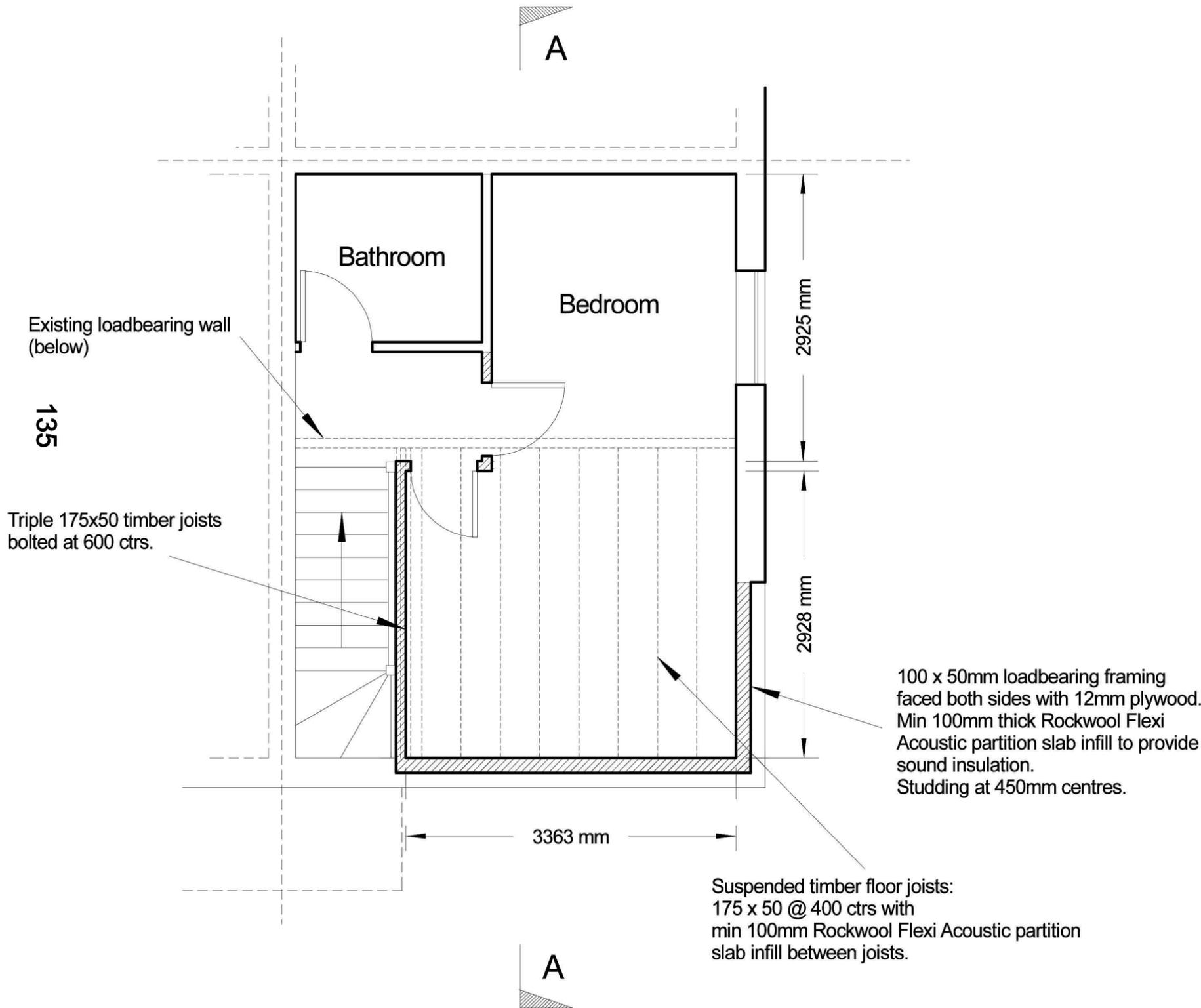
 <b>STEPHEN BIDDLE</b> CHARTERED CIVIL ENGINEER 1, Wilwyne Close, Caversham, Reading, Berks RG4 5EP Tel: 07864 122 313 Email: steve@sbiddle.com	Title: <b>EXISTING FLOOR PLANS</b>	
	Drwg No: <b>PIERRO-1214-03</b>	Scale: (A3) <b>1:50</b>

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**PROPOSED ALTERATIONS TO:**

**48 Ratby Close  
Earley  
Reading  
RG6 4ER**

**For: Mr G. Pierro**



Contractor to check all dimensions on site before commencing work.

Contractor to determine location of all services prior to commencement of works on site.

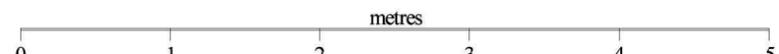
No internal or external finishes were removed in preparation of plans, therefore, Contractor to check accuracy and adequacy of existing structure and foundations to receive proposed works as shown upon commencement of any excavation or removal of existing finishes.

