



WOKINGHAM BOROUGH COUNCIL

A Meeting of the **PLANNING COMMITTEE** will be held at the Civic Offices, Shute End, Wokingham, RG40 1BN on **WEDNESDAY 14 SEPTEMBER 2016 AT 7.00 PM**

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

Andy Couldrick
Chief Executive
Published on 6 September 2016

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WOKINGHAM BOROUGH COUNCIL

Our Vision

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

Our Priorities

Improve educational attainment and focus on every child achieving their potential

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

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

Tackle traffic congestion in specific areas of the Borough

Improve the customer experience when accessing Council services

The Underpinning Principles

Offer excellent value for your Council Tax

Provide affordable homes

Look after the vulnerable

Improve health, wellbeing and quality of life

Maintain and improve the waste collection, recycling and fuel efficiency

Deliver quality in all that we do

MEMBERSHIP OF THE PLANNING COMMITTEE

Councillors

Tim Holton (Chairman)	Chris Singleton (Vice-Chairman)	Chris Bowring
Philip Houldsworth	John Kaiser	Malcolm Richards
Rachelle Shepherd-DuBey	Wayne Smith	Bill Soane

ITEM NO.	WARD	SUBJECT	PAGE NO.
44.		APOLOGIES To receive any apologies for absence.	
45.		MINUTES OF PREVIOUS MEETING To confirm the Minutes of the Meeting held on 17 August 2016	5 - 12
46.		DECLARATION OF INTEREST To receive any declaration of interest	
47.		APPLICATIONS TO BE DEFERRED AND WITHDRAWN ITEMS To consider any recommendations to defer applications from the schedule and to note any applications that may have been withdrawn.	
48.	Shinfield South	APPLICATION NO 162004 - SHINFIELD EASTERN RELIEF ROAD, SOUTH OF M4 SDL Recommendation: Conditional Approval	13 - 34
49.	Arborfield	APPLICATION NO 161536 - LAND AT ARBORFIELD GARRISON, BIGGS LANE ('PARCEL T') Recommendation: Conditional Approval	35 - 70
50.	Finchampstead North	APPLICATION NO 161292 - LAND WEST OF FINCHAMPSTEAD ROAD & ADJ TO SAND MARTINS GOLF COURSE, FINCHAMPSTEAD, RG40 3JT Recommendation: Conditional Approval	71 - 92
51.	Bulmershe and Whitegates	APPLICATION NO 161666 - UNIT 21, SUTTONS PARK AVENUE, EARLEY Recommendation: Conditional Approval	93 - 130
52.		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.	

Any other items which the Chairman decides are urgent

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

GLOSSARY OF TERMS

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

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

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**MINUTES OF A MEETING OF THE
PLANNING COMMITTEE
HELD ON 17 AUGUST 2016 FROM 7.00 PM TO 8.40 PM**

Committee Members Present

Councillors: Tim Holton (Chairman), Chris Singleton (Vice-Chairman), Chris Bowring, Philip Houldsworth, John Kaiser, Malcolm Richards, Rachelle Shepherd-DuBey and Bill Soane

Officers Present

Chris Easton, Service Manager, Highways Development Management
Mary Severin, Borough Solicitor
Madeleine Shopland, Principal Democratic Services Officer
Ian Bailey, Service Manager, Development Management

Case Officers Present

Mark Croucher
Stefan Fludger
Katie Herrington
Daniel Ray
Graham Vaughan

33. APOLOGIES

An apology for absence was submitted from Councillor Wayne Smith.

34. MINUTES OF PREVIOUS MEETING

The Minutes of the meeting of the Committee held on 20 July 2016 were confirmed as a correct record and signed by the Chairman.

MEMBERS' UPDATE

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

35. DECLARATION OF INTEREST

There were no declarations of interest.

36. APPLICATIONS TO BE DEFERRED AND WITHDRAWN ITEMS

There were no deferred or withdrawn items.

**37. APPLICATION NO 161092 - BOTTEL PADDOCKS LIMMERHILL ROAD
BARKHAM RG41 4BU**

Proposal: Full application for the change of use of agricultural land to mixed-use of agricultural and the keeping and grazing of horses, plus the provision of a vehicular turning circle. Part retrospective.

Applicant: Monopro Ltd, C/O Dan Weaver, Pegasus Planning Group Ltd.

The Committee received and reviewed a report about this application, set out in Agenda pages 15 to 40.

The Committee was advised that the Members' Update included:

- Proposed amendment to condition 4;
- Correction to consultation responses received.

Members had visited the site on Friday 12 August 2016.

Imogen Shepherd-DuBey, Wokingham Town Council, spoke in objection to the application. She commented that Wokingham Town Council had concerns about the possibility of the land being used for commercial use and the potential erosion of the settlement gap between Wokingham and Barkham. Concerns had also been raised about the suitability of the unadopted road, Limmerhill Road, for regular traffic, and highway safety at the Barkham Road access point. She asked that if the application were allowed, that no commercial activities be permitted.

Andrew Bowles, resident, spoke in objection to the application. He raised concerns regarding highway safety, stating that the junction of Limmerhill Road and Barkham Road was difficult to negotiate due to poor sight lines and fast moving traffic. This issue was exacerbated by large, slow moving vehicles such as horse boxes and delivery lorries. There had been 4 serious accidents in the area since 2010. The issue of the suitability of the unadopted road for the anticipated number of vehicle movements was raised. In addition Mr Bowles stated that the application would have an impact on the visual amenity of the area, an impact on residential amenity through the loss of hedgerows and the smell of horse manure and urine at times and would erode the settlement gap between Wokingham and Barkham.

Ben Cook, agent, spoke in support of the application. He commented that the field was occupied by a main tenant with 5 to 6 horses. There were also two single tenants with a horse each and the main tenant was also looking for another single tenant. It would be a small social arrangement rather than commercial arrangement. The applicant was willing to limit the number of horses on the site at one time to 10. The horses would live at and be ridden on the site which would reduce the number of vehicle movements to approximately 5 to 6 per day, possibly more at weekends. There would be little need for extra feed deliveries in addition to the hay deliveries. In addition there would be a no grazing zone to the north of the site, nearest to residential properties, between April and September. Mr Cook commented that currently the site was agricultural use and that vehicle movements and the size of vehicles used would potentially be less if the use was changed to mixed-use of agricultural and the keeping and grazing of horses. He requested that Condition 4 be further amended to include permission for private recreational riding.

Members asked about commercial activities, loss of amenity and the settlement gap between Wokingham and Barkham. The Planning Officer commented that commercial activity did not form part of the application. With regards to loss of amenity, Members were reminded of the proposed no grazing zone to the north of the site during the summer months. A manure management plan had been considered unnecessary due to the small number of horses. The Planning Officer also commented that the settlement gap would not be eroded as the application did not propose structural additions and the countryside use would be retained. CPE 2 encouraged rural activities.

A number of Members expressed concern about highway safety and the width and quality of the road. The Service Manager, Highways Development Management stated that the 4 accidents referred to within Mr Bowles' presentation, had not occurred at the junction and were unrelated in each case. He was satisfied that access and visibility was sufficient.

Limmerhill Road was a private road managed by residents. The Service Manager, Highways Development Management emphasised that under the current agricultural use unlimited trips could be made to the site and that vehicles used for agriculture uses were often larger and slower moving than a vehicle towing a horsebox.

Councillor Bowring proposed that the application be refused on the grounds of highway safety at the junction of Limmerhill Road with Barkham Road. This proposal was seconded by Councillor Kaiser. Upon being put to the vote, with the Chairman exercising his casting vote, the proposal was lost.

A Member questioned whether the application could be deferred until the Village Green application had been determined. The Borough Solicitor advised that this did not constitute a planning reason to defer the application.

The Committee voted on the proposal to approve the application, subject to the conditions set out on Agenda pages 16 to 17, with condition 4 amended as set out in the Members' Update, the Chairman exercising his casting vote.

Upon being put to the vote it was:

RESOLVED: That application No. 161092 be approved, subject to the conditions set out on Agenda pages 16 to 17, with condition 4 amended as set out in the Members' Update.

38. APPLICATION NO 161258 - EVENDONS SCHOOL, FINCHAMPSTEAD ROAD, RG40 3HD

Proposal: Full application for the proposed erection of a two storey classroom block linked with part of Block A (Small Hall), refurbishment of part of the existing buildings to improve the 'Main Hall', increase the height of part of Block A to provide a new kitchen area with associated plant and screening, along with the creation of a new servicing area via Evendons Road, following the demolition of buildings C, D, E and part of Block A. Erection of single storey kitchen unit for a temporary period.

Applicant: Evendons Primary School Trust

The Committee received and reviewed a report about this application, set out in Agenda pages 41 to 80.

The Committee was advised that the Members' Update included:

- Additional information regarding consultation response;
- Proposed additional condition regarding existing vehicular access to the site from Finchampstead Road being used only by emergency vehicles;
- Proposed additional condition regarding pupil numbers;
- Proposed additional condition regarding the submission and approval of a community use Access and Management Plan relating to the dual use of the school facilities by the local community prior to the first occupation of the proposed two storey block;
- Amendment to condition 9.

Members had visited the site on Friday 12 August 2016.

Members requested that an informative be added regarding the school being fitted with sprinklers.

A Member also expressed concern about the removal of asbestos from the refurbished buildings. It was suggested that Officers contact the developers on this matter.

A Member commented that the proposed condition regarding the resubmission of the Travel Plan within 6 months of the occupation of the proposed two storey block was helpful in light of the proposed condition that the school could take up 350 pupils at one time.

RESOLVED: That application No. 161258 be approved, subject to the conditions set out on Agenda pages 42 to 46, with three additional conditions and condition 9 amended as set out in the Members' Update.

39. APPLICATION NO 161475 - SORBUS HOUSE, MULBERRY BUSINESS PARK, FISHPONDS ROAD, RG41 2GY

Proposal: Outline Application for the proposed erection of a three storey office building with associated parking and landscaping. Approval being sought on Access. Layout and Scale.

Applicant: Mr Bolt

The Committee received and reviewed a report about this application, set out in Agenda pages 81 to 100.

The Committee was advised that the Members' Update included:

- Amendment to report to show that the previous office on the site had a footprint of 843m² and therefore the proposal represented a 0.8% increase in footprint;
- Clarification regarding parking requirements;
- Additional information indicating the highway access.

A Member commented that a 30% increase in employee numbers to that of the previous site was anticipated and questioned whether officers were satisfied with the increase in traffic that this may bring about. The Service Manager Highways Development Management confirmed that he was satisfied that there would not be a significant increase and that based on the Council's standards the scheme was acceptable.

RESOLVED: That application No. 161475 be approved, subject to the conditions set out on Agenda pages 82 to 85.

40. APPLICATION NO 161797 - GARAGE BLOCK ADJACENT TO 13 BARRETT CRESCENT, WOKINGHAM, RG40 1UR

Proposal: Full planning application for the demolition of an existing single storey garage and the erection of 2x2 maisonette dwelling.

Applicant: Wokingham Housing Limited

The Committee received and reviewed a report about this application, set out in Agenda pages 101 to 114.

The Committee was advised that the Members' Update included:

- Additional information on ridge heights of the surrounding properties;
- Provision of previously approved application plans for clarification purposes.

RESOLVED: That application No. 161797 be approved, subject to

- 1) Prior completion of a legal agreement to secure a financial contribution for mitigation against the Thames Basin Heaths Special Protection Area;
- 2) the conditions set out on Agenda pages 102 to 104.

41. APPLICATION NO 161764 - 2 HOLME GREEN, EASTHAMPSTEAD ROAD, WOKINGHAM, RG40 3AG

Proposal: Proposed erection of a single storey front extension to form front entrance porch and installation of roof light into front roof slope.

Applicant: Mr and Mrs S and J Rowbotham

The Committee received and reviewed a report about this application, set out in Agenda pages 115 to 128.

RESOLVED: That application No. 161764 be approved, subject to the conditions set out on Agenda page 116.

42. APPLICATION NO 160251 - THE OLD PUMP HOUSE, BATH ROAD, KILN GREEN, RG10 9UT

Proposal: Full application for the erection of 1 no dwelling and the preservation and restoration of existing structures on site.

Applicant: Mr & Mrs Niaz & Olivia Faruki

The Committee received and reviewed a report about this application, set out in Agenda pages 129 to 158.

Members had visited the site on Friday 12 August 2016.

Ian Cooper, resident, spoke in objection to the application. He commented that there were no special circumstances and that the proposed site was not a locally or nationally designated Heritage Asset. He felt that the Green Belt should be protected and that the development would be isolated, setting a precedent for the area and increasing traffic. He also stated that the development would have a harmful impact on the neighbouring Grade 2 Castleman's estate and local wildlife; there was an active badger sett located close to the proposed site.

Olivia Faruki, applicant, spoke in favour of the application. She commented that there were special circumstances in terms of the history and heritage of the site and outlined some of the site's history. She also commented that the building would not be isolated, would be largely hidden from view from Castleman's and that a mitigation plan for the badger sett had been developed.

A Member questioned whether it was intended that the site be open to the public. Officers stated that this was not something which could be insisted upon for future occupiers.

In response to Members' questions, the Planning Officer indicated that the Conservation Officer had commented that imposing a domestic change of use would inevitably obscure any historic function and identity of the site. Several Members commented that they did not feel that the proposed site had historical significance.

A Member commented that the proposed development would potentially be seen over a wide area.

RESOLVED: That application No. 160251 be refused for the reasons set out on Agenda pages 130 to 131.

43. 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 applications:

- 161596 - Land To The West Of Thames Valley Park Drive - Full application for the proposed development of a Park and Ride facility providing approximately 277 vehicular spaces, motorcycle parking and associated vehicular access and landscaping – To view the site in context.
- 161292 – Land West of Finchampstead Road & Adjacent to Sand Martins Golf Course, Finchampstead - Full application for the change of use of land from agricultural use to equestrian use for the keeping of horses and for the erection of a stable block with associated hardstanding, fencing and access track - To view site in context and relationship to neighbouring properties.
- 161839 - Bell Farm, Bell Foundry Lane, Wokingham - HYBRID APPLICATION for:
OUTLINE APPLICATION: A section of the Northern Distributor Road (NDR) and associated infrastructure, including a cycle and footway. (All Matters Reserved)
FULL APPLICATION: The erection of 128 dwellings and associated areas of Suitable Alternative Natural Green Space (SANG), open spaces and drainage/attenuation. Two accesses from Bell Foundry Lane and a temporary cycle and footway. Demolition of existing farm buildings and one dwelling – to view the site in context.

RESOLVED: That pre-Committee, site visits be undertaken on Friday 9 September 2016 in respect of the following applications:

- 161596 - Land To The West Of Thames Valley Park Drive - Full application for the proposed development of a Park and Ride facility providing approximately 277 vehicular spaces, motorcycle parking and associated vehicular access and landscaping – to view the site in context.
- 161292 – Land West of Finchampstead Road & Adjacent to Sand Martins Golf Course, Finchampstead - Full application for the change of use of land from agricultural use to equestrian use for the keeping of horses and for the erection of a stable block with associated hardstanding, fencing and access track - to view site in context and relationship to neighbouring properties.
- 161839 - Bell Farm, Bell Foundry Lane, Wokingham - HYBRID APPLICATION for:
OUTLINE APPLICATION: A section of the Northern Distributor Road (NDR) and

associated infrastructure, including a cycle and footway. (All Matters Reserved)
FULL APPLICATION: The erection of 128 dwellings and associated areas of Suitable Alternative Natural Green Space (SANG), open spaces and drainage/attenuation. Two accesses from Bell Foundry Lane and a temporary cycle and footway. Demolition of existing farm buildings and one dwelling – to view the site in context.

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Agenda Item 48.

ITEM NO: 48

Development Management Ref No	No weeks on day of committee	Parish	Ward	Listed by:
162004	8	Shinfield	Shinfield South	Councillor Pollock

Applicant Location University of Reading
Land Between Arborfield Road, Cutbush Lane and Shinfield Road, Shinfield

Proposal Application for Variation of Conditions 8 (details of walls, fences and other means of enclosure), 10 (details of hard and soft landscape details) and 21 (details of Noise Mitigation) of Planning Permission 160011 (Shinfield Eastern Relief Road) to allow for amendments to details of such which were previously submitted to and approved in writing by the Local Planning Authority.

Type Variation of Conditions
PS Category PS6
Officer David Smith

FOR CONSIDERATION BY Planning Committee on 14th September 2016
REPORT PREPARED BY Head of Development Management and Regulatory Services

SUMMARY

Planning permission for the Shinfield Eastern Relief Road (ERR) was originally granted in November 2012 under application F/2010/1428. The current extant consent for the ERR is planning permission 160011 dated 21/03/2016.

The road itself is substantially complete with opening expected in either late September or in November; depending upon the outcome of this current application. Application is now made to vary the details of landscaping and noise mitigation as were previously approved pursuant to conditions 8, 10 and 21 of the extant planning permission.