All necessary temporary support to be provided to ensure complete stability of both existing and new structure during course of works and to maintain weathertightness.

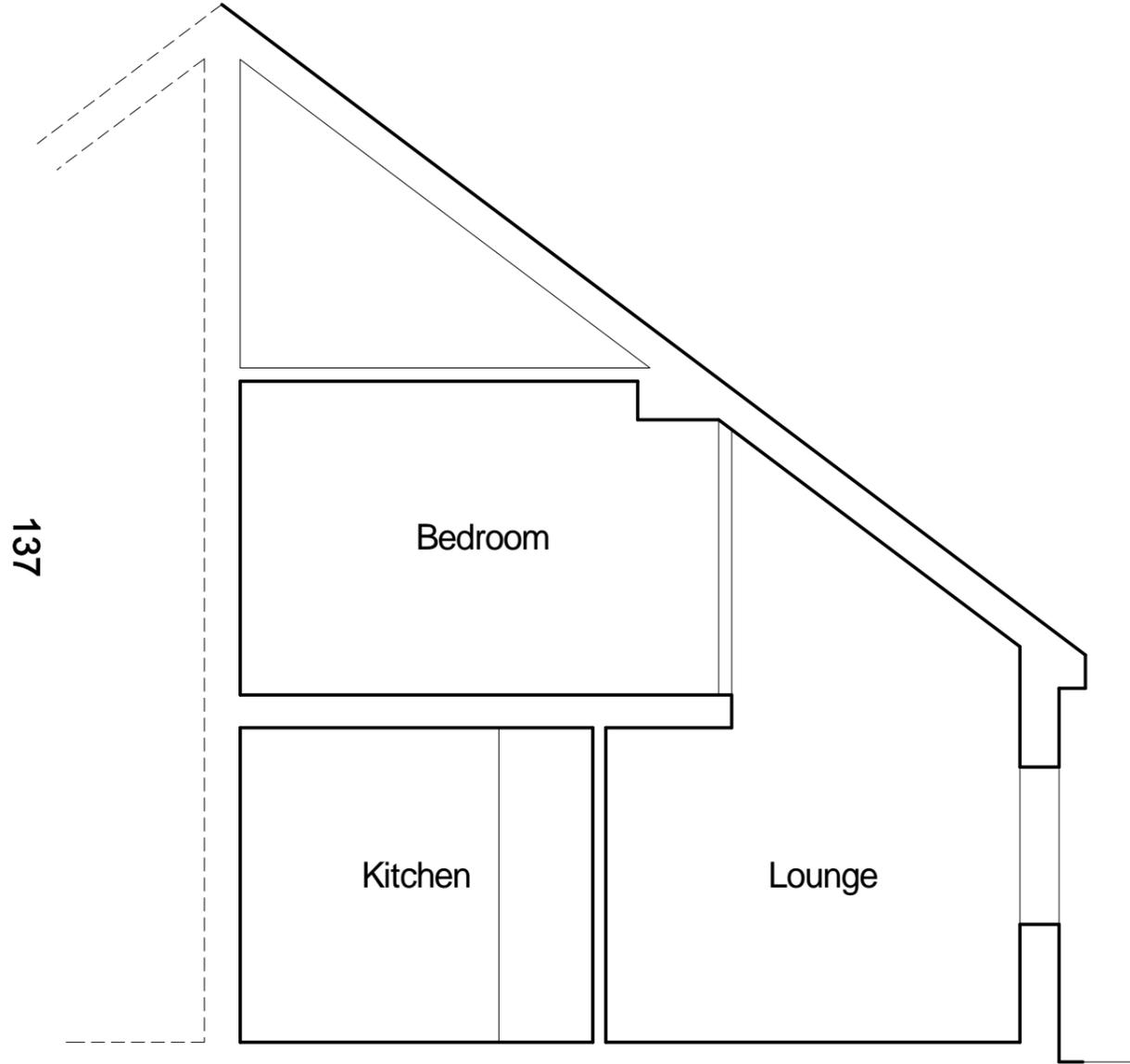
New areas of construction are to be constructed with no significant thermal bridges or gaps in the insulation layer(s) e.g. at joints between floor joists & walls and around window and door openings (in accordance with "Limiting thermal bridging and air leakage: Robust construction details for dwellings and similar buildings 2002"). The contractor to provide a suitable report, if required, by the Local Authority, to confirm that the work has been carried out in accordance with these details.

This set of drawings has been prepared on behalf of the applicant for the purpose of submitting Local Authority Planning and Building Regulation applications only. Any work carried out prior to approval of the submitted plans is undertaken at the applicant's risk and may be subject to alteration or removal as requested by the Local Authority at a later date.