As the project has progressed, Hochtief have sought to make a number of design changes which reduce the noise that would be produced by the road in use and therefore the required mitigation measures. The scheme of noise mitigation now proposed includes the provision of a low noise surfacing material for the whole length of the road and acoustic barriers on the north of the scheme only (adjacent to properties in the vicinity of Fuchsia Grove and at the point where the ERR crosses Cutbush Lane).

The details of landscaping and acoustic mitigation for the northern section of the road are not contentious locally. All letters of objection received relate to the southern part of the road, where acoustic barriers are no longer proposed.

With specific reference to the Oatlands Road and Oatlands Chase properties, the submitted Noise Impact Assessment Report evidences that no acoustic fencing is required to the southern section of the ERR to mitigate the impacts of noise, as mitigation to the levels required in the Environmental Statement would be achieved through other measures, namely, a low noise surfacing material. These conclusions

have been ratified by WSP (commissioned by WBC to provide independent technical advice) and are supported by the guidance contained within the Design Manual for Roads and Bridges (DMRB).

In terms of the southern section of the road, acoustic barriers and visual screening are two separate considerations; although there is an obvious interrelationship. In this instance the closest rear garden of Oatlands Road is 170m distant from the ERR and the closest rear elevation is 210m distant from the ERR. Visual screening is proposed in the form of landscaping. Extensive tree planting is proposed, including field maples, oaks, wild cherry, alders, and willow trees. Each of these species are considered appropriate to the setting and will, when established, provide a significant degree of visual screening.

At this time the trees that have been planted are saplings. However, subject to securing appropriate mature tree planting to provide immediate visual screening to the road, Officers are recommending the application for approval. The road will in places still be visible from the rear of properties in Oatlands Road/Chase, but given that the applicant has demonstrated that acoustic fencing is not necessary, the 200m separation distance and the extensive tree planting proposed, it is considered that an appropriate balance has been struck in terms of mitigating the visual impacts of the road. The visual impact of the road will also decrease over time as the sapling planting matures.

Hochtief are aware of their responsibilities to provide noise mitigation prior to the opening of the road. They are also aware that until such time as an alternative scheme of landscaping and acoustic mitigation has been approved by the Council, they are required to deliver the details approved under applications C/2014/2703 and C/2014/2833. They have stopped erecting the acoustic fencing shown on the originally approved plans pending resolution of the current planning application – which may in the circumstances prove the acoustic barriers and associated costs unnecessary. Given the road is not yet open, there is no breach of planning control at this time.

PLANNING STATUS

- Within South of M4 SDL
- 7KM Thames Basin Heath SPA
- Source Protection Zones 2
- Flood Zones 1, 2 and 3
- Minerals Consultation Zone

RECOMMENDATION

APPROVE, subject to the following conditions and to completion of a S106 agreement transferring the obligations previously imposed across to this new consent.

Conditions and Reasons

Commencement

1. The development hereby permitted shall be begun before 22nd October 2017.

Reason: In pursuance of s73(5) of the Town and Country Planning Act 1991 (as amended by s51(5) of the Planning and Compulsory purchase Act 2004).

Plans

2. The development hereby permitted shall be carried out in accordance with the Drawing Nos. listed below, unless otherwise agreed in writing by the Local Planning Authority pursuant to requirements of the conditions listed on this planning permission:

Drawing / Document Number	Title	Rev
JNY5683-166	Application Site Plan	C
JNY5683-88, as amended	Proposed Eastern Relief Road Scheme	O
61032241-H-DR-102-00	Zone Layout Plan	1
61032241-H-DR-102-01	Zone 0 long section sheet 1 of 2	0
61032241-H-DR-102-02	Zone 0 long section sheet 2 of 2	0
61032241-H-DR-102-03	Zone 1 long section sheet 1 of 2	1
61032241-H-DR-102-04	Zone 1 long section sheet 2 of 2	1
TP-601	Demolition Plan	0
TP-602	Former stable Building Existing Floor Plans	0
TP-603	Former Stable Building Proposed Floor Plans	0
TP-604	Former Stable Building Existing Elevations	0
TP-605	Former Stable Building Proposed Elevations	0
TP-607	Access Road Boundary Condition	0
61032241-H-DR-100-01	General arrangement – sheet 1 of 8	2
61032241-H-DR-100-02	General arrangement – sheet 2 of 8	2
61032241-H-DR-100-03	General arrangement – sheet 3 of 8	1
61032241-H-DR-100-04	General arrangement – sheet 4 of 8	1
61032241-H-DR-100-05	General arrangement – sheet 5 of 8	1
61032241-H-DR-100-06	General arrangement – sheet 6 of 8	0
61032241-H-DR-100-07	General arrangement – sheet 7 of 8	3
61032241-H-DR-100-08	General arrangement – sheet 8 of 8	1
61032241-S-M4-DR-1001	M4 bridge – General arrangement sheet 1 of 2	0
61032241-S-M4-DR-1002	M4 bridge – General arrangement sheet 2 of 2	0
61032241-H-DR-300-01	Permanent Fencing and Accommodation Works - sheet 1 of 8	3
61032241-H-DR-300-02	Permanent Fencing and Accommodation Works - sheet 2 of 8	4
61032241-H-DR-300-03	Permanent Fencing and Accommodation Works - sheet 3 of 8	3
61032241-H-DR-300-04	Permanent Fencing and Accommodation Works - sheet 4 of 8	4
61032241-H-DR-300-05	Permanent Fencing and Accommodation Works - sheet 5 of 8	3
61032241-H-DR-300-06	Permanent Fencing and Accommodation Works - sheet 6 of 8	2
61032241-H-DR-300-07	Permanent Fencing and Accommodation Works - sheet 7 of 8	2
61032241-H-DR-300-08	Permanent Fencing and Accommodation Works - sheet 8 of 8	1
61032241-H-SD-2500-01	Reflective Acoustic Barrier	A
61032241-H-SD-2500-01	Absorptive Acoustic Barrier	A
61032241-H-DR-500-01	Drainage layout – sheet 1 of 8	3
61032241-H-DR-500-02	Drainage layout – sheet 2 of 8	4

61032241-H-DR-500-03	Drainage layout – sheet 3 of 8	2
61032241-H-DR-500-04	Drainage layout – sheet 4 of 8	1
61032241-H-DR-500-05	Drainage layout – sheet 5 of 8	2
61032241-H-DR-500-06	Drainage layout – sheet 6 of 8	1
61032241-H-DR-500-07	Drainage layout – sheet 7 of 8	6
61032241-H-DR-500-08	Drainage layout – sheet 8 of 8	2
61032241-H-DR-1100-01	Kerbs, footways and paved areas – sheet 1 of 8	1
61032241-H-DR-1100-02	Kerbs, footways and paved areas – sheet 2 of 8	1
61032241-H-DR-1100-03	Kerbs, footways and paved areas – sheet 3 of 8	0
61032241-H-DR-1100-04	Kerbs, footways and paved areas – sheet 4 of 8	1
61032241-H-DR-1100-05	Kerbs, footways and paved areas – sheet 5 of 8	1
61032241-H-DR-1100-06	Kerbs, footways and paved areas – sheet 6 of 8	0
61032241-H-DR-1100-07	Kerbs, footways and paved areas – sheet 7 of 8	4
61032241-H-DR-1100-08	Kerbs, footways and paved areas – sheet 8 of 8	2
61032241-H-SD-500-17	Combined Kerb Drainage Details Type A	0
61032241-H-SD-500-18	Combined Kerb Drainage Details Type B	0
61032241-H-DR-700-01	Pavement Layout – Sheet 1 of 8	1
61032241-H-DR-700-02	Pavement Layout – Sheet 2 of 8	2
61032241-H-DR-700-03	Pavement Layout – Sheet 3 of 8	1
61032241-H-DR-700-04	Pavement Layout – Sheet 4 of 8	1
61032241-H-DR-700-05	Pavement Layout – Sheet 5 of 8	1
61032241-H-DR-700-06	Pavement Layout – Sheet 6 of 8	0
61032241-H-DR-700-07	Pavement Layout – Sheet 7 of 8	3
61032241-H-DR-700-08	Pavement Layout – Sheet 8 of 8	1
61032241-H-DR-1200-01	Traffic signs and road markings – sheet 1 of 8	4
61032241-H-DR-1200-02	Traffic signs and road markings – sheet 2 of 8	4
61032241-H-DR-1200-03	Traffic signs and road markings – sheet 3 of 8	2
61032241-H-DR-1200-04	Traffic signs and road markings – sheet 4 of 8	1
61032241-H-DR-1200-05	Traffic signs and road markings – sheet 5 of 8	0
61032241-H-DR-1200-06	Traffic signs and road markings – sheet 6 of 8	0
61032241-H-DR-1200-07	Traffic signs and road markings – sheet 7 of 8	4
61032241-H-DR-1200-08	Traffic signs and road markings – sheet 8 of 8	3
61032241-H-DR-1205-01	Detailed traffic signals design - modified Cutbush Lane junction	3
61032241-H-DR-1205-02	Detailed traffic signals design - new T junction south of motorway	3
61032241-H-DR-1205-03	Detailed traffic signals design - modified Black Boy roundabout	2
61032241-H-DR-1205-04	Detailed traffic signals design - supporting design elements	4
61032241-H-SD-1205-01	Detailed traffic signals design - RS115 with duckfoot base	0
61032241-H-SD-1205-02	Detailed traffic signals design - NAL D400 carriageway loop box	0
61032241-H-SD-1205-03	Detailed traffic signals design - gland tray and controller base	0
61032241-H-SD-1205-05	Detailed traffic signals design - Stakkabox modula details	0
61032241-H-DR-1300-01	Lighting layout – sheet 1 of 8	2
61032241-H-DR-1300-02	Lighting layout – sheet 2 of 8	2

61032241-H-DR-1300-03	Lighting layout – sheet 3 of 8	1
61032241-H-DR-1300-04	Lighting layout – sheet 4 of 8	0
61032241-H-DR-1300-05	Lighting layout – sheet 5 of 8	0
61032241-H-DR-1300-06	Lighting layout – sheet 6 of 8	0
61032241-H-DR-1300-07	Lighting layout – sheet 7 of 8	4
61032241-H-DR-1300-08	Lighting layout – sheet 8 of 8	0
61032241-H-DR-3000-01	Planting plan – sheet 1 of 10	3
61032241-H-DR-3000-02	Planting plan – sheet 2 of 10	3
61032241-H-DR-3000-03	Planting plan – sheet 3 of 10	0
61032241-H-DR-3000-04	Planting plan – sheet 4 of 10	2
61032241-H-DR-3000-05	Planting plan – sheet 5 of 10	1
61032241-H-DR-3000-06	Planting plan – sheet 6 of 10	1
61032241-H-DR-3000-07	Planting plan – sheet 7 of 10	5
61032241-H-DR-3000-08	Planting plan – sheet 8 of 10	1
61032241-H-DR-3000-09	Planting plan – sheet 9 of 10	0
61032241-H-DR-3000-10	Planting plan – sheet 10 of 10	0
61032241-H-DR-200-01	Site Clearance – Sheet 1 of 8	2
61032241-H-DR-200-02	Site Clearance – Sheet 2 of 8	2
61032241-H-DR-200-03	Site Clearance – Sheet 3 of 8	1
61032241-H-DR-200-04	Site Clearance – Sheet 4 of 8	1
61032241-H-DR-200-05	Site Clearance – Sheet 5 of 8	1
61032241-H-DR-200-06	Site Clearance – Sheet 6 of 8	0
61032241-H-DR-200-07	Site Clearance – Sheet 7 of 8	4
61032241-H-DR-200-08	Site Clearance – Sheet 8 of 8	1
61032241-S-ARC-DR-9001	Arborfield Road Culverts General Arrangement – Sheet 1 of 2	0
61032241-S-ARC-DR-9002	Arborfield Road Culverts General Arrangement – Sheet 2 of 2	0
61032241-H-DR-104-01	Eastern Relief Road Typical Cross Sections sheet 1 of 3	0
61032241-H-DR-104-02	Eastern Relief Road Typical Cross Sections sheet 2 of 3	1
61032241-H-DR-104-03	Eastern Relief Road Typical Cross Sections sheet 3 of 3	1
61032241-H-DR-1400-01	Electric Schematic Lighting sheet 1 of 1	2
61032241-H-DR-1300-00	Lighting Design Setting Out Key and Notes	0
61032241-GT-SD-600-101	Standard Earthworks Details - Topsoil Placement	0
61032241-GT-SD-600-102	Standard Earthworks Details - Transition Between Cut and Fill	0
61032241-GT-SD-600-201	Standard Earthworks Details - Typical Embankment Section	0
61032241-GT-SD-600-202	Standard Earthworks Details - Treatment of Abandoned Watercourses	0
61032241-GT-SD-600-203	Standard Earthworks Details - Embankment Starter/Basal Drainage Layer	0
61032241-GT-SD-600-204	Standard Earthworks Details - Benching of Existing Ground Below Embankments	0
61032241-GT-SD-600-205	Standard Earthworks Details - Embankment with Class 1 Fill	0

61032241-GT-SD-600-206	Standard Earthworks Details - Embankment with Class 2 Fill	2
61032241-GT-SD-600-207	Standard Earthworks Details - Excavation of Soft Spots below Embankment	0
61032241-GT-SD-600-301	Standard Earthworks Details - Typical Cutting Section for Soil Slope	0
61032241-S-DR-2400-01	Lane end farm reconstruction boundary wall - sheet 1 of 5	0
61032241-S-DR-2400-02	Lane end farm reconstruction boundary wall - sheet 2 of 5	0
61032241-S-DR-2400-03	Lane end farm reconstruction boundary wall - sheet 3 of 5	0
61032241-S-DR-2400-04	Lane end farm reconstruction boundary wall - sheet 4 of 5	0
61032241-S-DR-2400-05	Lane end farm reconstruction boundary wall - sheet 5 of 5	0
61032241-S-M4-DR-1321	Reinforced earth approach structures layout	A
61032241-H-DR-400-01	Road Restraint System Layout Sheet 1 of 1	2
61032241-NV-R-2500-01	Detailed design noise impact assessment report	E

Reason

To ensure the scheme is carried out in accordance with the approved plans subject to any non-substantive amendments that may result from detailed design requirements.

Hydrology

3. The development hereby approved shall be implemented in accordance with the approved surface water drainage scheme (including programme of implementation); unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the development is carried out in accordance with the principles of Sustainable Drainage.

4. The road hereby approved shall not be brought into use until such time as the conveyance of floodwaters, including the proposed culverting beneath Arborfield Road, from the River Loddon has been provided in accordance with Drawings 61032241-H-DR-500-07 rev 3, 61032241-S-ARC-DR-9001 rev 0, and 61032241-S-ARC-DR-9002 rev 0 and Reports 61032241-ENV-FRA-01 and 61032241-E-RP03; unless otherwise agreed in writing by the Local Planning Authority.

Reason: To prevent obstruction to the flow and storage of floodwater in the interests of controlling flood risk.

5. With the exception of the Arborfield Road area shown on drawing 61032241-H-DR-100-07, the development hereby permitted shall only be carried out in accordance with the submitted Flood Risk Assessment (FRA) JER7522 Rev 3, dated March 2011, produced by RPS, and supplementary notes A to F with covering letter dated 15 July 2011 produced by RPS including the following mitigation measures detailed within the FRA; provision of culverts/openings through the ERR and retention of overland flow routes to the south of Arborfield Road. For the Arborfield Road area shown on drawing 61032241-H-DR-100-07, the development hereby permitted shall only be carried out in accordance with the submitted Flood Risk Assessment (FRA), 61032241-ENV-FRA-01

Revision –, produced by Ramboll, including provision of culverts/openings through the ERR and Arborfield Road.

Reason: To prevent obstruction to the flow and storage of floodwater in the interests of controlling flood risk.

6. The embankment and associated works to provide flood mitigation proposed on land east of and adjoining No. 20 Arborfield Road (as illustrated by drawings 300.58/20A dated July 2011 and 300.58/21 dated March 2011), including provision for surface water conveyance and storage from No. 20 Arborfield Road and adjoining properties to the west of the embankment, shall be carried out in accordance with the approved details and maintained thereafter for the purposes of flood mitigation.

Reason: To prevent the increased risk of flooding due to impedance of flood flows and reduction of flood storage capacity.

7. Management of the site during construction, including measures to prevent spoil or building materials being deposited or stored within areas liable to flood, shall be implemented in accordance with the scheme approved under application C/2014/2439; unless otherwise agreed in writing by the Local Planning Authority.

Reason: To prevent the increased risk of flooding due to impedance of flood flows and reduction of flood storage capacity.

Means of enclosure

8. All walls, fences and other means of enclosure within or around the site shall be carried out in accordance with the details hereby approved and retained thereafter.

Reason

In the interests of visual amenity.

Archaeology

9. The development hereby approved shall be carried out in accordance with the programme of archaeological work approved under application C/2014/2439; unless otherwise approved in writing by the Local Planning Authority.

Reason: The site is identified as being of archaeological potential. Investigation is required to allow preservation and recording of any archaeological features or artefacts before disturbance by the development.

Landscaping

10. All hard and soft landscape works shall be carried out in accordance with the details hereby approved. Any trees or plants which, within a period of 5 years after planting, are removed, die or become seriously damaged or defective, shall be replaced in the next planting season with others of species, size and number as originally approved and retained thereafter.

Reason: In the interests of visual amenity.

11. The landscape management plan approved under application C/2014/2703 shall be carried out as approved; unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interests of visual amenity and to protect the landscape in the long term.

12. All trees shown for retention under the details submitted under application C/2014/2703 shall be protected in accordance with the tree protection details approved under application C/2014/2703 for the duration of the construction period.

Reason: To protect existing trees in the interests of visual amenity.

13. In this condition "retained tree" means an existing tree which is to be retained in accordance with the approved plans and particulars under application C/2014/2703; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of commencement of the site for its permitted development.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 3998 (Tree Work).

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made without the written consent of the Local Planning Authority.

Reason: In the interests of visual amenity and to protect the existing trees in the long term.

14. All hedges or hedgerows on the site (unless indicated as being removed) shall be retained and protected in accordance with details submitted to and approved in writing by the local planning authority under application C/2014/2703. In the event that hedges or hedgerows become damaged or otherwise defective during such period the local planning authority shall be notified in writing as soon as reasonably practicable. Within one month a scheme of remedial action, including a timetable for implementation shall be submitted to the local planning authority. Any trees or plants which, within a period of 2 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 and species.

Reason: In the interests of ecological and visual amenity and to protect the existing hedgerows in the long term.

Materials

15. The development hereby approved shall be carried out in accordance with the details of construction and surfacing materials approved under application C/2014/2833; unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interest of visual amenity of the area and the authorised development.

Lighting

16. No highway lighting shall be installed in association with the scheme other than in accordance with the details approved under application C/2014/2833; unless otherwise approved in writing by the local planning authority.

Reason: To enable the local planning authority to protect the interests of amenity and highway safety.

Hours of working

17. No work relating to the development hereby approved, including works of demolition or preparation prior to commencement of construction of the Eastern Relief Road, shall take place other than between the hours of 0730 and 1800 hours Monday to Friday and 0730 to 1300 hours on Saturdays and at no time on Sundays or Bank or National Holidays, unless prior approval, in writing, is given by the Local Planning Authority.

Reason: To enable the Authority to protect noise sensitive properties from noise during construction activities.

Noise

18. The scheme to protect existing noise-sensitive development from impacts arising from the operation of the Eastern Relief Road set out in the hereby approved Detailed Design Noise Impact Assessment Report shall be completed prior to commencement of use of the Eastern Relief Road.

Reason: To protect noise sensitive properties from noise.

Construction compounds

19. The provision to accommodate all site operatives, visitors and construction vehicles loading, off-loading, parking and turning within the site during the construction period of that phase, shall be provided in accordance with the details approved under application C/2014/2439; unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure the safe operation of the site during construction.

Ecology

20. The scheme for implementation of the badger mitigation measures shall be carried out in accordance with the details approved under application C/2014/2833; unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure appropriate mitigation of any impacts on wildlife.

Construction Environmental Plan

21. The development shall be implemented in accordance with the CEMP approved under application C/2014/2439; unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure the protection of site workers, site users and the environment for the duration of works.

Demolition

22. The existing structure(s) shown to be demolished on the approved plans shall be demolished and all resultant materials permanently removed from the site prior to the commencement of use of the road.

Reason: To ensure demolished buildings are removed from site prior to commencement of the ERR.

Informatives

1. The applicant is reminded of the further obligations contained in the Section 106 and 278 legal agreements.

RELEVANT PLANNING HISTORY

F/2010/1428	Full application for the construction of an Eastern Relief Road (ERR) to Shinfield including the construction of the Road, Foot and Cycle Ways, an M4 Overbridge , Regrading of embankments, landscaping, utilities, creation of flood compensation areas and associated works including engineering and other operations. – APPROVED 08/11/2012.
VAR/2014/2133	Variation of Condition 2 (approved plans) and Condition 20 (hours of working) of planning permission F/2010/1428 - construction of Shinfield Eastern Relief Road.Proposal details: Condition 2 - proposed revised drawings and amendment to wording of condition 2 to allow for minor amendments to design detail of approved scheme. Condition 20 - proposed amendment to wording of condition 20 to allow for overnight works for the construction of the M4 overbridge and under limited circumstances in the interest of public safety. – APPROVED 06/11/2014
C/2014/2703	Submission of details to comply with conditions 8 (enclosure), 10 (landscaping) , 13 (Landscape Management Plan), 14 (tree protection) and 17 (hedgerow protection) of planning permission VAR/2014/2133 – APPROVED 03/03/2015
C/2014/2833	Submission of details to comply with conditions 10 (landscaping) , 18 (samples and details of materials), 19 (highways lighting scheme), 21 (noise mitigation) and 23 (badger tunnels) of planning permission VAR/2014/2133 – APPROVED 03/03/2015
160011	Application for a Minor Material Amendment to planning consent F/2010/1428 (as amended by VAR/2014/2133) for the construction of the Shinfield Eastern Relief Road to allow for minor revisions to the alignment of the Arborfield Road tie in. APPROVED 21/03/2016 NB: This is the current extant consent for the ERR.

CONSULTATION RESPONSES

WBC Landscape Architect	No objection
WBC Environmental Health	No objection
WBC Highways	No objection
Shinfield Parish Council	Supports the Oatlands Road residents' wish to see the installation of acoustic fencing and suitable mature planting, as per the original planning permission, which provides a long term

	constant level of noise attenuation. Any proposed noise treatment must meet this long term objective of continuous abatement. The parish council notes that, in other areas within the borough where lower noise road surfacing has been used, the surface has shown to be not as hard wearing as a conventional road surface. The reduced noise is therefore only a short term benefit, as the noise level increases as the surface wears away. It is noted that the relief road is identified as the main route for gravel extraction vehicles as well as other construction traffic, and the high volume of traffic (particularly heavy goods vehicles) is likely to lead to the surface requiring additional work sooner rather than later. We request that the borough monitor the level of noise generation once the road is fully in use and ensure that the target noise levels are met at all times.
Councillor Pollock (Shinfield South)	Expresses his concerns regarding the application and, as such, has requested that the application be referred to committee for a decision.
Councillor Jones (Hawkedon)	<p>The original planning application promised an acoustic fence and new trees along the Shinfield relief road to protect the residents of Shinfield and in particular those in Oatlands Road. These homes which have been here for many years will suffer a considerable amount of noise nuisance. This was obviously recognised by Hochtief and the council when the council approved the planning application; which is why Hochtief had to include these noise reduction measures.</p> <p>Nothing has changed to alter the conditions when the original application was granted. It is recognised by Highways England that the volume of traffic in this area is going to increase in the coming years.</p> <p>Local residents within the wider Borough will be alarmed if this planning variation is allowed. It will be the second time that this has happened. It will give residents zero confidence that conditions initially agreed for future projects at the time of an original application will be enforced.</p>

REPRESENTATIONS

Consultation letters were sent to 80 neighbouring property addresses. The application was also advertised by way of site notices and press advert.

The following responses have been received:

No. of letters sent	Support	Comment	Objection
80	0	0	85

The following objections are made [officer comment in brackets]:

Noise Impacts

- Increase in noise pollution to properties in Oatlands Chase and Oatlands Road [The submitted Noise Impact Assessment Report evidences, to WBC Officers' satisfaction, that no acoustic fencing is required to the southern section of the ERR to mitigate the impacts of noise, as mitigation to the levels required in the

Environmental Statement would be achieved through other measures, namely, a low noise surfacing material].

- There is no indication of wind direction, which will have a significant effect on sound travel [Prevailing winds in the UK are from the south west, away from the rear of the Oatland Road/Chase properties].
- The actual benefit in terms of noise reduction for residents at any point along the ERR where speed falls below 30mph is negligible to non-existent from the use of quiet road surfaces. [At lower speeds, engine noise is lower and acceleration noise less intrusive. Wokingham's Strategic Transport Model indicates that for the majority of the time the road will be operating at its 50mph speed limit. In any event, evidence presented corroborates the DMRB guidance that the installation of a barrier in this location would have marginal effectiveness.]
- There is a contradiction between the original noise statement (undertaken in 2009) wherein the conclusions indicated a "significant noise increase at properties in Oatlands Road" and that noise mitigation measures should be considered. [Noise mitigation is being provided in the form of a low noise surfacing material].
- The life of quiet road surfaces is relatively short as well as expensive to replace (e.g. use of inadequate 'quiet road' surface on the A329M which had to be supplemented with barriers). This will have an impact on WBC highways budget. [Such matters are subject to technical approval and inspection as part of the road adoption process. The Highway Authority thereafter, as with any road project, assumes maintenance and repair responsibilities although there will be a defects liability period. There is no reason to suggest that the road has not been laid properly. WBC, as adopting Highway Authority, has not raised any objection to the proposing road surfacing or potential cost implications for on-going maintenance].
- The integrity of the Wokingham Strategic Traffic Model is questionable and the traffic increase is grossly understated. [WBC Officers are satisfied with the projections of the Strategic Transport Model in predicting future traffic growth. This model has also been accepted by Inspectors at appeal].
- The noise model does not include the threat of HGVs from Gravel extraction near Bridge Farm, which will result in an estimated 280 lorry movements per day. [There is no current planning permission in place for gravel extraction at Bridge Farm. Any application for such, if supported by WBC, will need to demonstrate its impact upon the environment – including transport movements etc].

Light Pollution

- Increase in light pollution from vehicles and road lighting [Vehicles travelling up and down the ERR would not be facing directly the rears of properties in Oatlands Road/Chase. In addition, the proposed street lighting is designed to illuminate the road only to safe and functional levels. At a distance of over 200m, there is no reason to suggest that the road traffic or the street lighting would prove a source of unacceptable light pollution to the rear of the Oatlands Road/Chase properties].

Air quality

- Increased pollution [The proposed residential properties are located more than 200m from the ERR. Current guidance (DMRB) is that beyond this distance, there is significant dispersion of pollution and concentration of pollutants will reduce to near background levels.]

Safety Issues

- There are crossings of the ERR with no safety refuge. [This issue is not related to the determination of the current planning application. Notwithstanding, the PROW crosses the ERR at a point where the ERR is on an embankment. The design has incorporated approach ramps to link the PROW at field level to the road with a section of dropped kerb either side of the carriageway. No formal crossing facility beyond this has been provided as this is in accordance with the approved scheme design under planning permission F/2010/1428. However, as part of the technical approval process, WBC highways requested reflective bollards be located at the crossing point to highlight its presence. The road has been subject to full safety audit.]
- There is no security fencing preventing cows from straying onto the ERR [Appropriate fencing is proposed along the full route of the ERR to prevent these occurrences.]

Visual Screening

- Less aesthetically pleasing than originally agreed. Visual impact. Without barriers or adequate landscaping, there is a direct line of sight of the road. [Subject to securing appropriate mature tree planting to provide immediate visual screening to the road, Officers are recommending the application for approval. The road will in places still be visible from the rear of properties in Oatlands Road/Chase, but given that the applicant has demonstrated that acoustic fencing is not necessary, the 200m separation distance and the extensive tree planting proposed, it is considered that an appropriate balance has been struck in terms of mitigating the visual impacts of the road. The visual impact of the road will also decrease over time as the existing sapling planting matures].

Other Matters

- The application is not in accordance with the originally approved details. [Current planning legislation includes specific provisions which allow for developers to amend planning permissions, subject to the Local Planning Authority's (LPA) approval. Where any such application is received, the LPA has a statutory requirement to consider and determine the application upon its merits having full regard to the evidence presented.]
- The application is a significant change to the development that was presented and articulated at public meetings and passed at appeal. [The proposed landscaping and noise mitigation does present a materially different scheme than was previously approved; hence the requirement for this current planning application.]
- The Contractor publically stated that the amendment was agreed by WBC months prior to any application being submitted. [WBC cannot control what the contractor states publically. Whilst WBC Officers had been aware of Hochtief's intentions to reduce the acoustic fencing, no prior agreement has been struck and Officers have continually advised Hochtief that the amendments will need to be scrutinised and authorised through the formal decision making processes.]
- The application should be subject to stringent review, including consultation with local residents. [Agreed, as has been done with this application.]

A petition containing 82 signatures has also been received requesting that the application be called into and considered by the Planning Committee.

PLANNING POLICY

National Planning Policy Framework

Core Strategy Policies CP3, CP10 and CP19

Managing Development Delivery Development Plan Document Policies CC06 and CC08.

South of M4 Strategic Development Location SPD.

PLANNING ISSUES

1. Background to the Application

1.1 Planning permission for the Shinfield Eastern Relief Road (ERR) was originally granted in November 2012 under application F/2010/1428. That planning permission has subsequently been varied by the grant of planning permissions VAR/2014/2133 and 160011; such that the current extant consent for the ERR is planning permission 160011 dated 21/03/2016.

1.2 The road itself is substantially complete with opening expected in either late September or in November; depending upon the outcome of this current application. This is an important piece of infrastructure to facilitate the delivery of housing in the South of the M4 Strategic Development Location (SDL).

1.3 A detailed noise assessment formed part of the Environmental Statement submitted in support of the scheme under the original planning application. In summary, the noise assessment recommended mitigation measures to be put in place where any increase in noise, as a result of the new road, is likely to be significant (defined as an increase exceeding 3dB(A)). The noise assessment report identified that those potential mitigation measures could have included 'control at source' (e.g. reduced traffic speeds, HGV restrictions, low noise surfaces), and/or 'control of the transmission path' (e.g. noise barriers), and/or 'control at receiver location' (e.g. installation of double glazing). The report did not however identify a specific scheme of noise mitigation.

1.4 No specific noise mitigation scheme was therefore approved under the original planning application. Rather, condition 21 of the original planning permission required the submission of details of noise mitigation for the Council's approval and the implementation of the approved details thereafter. In the event, those details were previously submitted and approved by the Council under applications C/2014/2703 and C/2014/2833 and showed a wider extent of acoustic fencing than is now proposed, including along the southern section of the road. Details of walls and fences (condition 8) and landscaping (condition 10) were also approved under the applications.

1.5 Application is now made to vary the details of landscaping and noise mitigation as were previously approved pursuant to conditions 8, 10 and 21. These conditions are listed in full at appendix A.

2. Proposed Scheme of Noise Mitigation – Condition 21

2.1 In the early stages of the project, to permit discharge of the relevant conditions to allow development to commence, the detailed design works were undertaken using information available at the time. In a number of areas, most notably the road surfacing, pavement construction and the provision of noise attenuation measures, the design was undertaken using a number of key assumptions regarding material properties, installation methods and traffic speeds on the new road.

2.2 As the project has progressed and following the previous discharge of conditions, Hochtief have sought to make a number of design changes which reduce the noise produced by the road in use and therefore the required mitigation measures. These changes are summarised as follows:

- At the Northern section and the Lane End Farm gyratory area, the road alignment underwent a series of alterations. This has generally moved the road alignment slightly away from residential properties, permitting changes to the alignment of some noise barriers so as to improve their effectiveness and increase their distance from residential properties.
- The exact location of traffic speed limit changes was confirmed, this having previously been one of the key design assumptions and a factor in determining road noise at specific locations.
- Following appointment of the specialist surfacing contractor and material supplier, an improved low noise rolling surface was introduced into the design, significantly reducing the noise produced at source.

2.3 The scheme of noise mitigation now proposed therefore includes the provision of a low noise surfacing material for the whole length of the road and acoustic barriers on the north of the scheme adjacent to properties in the vicinity of Fuchsia Grove and at the point where the ERR crosses Cutbush Lane. The acoustic barriers would be approximately 2.5m in height, with associated changes to the landscaping.

2.4 In terms of the northern section of the road and the Lane End Farm Gyratory area, the changes have come about through discussions with WBC officers as part of the technical approval process for the road. Having regard to the submitted acoustic assessment, it is considered that the noise mitigation proposals in this area are sufficient to mitigate the otherwise unacceptable impacts of the development and that the associated landscaping proposals are acceptable in both aesthetic and functional terms.

2.5 It is apparent from the objections received that the details of landscaping and acoustic mitigation for the northern section of the road are not contentious locally. No objections have been received from Fuchsia Grove or Cutbush Lane properties where it is still proposed to provide noise barriers. All letters of objection received relate to the southern part of the road, where acoustic barriers are no longer proposed.

2.6 With specific reference to the Oatlands Road and Oatlands Chase properties, the submitted Noise Impact Assessment Report is evidencing that no acoustic fencing is required to the southern section of the ERR to mitigate the impacts of

noise, as mitigation to the levels required in the Environmental Statement (ES) would be achieved through other measures, namely, a low noise surfacing material. Moreover, with the low noise surfacing the noise modelling identifies that any increase in noise will not increase by more than 3dB(A) – the level which the original ES identified as likely to be significant. The assessment therefore identifies that the low noise surface is of itself sufficient to achieve the levels of noise mitigation identified in the original ES.