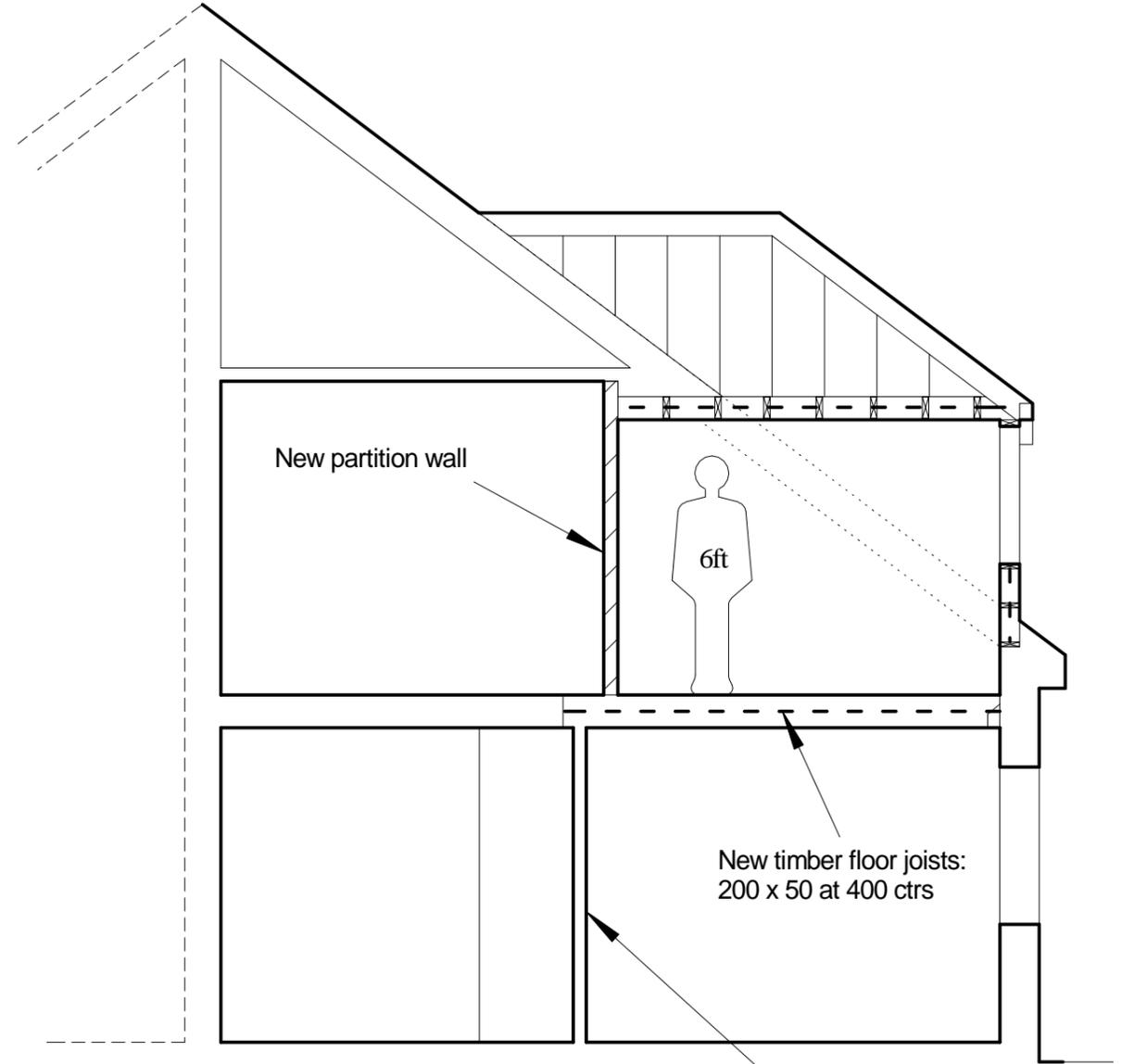
	<b>STEPHEN BIDDLE</b> CHARTERED CIVIL ENGINEER 1, Wilwyne Close, Caversham, Reading, Berks RG4 5EP Tel: 07864 122 313 Email: <a href="mailto:steve@sbiddle.com">steve@sbiddle.com</a>	
	Title: <b>PROPOSED FIRST FLOOR PLAN</b>	
Drwg No: <b>PIERRO-1212-01/REV A</b>	Scale: (A3) <b>1:50</b>	Rev:



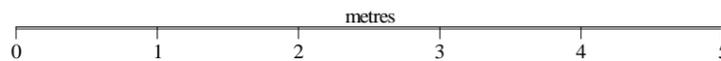
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EXISTING SECTION



PROPOSED SECTION



	<b>STEPHEN BIDDLE</b> CHARTERED CIVIL ENGINEER 1, Wilwyne Close, Caversham, Reading, Berks RG4 5EP Tel: 07864 122 313 Email: steve@sbiddle.com	
	Title: <b>SECTION A-A</b>	
Drwg No:	Scale: (A3) <b>1:50</b>	Rev:

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