2.7 In a supplementary Noise Impact Assessment Report it is predicted that if erected, a 3m high noise barrier adjacent to the western side of the southern section of the ERR between chainage 100 and 740 (i.e. a length of 640m as originally approved) would typically provide a benefit of 1dB up to a maximum benefit of 1.4dB. In terms of perception, a 1-3 dB change in noise level is generally considered to be the threshold of perception for most people. Therefore even if erected the 1dB predicted reduction that would potentially be achieved by the speculative barrier would be of only marginal effectiveness – and in any event is not required to achieve the ES recommended levels of noise attenuation.

2.8 Whilst environmental barriers can provide reductions of 10dB or more for well screened locations, the much lower values presented in the Supplementary Report are partly as a result of contributions from other road traffic sources that are not as well screened (or screened at all) by the proposed barrier (e.g. the M4) and partly because of the separation distance to the neighbouring residential properties. Moreover, the open field between the ERR and the residential properties in Oatlands Road itself provides an extensive area of acoustically absorbent ground cover which will be the most significant factor in attenuating the noise and the net effect of including the noise barrier would be minimal.

2.9 The applicant's assertions about the effectiveness of the noise barrier is supported by the guidance contained within the Design Manual for Roads and Bridges (DMRB, produced by Highways England). This is a series of standards, advice notes and other documents relating to the design, assessment and operation of roads. In terms of noise and the use of acoustic barriers, it specifically identifies that:

“The potential benefits of mitigation measures vary widely according to circumstances. For example, environmental barriers can provide reductions of 10 dB or more for well-screened locations relatively close to the source. But at further distances, and especially where the barrier provides only a small deflection of the transmitted sound waves, actual noise reductions may only be 1 or 2 dB. Beyond 200-300m, the effects are often zero as ground attenuation becomes the most significant factor” (Highways England: DMRB, Vol 11, Section 3, Part 7, para 4.4: Nov 2011).

2.10 In terms of the Oatlands Road/Chase properties, the closest rear garden is 170m distant from the ERR and the closest rear elevation is 210m distant from the ERR. The DMRB therefore corroborates the submitted assessments which indicate that barriers along the southern section of the ERR would have limited effectiveness in mitigating the noise impact of the road.

2.11 As part of the technical approval for the road and the consideration of this planning application, WBC officers have commissioned independent technical support from WSP. WSP confirm that the assessment process and methodologies adopted in the Noise Impact Assessment Report are generally appropriate for this situation and that the conclusions drawn in the Noise Impact Assessment do not seem incongruous. Given the independent advice received from WSP and that WBC Environmental Health have not raised objection to the proposals, WBC Planning Officers have no substantive reason to challenge the conclusions of the Noise Impact Assessment and conclude that on the balance of evidence the noise barriers along the southern section of the ERR are not necessary to mitigate the noise impacts of the road.

3. Visual Screening and Landscaping – Conditions 8 and 10

3.1 As set out above, the landscaping proposals relating to the northern section of the road and the Lane End Farm Gyratory area are well considered in both aesthetic and functional terms; integrating successfully with the acoustic barriers required to mitigate the noise impacts of the road.

3.2 In terms of the southern section of the road, acoustic barriers and visual screening are two separate considerations; although there is an obvious interrelationship. In considering the planning application, should WBC accept the reduction in acoustic fencing it will also need to consider the extent to which additional landscape planting is necessary to provide visual screening.

3.3 A 3m high acoustic barrier as was previously approved would of itself have presented a significant and dominant feature in the local landscape. Indeed, the landscaping scheme previously proposed in this area under applications C/2014/2703 and C/2014/2833 was devised to mitigate the dominant impacts of the acoustic fencing when viewed from the rear of the Oatlands Road/Chase properties.

3.4 In this instance the closest rear garden of Oatlands Road is 170m distant from the ERR and the closest rear elevation is 210m distant from the ERR. This is a considerable distance. Notwithstanding, the road along the southern section is raised by approximately 1-2m above the level of the adjacent fields in between the ERR and the Oatlands Road/Chase properties so that it will be visible when viewed from the rear of those properties.

3.5 Visual screening is proposed in the form of landscaping. Extensive tree planting is proposed, in the form of field maples, oaks, wild cherry, alders, and willow trees. Each of these species are considered appropriate to the setting and will, when established, provide a significant degree of visual screening.

3.6 However, at this time the trees that have been planted are saplings. They will therefore not provide an immediate screening to the road. In the circumstances Hochtief have acceded to providing mature tree planting to provide some immediate screening. At the time of writing final details of this mature tree planting have yet to be agreed, together with a timetable for implementation. Full details will be reported and presented to Committee.

3.7 Subject to securing appropriate mature tree planting to provide immediate visual screening to the road, Officers are recommending the application for approval. The road will in places still be visible from the rear of properties in Oatlands Road/Chase, but given that the applicant has demonstrated that acoustic fencing is not necessary, the 200m separation distance and the extensive tree planting proposed, it is considered that an appropriate balance has been struck in terms of mitigating the visual impacts of the road. The visual impact of the road will also decrease over time as the sapling planting matures.

4. Procedure

4.1 The changes proposed are relatively minor and, whilst material, do not substantially alter the scheme originally granted planning permission. It is therefore entirely appropriate that they are considered as minor material amendments under s73 of the Town and Country Planning Act.

4.2 The original application for the road was an EIA application. The amendments proposed are minor in nature and do not result in any significant environmental impacts above and beyond those considered at the determination of the original planning application. It follows that further EIA is not required for this application.

4.3 The granting of planning permission under s73 would have the effect of granting a new planning permission for the road. The conditions of the original consent would therefore need to be reapplied; albeit amended where appropriate to reflect the current position with the development.

4.4 Similarly, a Deed of Variation of the original S106 obligations would need to be enacted.

4.5 Hochtief are aware of their responsibilities to provide noise mitigation prior to the opening of the road. They are also aware that until such time as an alternative scheme of landscaping and acoustic mitigation has been approved by the Council, they are required to deliver the details approved under applications C/2014/2703 and C/2014/2833. They have stopped erecting the acoustic fencing shown on the original plans pending resolution of the current planning application – which may in the circumstances prove the acoustic barriers and associated costs unnecessary. Given the road is not yet open, there is no breach of planning control at this time.

CONCLUSION

It is considered that the proposed details strike an appropriate balance between the need to mitigate the noise impacts of the development and the need to provide landscaping to soften the impacts of the development and provide visual screening. In the circumstances officers are recommending approval, subject to conditions and completion of a Deed of Variation to the S106 agreement.

CONTACT DETAILS

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

Appendix A

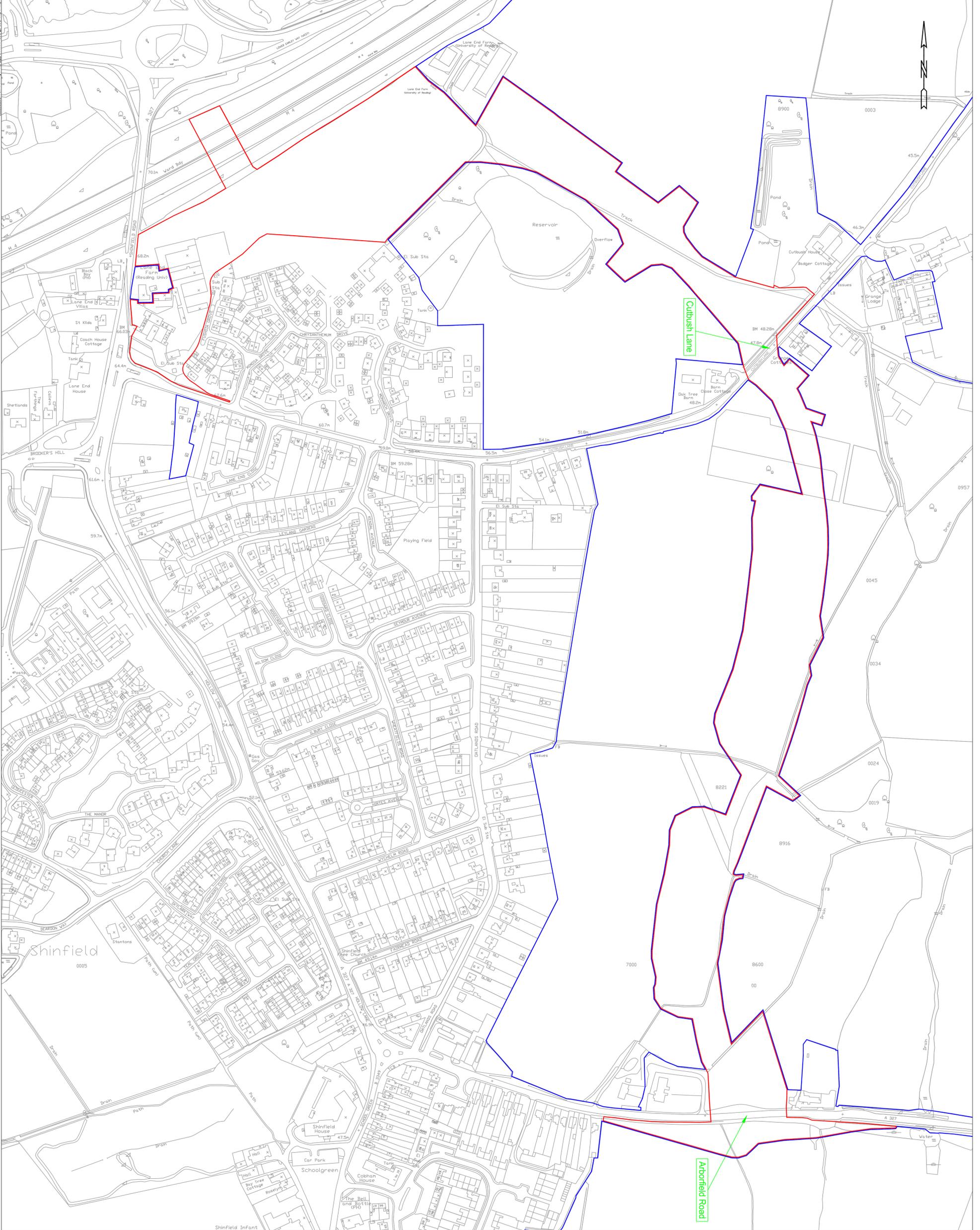
Conditions 8, 10 and 21 of Planning Permission F/2010/1428

8. No development in Phase 2 (that part of the ERR between the proposed Science and Innovation Park junction and Arborfield Road) shall take place until detailed drawings of any walls, fences or other means of enclosure within or around the site are submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details and retained thereafter.

10. The development of each phase hereby permitted shall not commence until full details of both hard and soft landscape proposals for that phase have been submitted to and approved in writing by the local planning authority. These details shall include, as appropriate, proposed site levels or contours, means of enclosure, pedestrian and cycle access and circulation areas, hard surfacing materials and minor artefacts and structure (e.g. furniture, boardwalks, signs, street lighting, external services, etc).

21. Construction work in each phase of the development hereby permitted shall not begin until a scheme for that phase to protect existing noise-sensitive development from impacts arising from the construction and operation of the Eastern Relief Road has been submitted to and approved in writing by the local planning authority. All works which form part of the approved scheme for that phase shall be completed prior to commencement of construction in that phase of the development.

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- NOTES**
1. If this drawing has been received electronically it is the recipient's responsibility to print the document to the correct scale.
 2. All dimensions are in millimetres unless stated otherwise. It is recommended that information is not scaled off this drawing.
 3. This drawing should be read in conjunction with all other relevant drawings and specifications.

KEY

- Site Boundary
- Other Land Owned by the University of Reading

rev	amendments	by	cd	date
C	Final Boundary comments	MP	JR	05/10
B	Amendments from comments	MP	JR	05/10
A	Land boundaries amended	MP	JR	05/10

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Client
 The University of Reading

Project
 Shinfield Eastern Relief Road

Title
 Application Site Plan

Drawing Status
 FOR INFORMATION

Date Created
 May 2010

Drawing Scale
 1:2000

Drawing Size
 Initial Review

Drawing Number
JNY5683-166

Rev
C

Transport

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Agenda Item 49.

ITEM NO: 49

Development Management Ref No	No weeks on day of committee	Parish	Ward	Listed by:
161536	Planning Performance Agreement	Barkham, Finchampstead, Swallowfield, Arborfield	Barkham, Finchampstead South, Swallowfield, Arborfield	N/A SDL Major Development

Applicant Location Proposal Crest Nicholson Operations Limited C/O Savills Arborfield Garrison and adjoining land **Postcode** RG2 9LN
Application for Reserved Matters for the erection of 127 dwellings together with access from Princess Marina Drive with associated internal access roads, landscaping, open space, footpaths and sustainable urban drainage (SUDS), relating to 'Parcel T' land.

Type Reserved Matters
PS Category 7
Officer Alex Thwaites

FOR CONSIDERATION BY Planning Committee on 14/11/16
REPORT PREPARED BY Head of Development Management & Regulatory Services

SUMMARY

This application relates to land north of Biggs Lane and Princess Marina Drive within the designated Arborfield Garrison Strategic Development Location (SDL). Outline planning consent for the site was granted under planning application O/2014/2280 which established the principle of access to the site together with development parameters.

The principle of development in this location has been established through its allocation by policy CP18 of the Core Strategy and through the Spatial Framework Plan within the Arborfield Garrison Supplementary Planning Document together with the outline planning permission.

The overarching vision of the SDL is to provide a co-ordinated approach to the delivery of infrastructure and services ensuring that developments are of a high quality and are sustainable. This includes the provision of schools, community facilities, good quality open space and appropriate local transport and links. The outline application for Arborfield Garrison was supported by an Infrastructure Delivery Plan (IDP) which established how the necessary infrastructure could be delivered. A S106 legal agreement secured the proportion of infrastructure attributable to the development at Arborfield Garrison and triggers for its delivery.

This current application is for reserved matters application for 127 dwellings, which represents phase two of the Arborfield Garrison development. The application seeks permission for the details of appearance, landscaping, layout and scale only. Conditions applications have also been submitted in parallel to the reserved matters which seek approval for other detailed matters such as flooding and drainage, It should be noted that a Flood Risk Assessment was submitted and approved as part of the Outline scheme for this site and the wider Arborfield Garrison.

The application is before the Planning Committee as it is a reserved matters application associated with major development that is recommended for approval. It is considered that the development would be a sustainable development that represents the second stage of the Arborfield Garrison development and would not have a significant detrimental impact on the character of the area or on the amenities of the existing residents.

The site is located north of Princess Marina Drive at the northern most point of the Strategic Development Location (SDL). The north of Parcel 'T' is bordered with existing trees and hedgerows, with open fields further beyond. The proposed SANG, Biggs Lane and Commonfield Lane form the southern and eastern boundaries to the site. To the immediate south of the proposal is the previously approved first phase of the Arborfield Garrison development, Parcel O1 (reference '150162'). The topography of the site gently slopes upwards towards the north eastern corner of the application site, with the key aspects being the existing mature vegetation that are located in the central section of the parcel. The masterplan has been designed in order to retain the mature vegetation as well as utilising and improving views to the north, overlooking the countryside. The open space to the centre of the development not only gives the development a more open feel but also acts as a natural barrier between two character areas in the parcel. The Sustainable Drainage Systems (SUDS) have been designed as part of the site layout and there is sufficient capacity within the site to accommodate the Parcel T development as well as the first phase of development (Parcel O1).

The proposal would provide for an adequate level of amenity for the future occupants of the dwellings together with an acceptable impact on ecology, traffic, highway safety and flood risk in addition to contributing to the delivery of infrastructure provided jointly by the wider SDL. Given the location of the site there is no impact resulting to existing residential amenities.

In design terms, the proposal meets all the council's standards, in particular internal space, garden depths and parking standards. Equally, the proposals follow the parameters set out in the outline application and the development comprises of low density residential units which are restricted at two stories when adjacent to the open countryside. The actual design of the units features a more contemporary design that is successfully reflective of the first phase of development as well as being compliant with Wokingham Borough Council policies.

The proposals are considered to represent high quality development and therefore it is recommended that Reserved Matters are approved subject to conditions outlined below.

PLANNING STATUS

- Strategic Development Location (SDL)
- Modest Development Location
- Countryside
- Thames Basin Heaths Special Protection Area 5km – 7km Zone
- Site of Special Scientific Interest 500m Buffer - Longmoor Bog
- Affordable Housing Thresholds
- Farnborough Aerodrome Safeguarding Consultation Zone
- Potentially Contaminated Land - Sewage Works (Disused)
- TPOs Served
- Bat Roost

RECOMMENDATION**APPROVE RESERVED MATTERS** subject to the following conditions:Outline Application Compliance

1. Nothing herein contained shall be deemed to affect or vary the conditions imposed by planning permission O/2014/2280 dated 02/04/2015 which conditions shall remain in full force and effect save in so far as they are expressly affected or varied by this permission.

Plans

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

1438-001 D Landscape Masterplan
18117/4044 P2 Existing Services Enabling Works
18117/4045 P4 Proposed Multi Utility Services Layout
2435-A-1005 R Site Layout
2435/A/1001 F Site Location Plan
2435/A/1015 D Parking Strategy
2435-A-1018 D Planning Compliance
2435/A/1025 F Proposed Levels
2435/A/1030 B Dwelling Distribution
2435-A-1031 C Refuse Strategy
2435-A-1032 C Boundary Conditions
2435/A/1110 A Topo Survey Sheet 1
2435/A/1111 A Topo Survey Sheet 2
2435/A/1112 A Topo Survey Sheet 3
2435-A-3200 J Private Flats
2435-A-3210 J Affordable Flats Plots 35-43
2435-A-3215 H Private Flats Plots 56-63
2435-A-3217 E Private and Shared Ownership Flats Plots 48-55
2435-A-3300 B Garages and Bin Stores
2435-C-1005 R Site Layout
2435-C-1010 C Street Elevations A-A, B-B and C-C
2435-C-1011 C Street Elevations D-D, E-E and E1
2435-C-1012 C Street Elevations F-F and H-H
2435-C-1015 E Parking Distribution
2435-C-1030 C Dwelling Distribution
2435-C-2012 F Housetype 3BH-2
2435-C-2032 G Housetype 3BH-3
2435-C-2033 E Housetype 3BH-3 Handed
2435-C-2052 G Housetype 4BH2
2435-C-2053 G Housetype 4BH2+
2435-C-2054 E Housetype 4BH2 Handed
2435-C-2055 E Housetype 4BH2+ Handed
2435-C-2061 E Housetype 4BH5 with Garage
2435-C-2062 G Housetype 4BH5 with Garage Handed
2435-C-2063 E Housetype 4BH5
2435-C-2064 F Housetype 4BH5 Handed
2435-C-2067 F Housetype 4BH-6
2435-C-2068 D Housetype 4BH-6 Handed

2435-C-2092 G Housetype 5BH1
2435-C-2093 G Housetype 5BH1 +
2435-C-2094 E Housetype 5BH1+ Handed
2435-C-2097 H Housetype 5BH2
2435-C-2098 E Housetype 5BH2 Handed
2435-C-2099 F Housetype 5BH2+
2435-C-2122 F Housetype HT6
2435-C-2123 D Housetype HT6 Handed
2435-C-2142 G Housetype HT18
2435-C-2143 E Housetype HT18 Handed
2435-C-2152 G Housetype HT15a
2435-C-2153 E Housetype HT15a Handed
2435-C-2162 G Housetype HT12 a
2435-C-2163 E Housetype HT12 Handed
2435-C-2164 A Housetype HT12 Handed
2435-C-3000 G Housetype 3BH4 Semi
2435-C-3025 F Housetype HT1
2435-C-3030 G Housetype 3BH-3 and 3BH-4
2435-C-3031 E Housetype 3BH-3 and 3BH-4 Handed
2435-C-3035 F Housetype 3BH2 Semi
2435-C-3100 E Housetype 2X2F Affordable
2435-C-3105 E Housetype 3X2BF Affordable
2435-C-3110 F Housetype 2X3B Affordable
2435-C-3115 E Housetype 3BF and 4B Affordable
2435-C-3201 H Private Flats
2435-C-3211 F Affordable Flat Block Elevations
2435-C-3216 G Affordable Flat Block Elevations
2435-C-3218 F Private and Affordable Flats
2435-C-3220 J Private Flats Floor Plans and Elevations
60312043/CIV/PD/O1/102 P3 Northern General Arrangement
60312043/CIV/PD/O1/103 P3 Southern General Arrangement
60312043/CIV/PD/O1/101 P8 General Arrangement
60312043/CIV/T/010 P4 Surface and Foul Water Drainage General Arrangement
60312043/CIV/T/011 P2 Drainage Details
60312043/CIV/T/015 P3 Proposed Highway Layout
60312043/CIV/T/016 P3 Proposed Highway Levels
60312043/CIV/T/017 P2 Highway Longitudinal Sections Sheet 1 of 3
60312043/CIV/T/018 P2 Highway Longitudinal Sections Sheet 2 of 3
60312043/CIV/T/019 P3 Highway Longitudinal Sections Sheet 3 of 3
60312043/CIV/T/020 Highway Cross Sections
60312043/M001.714/DWG/1300 Rev D Sheet Layout Plan
60312043/M001.714/DWG/1301 Rev D Proposed Lighting With Constant Light Output (Sheet 1)
60312043/M001.714/DWG/1302 Rev D Proposed Lighting With Constant Light Output (Sheet 2)
60312043/M001.714/DWG/1303 Rev D Proposed Lighting Without Constant Light Output (Sheet 1)
60312043/M001.714/DWG/1304 Rev D Proposed Lighting Without Constant Light Output (Sheet 2)

Arboricultural Impacts Report (15317-01b)(SJA Trees, August 2016)
Archaeological Evaluation Report (MOLA, April 2016)
Bat Mitigation Strategy (AECOM, May 2016)
Design and Access Statement (OMEGA, May 2016)
Ecology Report Addendum (AECOM, August 2016)
Energy/Sustainability Statement (AES, May 2016)
Factual and Interpretative Ground Investigation Report (Wilson Bailey, May 2016)
Flood Risk Statement (AECOM, May 2016)
Habitat and Species Strategy Biodiversity Action Plan (AECOM, May 2016)
Hedgerow Mitigation and Compensation Strategy (AECOM, May 2016)
Landscape and Ecology Management Plan (AECOM, May 2016)
Lighting Calculations (AECOM, May 2016)
Lighting Report Rev 02 (AECOM, August 2016)
Noise Assessment V3 (AECOM, June 2016)
Non-Native Invasive Species Management Plan (AECOM, May 2016)
Planning Statement (Savills, May 2016)
Reptile Mitigation Strategy (AECOM, May 2016)
Statement of Community Involvement (Curtins & Co., May 2016)
Statement on Planning Conditions (Savills, June 2016)
Surface and Foul Water Drainage Statement Rev 01 (AECOM, May 2016 (updated August 2016))
Transport Statement and Figures (i-Transport, May 2016)
Utilities Statement 18117-22/IF/JLH (Hilson Moran, May 2016)
Dwellings Within 400m Of a Bus Stop Plan (i-Transport)
IT11265-SK-003 Rev G Refuse Vehicle Swept Paths
Notes on Planning Revisions (August 2016)
Thames Water Correspondence re. Connection Point 13 (7 July 2016)
GTC-E-SS-0011-R1-8 1 of 1 Substation General Arrangement

Reason: For the avoidance of doubt and to ensure that the development is carried out in accordance with the application form and associated details hereby approved.

Landscape Maintenance and Management

3. Prior to the first occupation of the development a landscape maintenance and management plan, including long term design objectives, management responsibilities, timescales and maintenance schedules for all landscape areas, other than privately owned, domestic gardens, shall be submitted to and approved in writing by the local planning authority. The landscape maintenance and management plan shall be carried out as approved unless otherwise agreed in writing by the Local Planning Authority.

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

4. Highway Construction Details

Prior to the commencement of development, full details of the construction of roads and footways, including levels, widths, construction materials, colour palette, depths of construction, surface water drainage and lighting shall be submitted to and approved in writing by the local planning authority. The roads and footways shall be constructed in accordance with the approved details to road base level before the development is occupied and the final wearing course will be provided within 3 months of occupation, unless otherwise agreed in writing by the local planning authority.

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

5. Garages to be retained for vehicle parking

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), the garage accommodation on the site identified on the approved plans shall be kept available for the parking of vehicles ancillary to the residential use of the site at all times. It shall not be used for any business nor as habitable space.

To ensure that adequate parking space is available on the site, so as to reduce the likelihood of roadside parking, in the interests of highway safety and convenience. Relevant policy: Core Strategy policy CP6 and Managing Development Delivery Local Plan policy CC07

6. Parking and Turning Areas

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

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

7. Cycle Parking

No building shall be occupied until secure and covered parking for cycles has been provided in accordance with the approved drawing(s)/details. The cycle parking/ storage shall be permanently so-retained for the parking of bicycles and used for no other purpose.

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

8. Surfacing of Access

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

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

9. Access Prior to Occupation

No building shall be occupied until the access has been constructed in accordance with the approved plans.

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

Informatives

1. Nothing herein contained shall be deemed to affect or vary the conditions imposed by planning permission O/2014/2280 dated 02/04/2015 which conditions shall remain in full force and effect save in so far as they are expressly affected or varied by this permission. Equally, this permission should be read in conjunction with the legal agreement under section 106 of the Town and Country Planning Act that accompanies planning permission O/2014/2280 dated 02/04/2015.
2. The development accords with the policies contained within the adopted development plan and there are no material considerations which warrant a different decision being taken.
3. This permission should be read in conjunction with the legal agreements under Section 106 of the Town and Country Planning Act that relates to the site, the contents of which relate to this development.
4. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received. This planning application has been the subject of positive and proactive discussions with the applicant in terms of: (e.g.):
 - addressing the evolving planning policy context;
 - a full pre-application process was undertaken by the applicant;
 - planning issues relating to ecology;
 - addressing concerns relating to highway safety;
 - extending the determination period of the application to allow for a bat survey to be undertaken and submitted for consideration;
 - amended plans being submitted by the applicant to overcome concerns relating to neighbour amenity;

The decision to grant planning permission in accordance with the presumption in favour of sustainable development as set out in the NPPF is considered to be a positive outcome of these discussions.

5. The Corporate Head of Environment at the Council Offices, Shute End, Wokingham should be contacted for the approval of the access construction details before any work is carried out within the highway. This planning

permission does NOT authorise the construction of such an access.

6. Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on adjacent highways. For further information contact Corporate Head of Environment on tel: 0118 974 6302.
7. If it is the developer's intention to request the Council, as local highway authority, to adopt the proposed access roads etc. as highway maintainable at public expense, then full engineering details must be agreed with the Corporate Head of Environment at the Council Offices, Shute End, Wokingham. The developer is strongly advised not to commence development until such details have been approved in writing and a legal agreement is made with the Council under S38 of the Highways Act 1980.
8. Any works/events carried out either by, or at the behest of, the developer, whether they are located on, or affecting a prospectively maintainable highway, as defined under Section 87 of the New Roads and Street Works Act 1991, or on or affecting the public highway, shall be coordinated under the requirements of the New Roads and Street Works Act 1991 and the Traffic management Act 2004 and licensed accordingly in order to secure the expeditious movement of traffic by minimising disruption to users of the highway network in Wokingham.
9. Any such works or events commissioned by the developer and particularly those involving the connection of any utility to the site, shall be co-ordinated by them in liaison with Wokingham Borough Council's Street Works Team, (telephone 01189 746302). This must take place at least three month in advance of the works and particularly to ensure that statutory undertaker connections/supplies to the site are coordinated to take place wherever possible at the same time.
10. The attention of the applicant is drawn to the requirements of Section 60 of the Control of Pollution Act 1974 in respect of the minimisation of noise on construction and demolition sites. Application, under Section 61 of the Act, for prior consent to the works, can be made to the Environmental Health and Licensing Manager.
11. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.
12. Licences, consents or permits may be required for work on this site. For further information on environmental permits and other licences please visit <http://www.businesslink.gov.uk/bdotg/action/layer?r.s=tl&r.lc=en&topicId=1079068363>
13. The applicant is advised that the Council seeks that employers or developers within the borough commit to using local labour / contractors where possible. This should include:

- Advertisement of jobs within local recruitment agencies / job centres;
- Recruitment and training of residents from the local area;
- Seek tender of local suppliers or contractors for work.

14. Construction Noise. The applicant or the operator is advised to submit to the Council's Environmental Health Team a 'prior consent' application under s.60 of the Control of Pollution Act 1974.

15. The applicant is advised that a Full Secured by Design Award Accreditation should be carried out. This includes Layout and Physical Security, specifically relating to communal doors, house doors, windows and glazing. This should include ensuring that the applicant supplies certification for the doors and windows and that a visual inspection of the glazing is carried out.

PLANNING HISTORY

SO/2010/0611	EIA scoping opinion	23/4/2010
O/2013/0600	Outline application for 2000 dwellings and supporting infrastructure.	Withdrawn 19/11/2013
O/2014/2280	<p>OUTLINE PERMISSION FOR: Demolition of buildings and phased redevelopment of Arborfield Garrison and adjoining land for: Up to 2,000 new dwellings (including up to 80 units of extra care housing). District centre comprising a foodstore up to 4,000 sqm gross with up to a further 3,500 sqm (gross) floor space within Classes A1, A2, A3, A4, A5, B1, D1 and D2 (with residential above - Class C3)), and transport interchange, village square, car parking, servicing and drop off area. Up to a further 1,500 sqm (gross) floor space within Classes D1 and D2. Neighbourhood centre to provide up to 300 sqm (gross) floor space within Classes A1, A2, A3, A4, A5, B1, D1 and D2, with parking/servicing area. Secondary school for up to 1,500 pupils (Class D1) including sports pitches, flood-lit all-weather pitch, and indoor swimming pool and parking areas. Up to three-form primary school (Class D1) with sports pitch and parking areas. Associated phased provision of: car parking; public open space including sports pitches, informal/incidental open space, children's play areas including multi-use games area (MUGA), skate park, community gardens/allotments; landscaping/buffer areas; boundary treatments; new roads, footpaths, cycleways and bridleways; sustainable urban drainage systems, including flood alleviation works.</p>	Approved 02/04/2015

	PART 2 - FULL PERMISSION FOR phased development of: Creation of two new areas of Suitable Alternative Natural Greenspace (SANGS) (In the north-eastern part of the application site ("Northern SANGS") and at West Court ("West Court SANGS") including car parking areas, path/walkways, fencing and associated landscaping; re-use of existing MoD gymnasium for sports/community uses/centre (Classes D1/D2; new roundabout junction to A327 Reading Road; junction improvements to Langley Common Road, Baird Road and Biggs Lane; junction improvements and new access at Biggs Lane/Princess Marina Drive; re-use and improvements to existing site accesses from Biggs Lane.	
150162 (Parcel O1)	Reserved Matters application for the erection of 113 dwellings with access from Biggs Lane and Princess Marina Drive, with associated internal access road, parking, landscaping and open space, footpaths and sustainable Urban Drainage (Suds), relating to Parcel O1.	Approved 26/11/2015
161747 (Parcel A-G)	Application for Reserved Matters for the erection of 223 dwellings together with access from Sheerlands Road and the Nine Mile Ride Extension, with associated internal access roads, parking, landscaping, open space, footpaths, bridleways and sustainable urban drainage (SUDS), relating to Parcel A-G land.	Pending
161543 (Parcel T – Conditions that run alongside Reserved Matters applicaiton)	Application for submission of details to comply with the following conditions of outline planning consent O/2014/2280 (Dated 02/04/2015)- relating to Parcel T 12) Measured Survey 15) Arboricultural Implications Assessment 16) Retention and Protection of Trees 17) Aged and Veteran Trees 18) Landscape and Ecological Management Plan 19) Hedgerow Mitigation and Compensation Strategy 20) Bat Mitigation Strategy 21) Reptile Mitigation Strategy 22) Ecological Permeability 23) Non-native Invasive Species Management Plan 26) Road Design 28) Car/Motorcycle Parking 29) Cycle Parking 40) Compensatory Storage 41) Design Floodplain Model 42) Safe Access and Egress 43) Foul and Surface Water 44) Sustainable Drainage 45) Full Drainage Systems 46) Wetland Features 51) Code for Sustainable Homes and BREEAM 52) Carbon Emissions 53) Lifetime Homes 54)	Pending

Water Butt/Composting 55) Reduce Water Consumption 56) Refuse and Recycling 57) External Lighting 59) Noise Insulation for Dwellings 14) Hard and Soft Landscaping (part discharge)	
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SUMMARY INFORMATION	
For Residential	
Site Area	7.16 ha (developable area of 4.68 ha)
Existing units	MOD Use (Assault course and firing range)
Proposed units	127
Proposed density - dwellings/hectare	27 d/ha
Number of affordable units proposed	25 (20%) and 15% commuted sum
Previous land use	Brownfield site (MOD)
Proposed parking spaces	267 allocated spaces (excluding 84 garages) and 53 unallocated spaces

CONSULTATION RESPONSES	
Berks, Bucks and Oxon Wildlife Trust	No comments received.
Berkshire Archaeology	Comments received during application – amended plans and documents submitted following comments.
WBC Biodiversity	No objection
WBC Building Control	No comments received.
WBC Children Services	No comments received.
WBC Community Infrastructure	No comments received.
WBC Conservation Officer	No objection
Crime Prevention Design Officer	Comments received during application – amended plans and documents submitted following comments.
WBC Drainage	No objection, comments received requesting minor points of clarification which have been submitted and currently under review. To be included on Members Update.
WBC Economic Sustainability Team	No objection (affordable housing)
WBC Education Services	No comments received.
Environment Agency	No comment.
WBC Environmental Health	No objection
WBC Health and Wellbeing	No comments received.
WBC Highways	No objection – subject to conditions
Highways England	No comments received.
Historic England	No objection
WBC Tree and	No objection – subject to conditions

Landscape	
WBC Libraries	No comments received.
Natural England	No comments received.
Network Rail	No comments received.
WBC LUTT Policy	No objection
WBC Public Rights of Way	No comments received.
Royal Berkshire Fire and Rescue	Comments received: <ul style="list-style-type: none"> • Planning consent should include the requirement for the applicant to provide suitable private fire hydrant(s) [<i>Officer note: condition 73 of the previous Outline permission requires the hydrants, or other suitable emergency water supplies to be provided at each phase before occupation</i>] • Any gates required for emergency access should provide a minimum 3.1m clear opening. • Recommend making domestic sprinklers a requirement for residential development.
South East Water	No comments received.
South West Train	No comments received.
Southern Gas Networks	No comments received.
Sport England	Objection – on the basis of a net loss of one playing field. [<i>Officer note: this playing field was located on MOD land therefore not used by the public. Additionally, there are plans within the outline and secured by the s106 to provide playing pitches within the Arborfield Garrison development.</i>]
SSE Power Distribution	No comments received.
Thames Water	No objection (confirmation received via amended plans)
WBC Waste Services	No objection

REPRESENTATIONS

Arborfield Parish	'The Parish Council have no comments regarding this application and felt that it was very presentable'.
Finchampstead Parish	While broadly in agreement with the proposed scheme the following comments were raised: The proposed bridleway/footpath to the east of the development where it meets Commonfield Lane. It is proposed that this PROW will link up with the existing PROW (FP46) which runs from Commonfield Lane to California Country Park. We were unclear from the documentation supplied just where the two join up. This should be clarified. [<i>Officer note: the connection between bridleway that connects California Country Park with Commonfield Lane is outside of the 'red line' of the application, however the route is identified as one of WBC's 'Greenways' and therefore to be delivered by WBC at a future date</i>] Are there plans to include a Pegasus crossing at the agreed crossing point of Commonfield Lane and the PROW? [<i>Officer note: Currently the need for a crossing will be assessed by WBC</i>]

when the delivery of the Greenways comes forward]

Will the proposed plans to upgrade FP46 as part of the Greenways project coincide with the creation of the new bridleway created with Parcel T? *[Officer note: WBC are delivering the Greenway and currently there is no set timescale of development, however it is considered that this particular Greenway will be the first to be delivered]*

The proposal talks about “Lifetime Homes,” versatile designs that permit future changes to homes by owners as their requirements change. In this spirit, we feel that where garages are included, that such garages should be designed and constructed such that they can accommodate conversion to residential use in the future. i.e. walls with appropriate foundations. *[Officer note: garages can only be designed for vehicular use and items such as foundations lay outside of planning control]*

The proposal mentions solar panels are to be included with apartment blocks but not with other residential units. Why not? *[Officer note: Dwellings will be designed with regard to the principles of passive design, including consideration of building orientation and site placement to maximise the potential for solar gain – the ‘fabric first’ approach that can deliver higher carbon savings than other methods]*

Bin stores are to be included for houses. These are designed to accommodate the current WBC “blue bag” waste scheme. Will the storage units be designed with sufficient size to accept the storage of up to 2 standard size wheelie bins, should WBC’s policy change in the future? This is possible given that the other two partners in the RE3 Partnership both use wheelie bins and not blue bags for household waste disposal.

Barkham Parish

‘Overall Barkham Parish Council are very happy with the design and layout of this parcel of land. The soft edge of the development is most welcome as this will set the houses back from Commonfield Lane and minimise the visual impact on the adjoining countryside. The greenway through the development will link up with bridleway 14 which leads into California Country Park.

Although technically outside the application area, the crossing of Commonfield Lane from Parcel T to Bridleway 14 needs to be addressed by WBC. There is a tight bend just to the south and sight lines are poor. Therefore a safe crossing point has to be facilitated for vulnerable users including cyclists, horses and pedestrians.

A detail point is that there seems to be a large number of houses proposed with rendered frontages. Additional details or use of a selection of colours should be added as different renders or colours: this would create more variety and interest’

Local Members	No comments received.
Neighbours	No neighbour representation received

PLANNING POLICY

National Policy

National Planning Policy Framework 2012
 Technical Guidance to the National Planning Policy Framework 2012

South East Plan 2009

Saved policy NRM6 - Thames Basin Heaths Special Protection Area

Wokingham Borough Core Strategy policies:

- CP1 - Sustainable Development
- CP2 - Inclusive Communities
- CP3 - General Development Principles
- CP4 - Infrastructure Requirements
- CP5 - Housing Mix, Density and Affordability
- CP6 - Managing Travel Demand
- CP7 - Biodiversity
- CP8 - Thames Basin Heaths Special Protection Area
- CP9 - Scale and Location of Development Proposals
- CP10 - Improvements to the Strategic Transport Network
- CP11 - Proposals outside Development Limits (including countryside)
- CP13 – Town Centres and Shopping
- CP17 - Housing delivery
- CP18 – Arborfield Garrison Strategic Development Location

Appendix 7 – Additional Guidance for the Development of Strategic Development Locations

Managing Development Delivery Document (Local Plan) (adopted February 2014)

- CC01 – Presumption in Favour of Sustainable Development
- CC02 – Development Limits
- CC03 - Green Infrastructure, Trees and Landscaping
- CC04 - Sustainable Design and Construction
- CC05 - Renewable energy and decentralised energy networks
- CC06 - Noise
- CC07 - Parking
- CC08 - Safeguarding alignments of the Strategic Transport Network & Road Infrastructure
- CC09 - Development and Flood Risk (from all sources)
- CC10 - Sustainable Drainage
- TB05 - Housing Mix
- TB07 – Internal Space Standards
- TB08 - Open Space, sport and recreational facilities standards for residential development
- TB09 – Residential accommodation for vulnerable groups

TB12 – Employment Skills Plan
 TB15 – Major Town, and Small Town/District Centre development
 TB16 – Development for Town Centre Uses
 TB20 – Service Arrangements and Deliveries for Employment and Retail Use
 TB21 - Landscape Character
 TB23 - Biodiversity and Development
 TB24 – Designated Heritage Assets (Listed Buildings, Historic Parks and Gardens, Scheduled Ancient Monuments and Conservation Areas)
 TB25 - Archaeology
 TB26 – Buildings of Traditional Local Character and Areas of Special Character
 SAL05 - Delivery of Avoidance Measures for the Thames Basin Heath Special Protection Areas

Supplementary Planning Documents

Arborfield Garrison Strategic Development Location Supplementary Planning Document (October 2011)
 Infrastructure Delivery and Contributions Supplementary Planning Document (October 2011)
 Wokingham Borough Design Supplementary Planning Document (2012)
 Wokingham Borough Affordable Housing Supplementary Planning Document (July 2013)
 Sustainable Design and Construction Supplementary Planning Document (28 May 2010)
 Planning Advice Note, Infrastructure Impact Mitigation, Contributions for New Development (Revised 2014)
 Barkham Village Design Statement (re-adopted as an appendix to the Borough Design Guide SPD in May 2012)
 Emerging Arborfield and Newland Village Design Statement (post-consultation, now being considered for adoption)

The Council's parking standards as set out within appendix 2 of the Managing Development Delivery Local Plan and referred to in para 4.38 of the Core Strategy

PLANNING ISSUES

Principle of Development and Infrastructure Delivery

1. The application site forms part of a larger area designated under the Wokingham Borough Core Strategy as the Arborfield Garrison Strategic Development Location (SDL).
2. Wokingham Borough Core Strategy policy CP17 establishes a requirement to provide at least 13,487 new dwellings with associated development and infrastructure in the period 2006-2026. The majority of this new residential development will be in four SDLs, of which Arborfield Garrison is one of these. Policy CP18 identifies that the Arborfield Garrison SDL will deliver a sustainable, well designed mixed use development of around 3,500 dwellings and associated infrastructure.
3. Core Strategy Policy CP18 is amplified by Appendix 7 of the Core Strategy, the Arborfield Garrison Strategic Development Location Supplementary Planning Document (SPD) and Infrastructure Delivery and Contributions SPD, which address the associated infrastructure impacts across the whole borough. These documents establish a requirement for a sustainable, well designed, mixed use

development and make clear that a co-ordinated approach to the development of the SDL will be required to deliver the necessary infrastructure, facilities and services to meet the needs of the expanded community.

4. Outline planning permission for the site was granted by Wokingham Borough Council on 02/04/2015. This established the principle for development for the site together with access for up to 2,000 new dwellings, district centre, neighbourhood centre, secondary school, primary school and two Suitable Alternative Natural Greenspace (SANGS). These were considered against the relevant Core Strategy policies and Local Plan policies. The current application seeks reserved matters approval for appearance, layout, landscaping and scale. Other issues such as updating the Flood Risk Assessment and Phasing are being considered under separate conditions applications.
5. The outline consent included an Infrastructure Delivery Plan and S106 legal agreement. The legal agreement secures the coordinated delivery of the infrastructure necessary to support the development and fair share of the SDL wide infrastructure. These included contributions towards off-site infrastructure and services such as roads, education, sports facilities, community facilities and green infrastructure. In addition, it secured an affordable housing contribution in accordance with the Core Strategy and Infrastructure Delivery and Contributions Supplementary Planning Document.
6. The details approved under the outline planning consent established parameters for the development including general site layout including the quantum of development, indicative location of housing, open space, density and general heights of buildings. Access to the site was also established.

Site Description

7. The application site relates to an area of land within the Outline application that lies in the very most north eastern point. The application site, referred to as 'Parcel T' at outline, is immediately adjacent to Commonfield Lane and the exiting internal road of Princess Marina Drive.
8. As described in the Outline application the existing land use of the site comprises of the soon-to-be vacated Arborfield Garrison (MOD use), which is currently not accessible to the public.

Dwelling Mix:

9. MDD LP Policy TB05 requires an appropriate housing mix which reflects a balance between the character of the area and the current and projected needs of households.
10. The accommodation on the site would be provided within both apartments and houses. The mix of dwelling types allows for a mix of smaller units, like for example 2 bed dwellings, with larger houses and apartment buildings which allows for an appropriate housing mix which reflects a balance between the character of the area and the current and projected needs of households on the market.
11. The table below shows a breakdown of the mix of dwelling types and units on the first phase.

		Private	Affordable	Total
Apts	1 bed	7	4	11
	2 bed	21	8	29
Houses	2 bed	6	5	11
	3 bed	22	7	29
	4 bed	28	1	20
	5 bed	18	0	18
Total		102	25	127

12. The proposal is considered acceptable and provides a good balance of accommodation on the site.

Masterplan – Layout

13. Core Strategy Policies CP1, *Sustainable Development* and CP3, *General Principles for Development* requires high quality design that respects its context. This requirement is amplified by MDD LP Policies CC03, *Green Infrastructure, Trees and Landscaping* and TB21, *Landscape Character* and Arborfield Garrison SPD which requires development proposals to protect and enhance the Borough's Green Infrastructure, retaining existing trees, hedges and other landscape features and incorporating high quality - ideally native – planting as an integral part of any scheme, within the context of the Council's Landscape Character Assessment.

14. Core Strategy policy CP18, *Arborfield Garrison Strategic Development Location* sets out the concept rational for the design parameters for the Arborfield Garrison SDL and these are outlined in further detail in Appendix 7 of the Core Strategy. This states that:

The attractive rural setting, which requires a design response to ensure the development, is absorbed into the landscape, taking account of natural features including watercourses, and to ensure a sense of the landscape permeates the development through an open space strategy

15. Further design guidance is provided by the Arborfield Garrison SPD in section 4. Design principle 3 is concerned with character and states that there should be diversity and distinction in the SDL which should be enhanced through the application of character typologies.

16. It is important to set out the site in the context of the wider planning permission for Arborfield Garrison. The application parcel itself forms a discrete part of the Arborfield Garrison planning unit. In order to ensure consistency of design for the entire development, the Arborfield Garrison planning consent established design principles including indicative parameter plans for development limits, density and building heights. Further design guidance was also included within the Design and Access Statement.

17. To build upon these principles, a requirement of the outline planning permission was for the applicant to submit a design code with the submission of reserved matters applications. The purpose of the design code is to ensure continuity of development across the site and the application of Garden Village principles in

the design. In accordance with this requirement, the applicant has provided these details which have demonstrated the overarching principles for the entire site and are acceptable. The design principles outlined in the code will be expected to be incorporated to the wider Arborfield Garrison planning unit.

18. The submitted masterplan recalls the principals within the outline planning application and design code. To reflect this and inform diversity of development, the applicant has applied three different character areas to the layout (*Green Edge*, *Rural Edge*, *Courtyard* and *Green Grid and Village Green*). Within these areas, differing street typologies, building heights and landscaping have been applied to promote variety and also manage vehicle speeds throughout the site. In addition, consideration has been applied to the relationship of the site and the constraints of the surrounding area through the application of these differing character areas and each of the character areas are further discussed below.
19. The 'Green Grid and Village Green' character area is a varied streetscape, consisting of terraced, semi-detached and detached dwellings with 2 & 3 storey apartment blocks acting as 'waymarkers'. The 'Green Grid' is the character area that is immediately adjacent to the first phase of development that shares similar character areas and themes. The area forms the gateway to the new parcels of development and several marker buildings are used to emphasise the entrance to the parcel.
20. The 'Green Edge' character area links the existing mature vegetation, to be retained, with Commonfield Road and the SANGS. The character area is a looser, more informal area with shared surface drives, soft landscape verges and 2-3 storey dwellings.
21. The 'Rural Edge' is located along the northern most boundary of the parcel, which is also the northernmost section of the Arborfield Garrison development. In this character area there is generally an informal green streetscape with semi-detached and detached dwellings which view out onto the adjoining countryside. It is noted that the dwellings are limited to two stories in this area in order to reflect the countryside setting and parameter plans at the Outline planning application stage.
22. The 'Courtyard' character area is located in a central location within the parcel and centres around a green square with 2.5 storey dwellings surrounding. These dwellings have been designed to have high levels of overlooking onto this area which includes fenestration and balconies.
23. These character areas are considered to work well within the site and offer diversity and interest to the layout.

Masterplan – Density

24. Design principles 3 (a-g) are outlined in the Arborfield Garrison SPD and are concerned with the character of the development, including the density of development. The Core Strategy approach for the Arborfield Garrison SDL in respect to density is outlined in Appendix 7 which indicates an average density of 30-35 dwellings per hectare (d/ha) across the SDL. Equally the Arborfield Garrison planning consent established 'Parcel T' to be of 'lower density' (15-27 d/ha).

25. The overall density proposed by the application is 27 d/ha based on a 4.68ha developable area. The masterplan shows that density would be greater in towards the centre of the site diminishing towards the rural edge. Higher density in the centre would define the Courtyard character areas which would provide a good degree of legibility between the development parcel and wider Arborfield Garrison development when this is brought forward. The application of lower density development in the Rural Edge character area responds well to both the constraints of the site and the edge of development. This would provide a strong transition between the built forms and surrounding countryside.
26. This approach is considered consistent with the advice provided by the SPD, the previously approved outline application and the overall density of development is in line with Appendix 7 of the Core Strategy and is therefore acceptable.

Masterplan – Design and Appearance

27. In terms of the detailed design of the buildings, the Arborfield Garrison SPD recommends that the existing built form should be used to inform the design. The Design and Access Statement and Design Code include a character analysis of the surrounding area and picks out themes that are common in the locality. These have been used to help inform the design style of the dwellings which generally take on a more contemporary form of design that take clear character references from the local vernacular architecture. The design should also be influenced and consistent with the Garden Village Principles as well as previously approved adjacent parcels, in this case 'Parcel O1'.
28. Throughout the site, the applicant has provided a good range of housing types and styles ensuring that there is diversity in the built form and a range of housing for future occupants. The application of character areas outlined above also helps provide variety throughout the site. In addition, there is diversity in the style of the dwellings achieved through detailing such as rendering on some house types and brick work details on others. This helps to provide a clear and legible neighbourhood.
29. The first phase of development on the Arborfield Garrison included similar designs with timber cladding, rendering and different brick time and the proposal for Parcel T reflects this character while including design qualities of its own. A similar colour and material framework has been included within the Design and Access Statement to highlight legibility of the shift between predominantly red tones and lighter tones along the woodland and countryside edge.
30. Whilst the proposal introduces a more modern design into the SDL, the NPPF states *planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.* The proposal, whilst modern in design, consists of features that are found in the local vernacular. It is considered that the applicant has carefully considered the design in the context of the surrounding area and proposes a design that is respectful to the character of the area while not replicating the homogenous design styles of other modern housing estates.

31. The overall design approach for all of the dwellings is considered appropriate and successful in its approach and respects the context of the site location and in accordance with the advice provided by the NPPF, policies CP1 and CP3 together with the Arborfield Garrison SPD and Supplementary Planning Guidance. The proposal is therefore considered acceptable and represents high quality development.

Masterplan – Landscape

32. The landscape character of the site should be driven by the Garden Village Principles, the internal character areas described above and in accordance with Condition 13 of the original outline permission, the *Overarching Landscape Strategy*.

33. The proposed layout retains existing landscape features including existing mature trees in the central open space that divides the parcel, the rural edge and elsewhere where else possible. These mature trees and landscaping will help to soften the built development from the outset, as well as retaining the strong countryside character to the north of the parcel.

34. Within the development, landscaping is proposed throughout the character areas. For instance the northern boundary is adjacent to the countryside and to protect the views from the countryside the boundary will be planted with a native hedgerow and trees between the groups of existing trees. More informal planting is proposed in the other character areas which include trees and low level planting. These measures together with the proposed boundary treatments would reduce and mitigate the proposed development's impact on the landscape and is generally consistent with the advice provided by the Arborfield Garrison SPD. Equally, in the case of protected or mature trees that are to be lost, appropriate replacement planting is proposed and is found satisfactory by the Landscape Officer.

35. One of the key landscape assets that is to be retained is the existing mature vegetation located within the centre of the site. These mature trees form both the boundary of the parcel with the countryside as well as providing a natural break in the built form within the parcel and an area of public realm. It is also worth noting that all retained features will be protected during construction.

36. Where possible existing trees are to be retained and there would be no loss of any species considered significant by the Landscape Officer. New vegetation is proposed within the site layout which would help soften the built form and provide a verdant character along the areas of public open space. The Landscape Officer has assessed the submitted plans and documents and is satisfied with the proposal at this stage subject to a condition relating to the landscape management.

Masterplan – Conclusion

37. The design approach taken to inform the layout and appearance of the buildings is considered to respond well to the existing landscape features, context of the site and surrounding area. The applicant has satisfactorily demonstrated a comprehensive approach to the delivery of the dwellings under consideration by this reserved matters application. This has been achieved through applying the

principles of the design code in the proposed layout and the principles of the Garden Village.

38. Overall, it is considered that the proposal would not have a significant detrimental impact on the character of the area and is broadly in accordance with the principles of the relevant planning policies and supplementary planning advice.

Residential Amenity – Impact upon Neighbouring Properties

39. Core Strategy policy CP3 requires that new development should be of a high quality of design that does not cause detriment to the amenities of adjoining land users. Separation standards for new residential development are set out in section 4.7 of the Borough Design Guide.

40. The site is located away from existing residential development on the north side of Biggs Lane and therefore the nearest neighbouring properties are located in Buttenshaw Avenue, Parsons Close or on Commonfield Lane. Given the size of the separation distances and the onsite conditions, it is considered that there would be no significant impacts to existing residents in terms of overlooking, loss of light and overbearing.

Residential Amenity – Noise

41. Whilst it is acknowledged that there would be a greater level of activity in the area arising from the delivery and future occupation of the housing, this would not be to an extent that is unusual in a residential area. As the site has been identified as being suitable for housing, the principle of residential development in this area has been established. The outline permission also secured via condition and s106 the Construction Management Plan and construction routes for the proposal in order to keep disruption to a minimal. Construction activities would be temporary and Condition 68 of the Outline Planning consent controls the hours of operations to 0800-1800 on Mondays to Fridays and 0800-1300 on Saturdays.

42. It is considered that the proposal would not result in any significant harm to the amenity of the existing residents and is in accordance with policies CP1 and CP3 and supplementary planning guidance.

Residential Amenity – The Amenity of Future Occupants of the Development

43. The Borough Design Guide and MDD LP policy TB07 set out minimum thresholds for private amenity space and internal space standards which new residential development should be assessed against.

Private Amenity Space

44. The Borough Design Guide sets a minimum garden depth of 11.0 metres. In terms of the submitted masterplan, the proposed layout complies with these requirements with all houses meeting the minimum threshold. For some of the proposed houses, the garden areas are wide which increases the area of amenity space. Overall, it is considered the development will provide acceptable levels of private amenity space for the future occupants of the dwellings and is in accordance with policy. There is also an excellent level of outdoor public amenity space provided as part of the development.

Internal Space Standards

45. With respect to internal floor space of the units, since 1st October 2015 national

space standards have been in place as the Technical housing Space Standards. The dwellings comply to National Space standards, meeting requirements for overall area, bedroom sizes and storage allowances. The apartment units have also been designed to Lifetime Homes requirements.

Security

46. The layout takes into account security and all of the communal areas of open space are well overlooked by the proposed housing, as are the areas of parking. The layout also means that there are back to back relationships which restrict access to private amenity space.
47. The Crime Prevention & Design Advisor has commented on the application requiring alterations so the proposal is compliant with 'Secured by Design' principles, including the request for a condition to be placed on the application to ensure the proposed development will achieve the Full Secured by Design Award Accreditation. Since these comments, amended plans have been submitted to address the issues raised. Equally, with regard to the requested conditions, while this would be ideal, due to the nature of the application it is not considered reasonable enough to secure these suggestions via condition and therefore can be dealt with via an informative to the application as well as now being covered within Building Regulations.

Noise

48. Core Strategy Policy CP1 and MDD LP Policy CC06 direct development away from areas where noise would impact upon amenity and require mitigation where noise cannot be completely avoided. The Environmental Health officer is satisfied with the application and therefore there is not considered to be significant impacts to the occupants of the proposed dwellings

Sustainable Design and Construction

49. Due to the replacement of the Code for Sustainable Homes with national standards in Building Regulations, the proposal is no longer required to meet Code 4 in line with Policy CC04 of the MDD. However, the policy does require that all development should incorporate suitable waste management facilities including on-site recycling (composting). It is considered that sufficient internal and external storage could be provided to accommodate this.
50. Additionally, there is a condition in the outline permission to secure low and zero carbon technologies, so to demonstrate how the development will achieve a 10% reduction in carbon emissions beyond the minimum requirement of 'Part L: Building Regulations'.

Access and Movement

51. The outline planning permission established the access points to the site and was accompanied with a full Transport Assessment. This involved modelling the potential impacts of the development by using the Wokingham Strategic Transport Model which included a review of this development site, the Arborfield Garrison SDL and the wider Core Strategy development commitment. It was demonstrated as part of the outline that there would be no significant harm caused by additional houses to both local and the wider transport networks, subject to the delivery of the Transport Interventions that were identified and secured through a legal process. The current reserved matters application does

not deviate from the established access points approved under the outline planning application. It should be noted that most of the highways related matters are being assessed in detail under separate conditions applications.

52. The main site access onto Biggs Lane, through Parcel O1, was operationally assessed at the outline stage and identified to function satisfactorily. A Road Safety Audited was also undertaken. These outline proposals also include pedestrian, cycle and equestrian facilities along the site frontage of Biggs Lane.

Access and Movement – Site Layout

53. As outlined above, the use of character areas ensures that there is a variety of street hierarchy proposed for the site. The principle accesses to the site would be from Biggs Lane and Princess Marina Drive. The access from Biggs Lane has been consented via the first phase of development at the Arborfield Garrison (Parcel O1) and therefore this will need to be constructed before there are any occupations on this development.

54. The proposal has been designed in accordance to the street hierarchy detailed in the Parcel T design code (application 161303) to allow for Tertiary streets measuring 4.8 - 5.5m down to lower tertiary streets measuring 4.1m - 4.8m (with 3.7m pinch points where appropriate). The 'Green Grid' / 'Village Green' character area covers the road that acts as one the main street in the development that links Princess Marina Drive to the parcel of development. The road has been designed to be within the 4.8 - 5.5m category as well as including a 3.0m cycle path. As buses are not planned to run through this part of the site the 4.8 metres width is appropriate.

55. The 'Green Edge' and 'Rural Edge' consist of tertiary streets that vary between 4.8 metre and 5.5 metre carriageway widths. On the majority of streets, pavements have not been provided, however the proposed roads have been designed to have a shared surface for good pedestrian access within the site and future phases of development in the wider Arborfield Garrison development.

56. Additionally, the proposal includes shared surfaces and private drives off the tertiary streets that provide access to some residential dwellings. These areas of road are short in length and often consist of turning heads which will ensure low vehicle speeds within these zones. Overall the site layout is considered acceptable and represented high quality development.

Access and Movement – Car Parking

57. In line with Core Strategy Policy CP6, Managing Travel Demand and MDDL Policy CC07: Parking, condition 40 requires reserved matters to incorporate car parking in line with the Council's standards. The standards require allocated parking to be supplemented with unallocated or visitor parking.

58. A summary of the car parking provision is provided on the table below:

	nos	ratio of 127
Total Visitor	53	0.42
Total Allocated	214	1.69
Total Garages	84	0.66
Total Allocate & Garages	298	2.35
Total Visitor, allocated & garages	351	2.76
Total Tandem Parking	42	0.33

59. The application proposes a total of 351 spaces for 127 dwellings (40 flats and 87 houses), of which 53 spaces unallocated or visitor spaces and 84 garages. If garages are excluded from the total then there are 267 spaces.

60. This parking is in accordance with the WBC parking standards (WBC demand calculator assumes that garage accommodation accounts for 0.5 spaces per dwelling) and the amount of parking is proportionate to the size of dwelling that it is intended to serve. The parking for the proposed dwellings is provided on plot with apartment parking also being located on plot. Parking spaces on the driveways have been set out to minimise vehicles that can potentially block driveways. Visitor parking is also well distributed through the development and this is provided in bays which are mainly off-set from the carriageway to reduce the level of on carriageway parking.

61. On this basis, the level of parking provided and its location should limit demand for on street parking along the primary street and throughout the development. As such the proposed parking is considered acceptable on the site.

Access and Movement – Pedestrian, Cycle & Equine Access

62. There are excellent connections to pedestrian and cycle routes, with the greenway route linking the parcel with Commonfield Lane and the previously approved flexi-pave bridleway that fronts Biggs Lane adjacent to Parcel O1. Conditions within the outline application have secured connections from the site although this will come in later phases as per the phasing strategy. This pedestrian and cycle route connects to the Greenways linking to Finchampstead to the east, Barkham to the north and the Garrison redevelopment north-westwards.

63. The footway/cycleway/bridleway connection adjacent to Commonfield Lane is secured by Condition 32 of the outline permission. The proposal consists of a 3.0 metre wide shared route on approach to Parcel O1 entrance off Biggs Lane.

64. Given Parcel T is only the second phase of the wider Arborfield Garrison development it is acknowledged that permeability across the wider area remains limited at this early stage. However the applicant and the Council are working to ensure links are established early on in the development process to help promote sustainable routes across the wider area and that future residents can move between parcels easily.

Access and Movement – Cycle Storage

65. Consistent with Core Strategy Policies CP1, Sustainable Development and CP6, Managing Travel Demand, which expect development to make provision to support sustainable travel, Condition 29 of the outline planning consent requires cycle parking and storage in line with the Council's standards at the time. These

are set out in MDDL Appendix 2: the requirement is for provision of at least one cycle space for dwellings with three or fewer habitable rooms, two spaces for dwellings with four or five habitable rooms and three cycle spaces for larger dwellings.

66. Cycle parking is provided on site both within garages and sheds where there are no garages. Garages have minimum dimensions of 6.0 meters in length and 3.0 meters in width to be included as cycle space. All dwellings and apartments have been provided with sufficient space for cycle storage/parking in accordance with the above requirements and as such the proposals are considered acceptable on this basis

Access and Movement – Access to Public Transport

67. In order to ensure good public transport to the site, a public transport strategy has been secured by Condition 33 of the outline planning consent. A new bus stop will be provided on Biggs Lane which is within a 400m walk of most dwellings. This provides access to the existing Leopard services to Reading and Wokingham. These services will become more frequent with additional subsidised services phased in, as set out in the public transport strategy.

68. In the longer term when the Nine Mile Ride Extension is completed, buses are not expected to route along Biggs Lane past the site, but will instead route through the development north of Biggs Lane to the west of the lake. There will be new bus stops located in the development west of the lake on Princess Marina Drive and near to Biggs Lane in order that the dwellings in Parcel T are all within 400m of a bus stop. Safe and attractive pedestrian links will also be provided to these to encourage good access to the bus stops.

Flooding and Drainage

69. Core Strategy Policy CP1 and MDD DPD Policies CC09 and CC10 establish that new development should avoid increasing and where possible reduce flood risk and Arborfield Garrison SPD generally requires provision of a comprehensive system for water management, which takes account of existing features and includes proposals for effective sustainable urban drainage (SUDS), measures to avoid flood risk and new ponds.

70. At the outline stage, the applicant undertook a Flood Risk Assessment which determined that the residential part of the outline site is not located within areas shown to be at risk of flooding, as indicated by Flood zone 1 on the Environment Agency's Flood map. No housing development is located within areas that flood and therefore the proposal is considered acceptable in this regard.

71. Drainage was fully assessed at outline stage, the Council and the EA were satisfied that the site has sufficient storage capacity and that the provision of SUDs, which will incorporate flood attenuation ponds, can be accommodated on-site and will mitigate the impacts of the development. The benefit of SUD's over the existing field use is that these should improve the current situation by preventing water from running off the land too quickly.

72. However in order to ensure no harm occurs a surface water drainage scheme for the site, based on sustainable drainage principles is required to be submitted for

review as part of the conditions imposed. This is being assessed under a separate condition application (Condition 41 of O/2014/2280) however there is sufficient capacity within Parcel T to accommodate the SUDS for this development.

73. Given flooding and drainage issues will be considered in detail under separate condition submission and mitigation can be accommodated within the site, there is no objection to the proposed layout in respect to the reserved matters submission.

Thames basin Heaths Special Protection Area

74. The Thames Basin Heaths Special Protection Area (SPA) was designated under European Directive due to its importance for heathland bird species. Core Strategy policy CP8 establishes that new residential development within a 7km zone of influence is likely to contribute to a significant impact upon the integrity of the SPA. The Arborfield Garrison SDL falls within this zone of influence and, in accordance with Core Strategy policy CP17 and Design Principle 1c (vi), mitigation in the form of Suitable Alternative Natural Greenspace (SANG) is being provided.

75. The development will be mitigated by the provision of the Suitable Alternative Natural Greenspace (SANGS) in the north-eastern part of the outline application site ("Northern SANGS") and at West Court ("West Court SANGS"). This has been designed to provide sufficient space required to compensate for the growth in resident numbers associated with this phase of the Arborfield Garrison development. Planning permission for the SANGs has been granted under the outline consent (Ref: O/2014/2280) and as such this meets the Natural England's *'Guidelines for the Creation of Suitable Alternative Natural Greenspace'* (SANG) (2008) in terms of having all the essential features required to attract recreational users away from the SPA. Natural England and the Biodiversity Officer are satisfied with this approach. The SANG will be open prior to first occupation.

Ecology

76. Core Strategy Policy CP7, carried forward by MDD LP Policy TB23, requires appropriate protection of species and habitats of conservation value. Design Principle 1b (i-ii) is concerned with protection of ecological habitat and biodiversity features, together with mitigation of any impacts that do arise. The Biodiversity Officer has assessed the application and is satisfied that there would be no significant impact on ecology.

Archaeology

77. Core Strategy Policy CP3 and MDD LP Policy TB25 require the archaeological impact of development to be taken into consideration. An Archaeological Evaluation report for the proposal was submitted and Berkshire Archaeology are satisfied that, given the nature of the features encountered, no further archaeological investigation will be required on this parcel.

Affordable and Specialist Housing

78. Core Strategy Policy CP5 requires a mix of tenures, including up to 50% affordable housing. The Infrastructure and Contributions SPD states that development within the SDLs should seek 35% affordable housing which echoes

Appendix 7 of the Core Strategy

79. The application proposes 25 units of affordable housing on site. Under the Outline permission the s106 sought a commuted sum for the provision of off-site affordable housing in order to secure the 35% affordable housing required for the application. The onsite provision is considered acceptable.

CONCLUSION

The reserved matters are consistent with the principles and parameters established by the outline planning permission, which themselves reflect the Council's adopted policies and guidance for development within the Arborfield Garrison SDL. It is considered that the applications will deliver high quality development in accordance with the Council's spatial strategy and vision and therefore can be recommended for approval.

CONTACT DETAILS

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

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REV. DATE	CHANGES	BY	CHK. REF. FOR
A	11.02.16 FIRST ISSUE	DK	J1 COMMENT
T	12.02.16 PLOTS 22, 24 & 41 - UNITS CHANGED	DK	J1 COMMENT
C	14.02.16 VISOR AMENDMENTS AS PER CLIENT COMMENTS. NEW HOUSETYPE 2011L ADDED	JK	J1 COMMENT
D	03.03.16 LAYOUT REVISED. ROAD WIDTHS UPDATED.	DK	J1 COMMENT
T	03.03.16 VISOR PARKING ADDED	DK	J1 COMMENT
T	08.03.16 PLOTS 98 & 110 CHANGE TO 9718L	DK	J1 COMMENT
G	01.04.16 HOUSES AND BLOCK OF FLATS FOOTPRINTS LARGER	DK	J1 COMMENT
H	14.04.16 LAYOUT REVISED FOLLOWING THE CLIENT'S COMMENTS ON 7th OF APR	DK	J1 COMMENT
J	21.04.16 REFUSE BINS ENCLOSURES, PATIOS, FOOTPATHS & GARDEN GATES ADDED	DK	J1 COMMENT
K	05.05.16 INTERNAL FOOTPATHS ADDED. ROAD ACCESS TO SANG SHOWN	DK	J1 COMMENT
L	14.05.16 INTERNAL FOOTPATHS AND PROPOSED TREES POSITION UPDATED	DK	J1 COMMENT
M	19.05.16 LAYOUT REVISED PLOTS 77-86	DK	J1 COMMENT
N	25.05.16 NEW SANG, INTERNAL FOOTPATHS AND PROPOSED TREES. RED LINE ADDED	DK	J1 PLANNING
P	12.05.07 CHANGES TO ROAD ALONG PLOTS 99 TO 104. SECTION BROWN. COMPLETE PLOT 98	DK	J1 PLANNING
Q	03.08.16 CHANGES TO PLOTS 1 & 2 WHICH WERE TO BE TOOTHING AND VISOR TURNING HEAD. CHILL STANDS ADDED TO EACH AMENITY BLOCK	DK	J1 PLANNING
R	10.08.16 REVISION TO GREENWAY	RB	J1 COMMENT

- KEY**
- SITE BOUNDARY
 - 4BH-6 HOUSE TYPE REFERENCE
 - 127 PLOT NUMBER
 - SERVICE MARGINS
 - CLOSE BOARD FENCE 1.8m HEIGHT
 - BRICK WALL 1.8m HEIGHT
 - PLOT BOUNDARY
 - 3m WIDE GREENWAY
 - 0.9m WIDE INFORMAL PATHWAY
 - BOLLARDS
 - RETAINED EXISTING TREES
 - PROPOSED TREES
 - GARDEN SHED / BIKE STORE
 - REFUSE BINS ENCLOSURE
 - RPA
 - NO DWELLINGS



OMEGA PARTNERSHIP

Omega Partnership Limited, Architects and Urban Designers
 Unit 6, AC Court, High Street, Thames Ditton, Surrey, KT7 6DB
 T: 01372 470 313 W: www.omegapartnership.co.uk

client: **CREST REGENERATION**
 project: **ARBORFIELD GARRISON, WOKINGHAM, PARCEL T**
 drawing: **SITE LAYOUT**

project number	drawing number	revision
2435	1005	R
scale	date	
1:500 @ A0	JANUARY 2016	

status: **PLANNING**

2435-C-1005-R

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Mr Alex Thwaites
Senior Planning Officer
Wokingham Borough Council
Civic Offices
Shute End
Wokingham RG40 1 BN

July 12th 2016

Dear Alex

Comments on application reference number 161536, Biggs Lane land at Arborfield Garrison

Members of the planning sub-committee met to review and discuss the Parcel T planning application. While broadly in agreement with the proposed scheme the following comments were raised:

- The proposed bridleway/footpath to the east of the development where it meets Commonfield Lane. It is proposed that this PROW will link up with the existing PROW (FP46) which runs from Commonfield Lane to California Country Park. We were unclear from the documentation supplied just where the two join up. This should be clarified.
- Are there plans to include a Pegasus crossing at the agreed crossing point of Commonfield Lane and the PROW?
- Will the proposed plans to upgrade FP46 as part of the Greenways project coincide with the creation of the new bridleway created with Parcel T?
- The proposal talks about "Lifetime Homes," versatile designs that permit future changes to homes by owners as their requirements change. In this spirit, we feel that where garages are included, that such garages should be designed and constructed such that they can accommodate conversion to residential use in the future. i.e. walls with appropriate foundations.
- The proposal mentions solar panels are to be included with apartment blocks but not with other residential units. Why not?
- Bin stores are to be included for houses. These are designed to accommodate the current WBC "blue bag" waste scheme. Will the storage units be designed with sufficient size to accept the storage of up to 2 standard size wheelie bins, should WBC's policy change in the future? This is possible given that the other two partners in the RE3 Partnership both use wheelie bins and not blue bags for household waste disposal.

Yours sincerely
Gordon Veitch

Gordon Veitch
Planning Chair

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From: [Development Control](#)
To: [Alex Thwaites](#); [Planning Enquiries](#)
Subject: FW: 161536 & 161747 ~[UNCLASSIFIED]~
Date: 14 July 2016 16:42:11

Parish comments

Theresa Brown

Registration Team Manager

Development Management
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From: BPC Clerk and BVH [<mailto:clerk@barkham-parishcouncil.org.uk>]

Sent: 14 July 2016 13:47

To: Development Control

Subject: 161536 & 161747

For Alex Thwaites

161536 Land at Arborfield Garrison, Biggs Lane, Arborfield
 Application for Reserved Matters for the erection of 127 dwellings together with
access from Princess Marino Drive with associated internal access roads,
 landscaping, open space, footpaths and sustainable urban drainage (SUDS),
relating to parcel T land.

Overall BPC are very happy with the design and layout of this parcel of land. The soft edge of the development is most welcome as this will set the houses back from Commonfield Lane and minimise the visual impact on the adjoining countryside. The greenway through the development will link up with bridleway 14 which leads into California Country Park.

Although technically outside the application area, the crossing of Commonfield Lane from Parcel T to Bridleway 14 needs to be addressed by WBC. There is a tight bend just to the south and sight lines are poor. Therefore a safe crossing point has to be facilitated for vulnerable users including cyclists, horses and pedestrians.

A detail point is that there seems to be a large number of houses proposed with rendered frontages. Additional details or use of a selection of colours should be added as different renders or colours: this would create more variety and interest.

161747 Parcels A- G
 Land at Arborfield Garrison, Sheerlands Road

Application for reserved Matters for the erection of 223 dwellings together with access from Sheerlands Road and NMRE

This parcel of land is north of the Nine Mile Ride Extension up to the A327. A greenway is proposed to run along the southern edge which will be a portion of the greenway which crosses the whole of the SDL. The crossing of Sheerland Road needs to be safe for vulnerable users including cyclists, horses and pedestrians. A Pegasus type crossing should be provided at this point, even if lights are not included at the outset.

Though outside the application area, provision to extend the greenway from the north west extremity to Baird Road should be addressed by WBC. This will ultimately provide a greenway all the way from Finchampstead to Farley Hill.

The junction of Sheerlands Road and Nine Mile Ride Extension is currently a T junction: sufficient land should be retained in order that in future years a roundabout could be constructed to cope with additional traffic which will ultimately make this a very busy junction.

Regards

Judith Neuhofer

Clerk to Barkham Parish Council

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From: [Debbie Spilsbury](#) on behalf of [Development Control](#)
To: [Alex Thwaites](#)
Cc: [Planning Enquiries](#)
Subject: FW: Reserved Matters applications161536 & 161747 ~[UNCLASSIFIED]~
Date: 28 July 2016 08:54:42

Debbie Spilsbury
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From: Arborfield & Newland Parish Council [<mailto:parishclerk@arborfield.org.uk>]
Sent: 27 July 2016 16:44
To: Alex Thwaites; Development Control
Subject: Reserved Matters applications161536 & 161747

Hi Alex,

RM 161536 – Land at Arborfield Garrison, Biggs Lane - A little late I know but the Parish Council have no comments regarding this application and felt that it was very presentable.

RM 161747 – Land at Arborfield Garrison, Sheerlands Road – the Parish Council have no comments regarding this application.

Kind Regards,

Alison Ward
Parish Clerk
Arborfield & Newland Parish Council
The Parish Office, Arborfield Village Hall
Eversley Road, Arborfield, Berkshire, RG2 9PQ

0118 976 1489
www.arborfield.org.uk

The Parish Office is open 10am - 12noon, Monday to Thursday

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Agenda Item 50.

ITEM NO: 50

Development Management Ref No	No weeks on day of committee	Parish	Ward	Listed by:
161292	18/13	Finchampstead	Finchampstead North	Major Application

Applicant Location The Trustee's of Peter Washington's 1982 Trust
Land West of Finchampstead Road and Adjacent to Sand Martins Golf course, Finchampstead **Postcode** RG40 3JT

Proposal Full application for the proposed change of use of land from agricultural use to equestrian use for the keeping of horses and for the erection of a stable block with associated hardstanding, fencing and access track

Type Full

PS Category 6

Officer Pooja Kumar

FOR CONSIDERATION BY Planning Committee on 14th September 2016
REPORT PREPARED BY Head of Development Management and Regulatory Services

SUMMARY

The application site comprises of approximately 5.34ha of agricultural land. The site is grassed, bound by hedgerows and trees and includes a line of mature trees to the east of the site partially crossing the site from north to south. The site lies immediately south of the access road for the Sand Martins Golf Course, to the west of Finchampstead Road and to the north of residential properties. The site contributes to a break in built development along this stretch of Finchampstead Road.

The application proposes the change of use of the land from agricultural land to equestrian use for the keeping of three horses including the erection of a stable block – comprising of three stables and a field shelter- to the north-west of the site on an area of proposed hardstanding. The existing vehicular access gate would be relocated further within the site and a gravel access track would be installed.

The proposed use is considered to be acceptable within the designated countryside which would have minimal impact on the character and visual amenity of the area. Conditions are recommended to control the use of the site in respect of highways issues. No adverse impacts on the residential amenity of neighbouring occupiers would occur. The proposal is therefore considered to accord with the NPPF, Core Strategy policies CP3, CP6 and CP11 and MDD Local Plan Policies CC03, CC07 and TB21 and should be approved.

PLANNING STATUS

- Countryside
- TBH SPA 5km & 7km
- South East Water
- Farnborough Aerodrome consultation
- Aerodrome Safeguarding for Wind
- Tree Preservation Orders (TPO) on site: Area TPO 195/1980 Group 4 (strip of

10x Oak trees in an East-West direction on site); Area TPO 195/1980 Group 5 (11x Oak, 4x Turkey Oak and 1x Sycamore tree along the boundary with Finchampstead Road); 195-1980 Group 6 (8x Sweet Chestnut and 8x Hazel trees strip running north-south centrally on site); 1418/2012 4 Oak trees along the boundary with 329 Finchampstead Road

- Individual Tree Preservation Order's on the Oak trees along the site's south-west boundary and to the rear of properties along Morningson Avenue and McCarthy Avenue (TPO- 1285/2008)

RECOMMENDATION

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

A Conditions and Informatives:

Conditions

1. Timescale

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

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

2. Approved details

This permission is in respect of the submitted application plans and drawings numbered JB078/101; JB078/102; Location Plan: Gate & Post and Rail Fence Elevations; Design & Access Statement; Parking Provision and; Statement of Community Involvement received by the local planning authority on 11/05/2016; letter dated 8th June 2016 received by the local planning authority on 09/06/2016; email dated 15/06/2016 received by the local planning authority and badger survey reference 7074/DAH received by the local planning authority on 05/07/2016. The development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

Reason: For the avoidance of doubt and to ensure that the development is carried out in accordance with the application form and associated details hereby approved.

3. External materials

The materials to be used in the construction of the external surfaces of the stable block hereby permitted shall be as stated on the approved drawings, unless otherwise agreed in writing by the local planning authority.

Reason: To ensure that the external appearance of the building is satisfactory.

Relevant policy: Core Strategy policies CP1 and CP3.

4. Access surfacing

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

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

5. Gates

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no gates or barriers shall be erected unless set back a distance of at least 10 metres from the highway boundary and so as to open away from the highway

Reason: To ensure that vehicles do not obstruct the highway whilst waiting for gates or barriers to be opened or closed, in the interests of road safety. Relevant policy: Core Strategy policies CP3 & CP6.

6. Landscaping

Prior to the commencement of the development, full details of both hard and soft landscape proposals in relation to the re-positioned entrance gate shall be submitted to and approved in writing by the local planning authority. These details shall include, as appropriate, proposed finished floor levels or contours and hard surfacing materials. Soft landscaping details shall include planting plan, specification (including cultivation and other operations associated with plant and grass establishment), schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate, and implementation timetable. All hard and soft landscape works shall be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a timetable approved in writing by the local planning authority. Any trees or plants which, within a period of five years after planting, are removed, die or become seriously damaged or defective, shall be replaced in the next planting season with others of species, size and number as originally approved and permanently retained.

Reason: In the interests of visual amenity. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21 (and TB06 for garden development).

7. Protection of trees etc

- a) No development or other operation shall commence on site until an Arboricultural Method Statement and Scheme of Works which provides for the retention and protection of trees, shrubs and hedges within the Tree Preservation Orders in accordance with BS5837: 2012 has been submitted to and approved in writing by the local planning authority. No development or other operations shall take place except in complete accordance with the details as so-approved (hereinafter referred to as the Approved Scheme).
- b) No operations shall commence on site in connection with development hereby approved (including any tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening or any other operation involving use of motorised vehicles or construction machinery) until the tree protection works required by the Approved Scheme are in place on site.
- c) No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within an area designated as being fenced off or otherwise protected in the Approved Scheme.
- d) The fencing or other works which are part of the Approved Scheme shall not be moved or removed, temporarily or otherwise, until all works including external works have been completed and all equipment,

machinery and surplus materials removed from the site, unless the prior approval in writing of the local planning authority has first been sought and obtained.

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

8. External lighting

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no external lighting shall be installed on the site or affixed to any buildings on the site.

Reason: In the interests of amenity and highway safety.

Relevant policy: NPPF Section 11 (Conserving and Enhancing the Natural Environment), Core Strategy policy CP3

9. No more than 3 (three) houses at any one time shall be kept and allowed to graze on the application site.

Reason: As adequate parking and turning provision to facilitate the keeping of a greater number of horses has not been demonstrated. Relevant policy: Core strategy policy CP6.

10. The site shall be used only for the keeping, riding and grazing of horses and for no other purpose, including for the use of public events such as gymkhana or commercial livery purposes.

Reason: In the interest of highways safety and neighbour amenity. Relevant policy: Core Strategy policies CP3 and CP6

Informatives:

1. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received. This planning application has been the subject of positive and proactive discussions with the applicant in terms of:
 - extending the determination period of the application to allow for a badger survey to be undertaken and submitted for consideration;The decision to grant planning permission in accordance with the presumption in favour of sustainable development as set out in the NPPF is considered to be a positive outcome of these discussions.

PLANNING HISTORY

No planning history

SUMMARY INFORMATION

For Commercial

Site Area	5.34 hectares
Previous land use	Agriculture
Proposed land use	Equestrian
Change in floorspace	N/A
Number of jobs created/lost	N/A
Existing parking spaces	0
Proposed parking spaces	Space for informal parking adjacent to the stable on the proposed track

CONSULTATION RESPONSES

WBC Biodiversity – No objection
WBC Environmental Health – No objection
WBC Highways – No objection subject to conditions (Conditions 4 & 5)
WBC Landscape & Trees – No objection subject to condition (Conditions 6 & 7)
WBC Waste Services – No comments received

REPRESENTATIONS

Finchampstead Parish Council: Object on the basis of impact on traffic; site access; smell; and manure storage. Parish suggest the stables are located adjacent to Finchampstead Road and all trees on site are given a Tree Preservation Order.

Local Members: No comments received at time of writing.

Local Residents: 35 letters of objection on the following:

- Noise- *see para 15*
- Smell from Manure, potential to attract rats- *see para 29-31*
- Proximity to residential properties- *see para 14-16*
- Impact on local traffic- *see para 17-18*
- No bridleways nearby- *see para 20*
- No details of external lighting and parking on site- *see para 17-18 and 32*
- Precedent for residential development- *see para 5-13*
- No details of how horses would be maintained & removal of manure- *see para 29-31 and 36*
- File names on website confusing- *see para 34*
- Post & Rail fencing is inadequate for safety reasons- *see para 19*
- No details regarding sewage pipes under the site- *see para 37*
- Impact on local wildlife and protected species- *see para 21-24*
- No information on how equestrian centre would be managed, hours of operation etc- *see para 8-13*
- No details of how many visitors to site and the frequency- *see para 8-13 and 17-18*
- Article 1 and 8 of the Human Rights Act- private and family life . Case Law Britton vs SOS- *see para 38-39*
- Trees should not be removed as they provide screening and privacy- *see para 25-28*
- The site will no longer be a green field site- *see para 8-13*
- The application has not been transparent- *see para 33 and 35*
- Wider area of consultation should have taken place- *see para 33*

- Roof of proposed stables is not rural in appearance- see para 9

APPLICANTS POINTS

- The keeping of a limited number of three horses is likely to result in far less activity compared to the keeping of numerous cows on site, particularly as there is no limit to the number of cows that can be accommodated on site. As such the concerns raised on matters of environmental health are disproportionate. The manure is proposed to be managed and will be stored to the north of the stables and removed on a regular basis and the stables are located a significant distance from residential properties. Thus the likelihood of nuisance and harm to residential amenities is considered limited.
- The proposal is for a single stable block to provide field accommodation for up to three horses for private use. The scale of development proposed when compared to the existing cattle (unrestricted) on site is considered acceptable and appropriate for the site.
- Horses are likely to enter and exit the site in a trailer being towed by an appropriate vehicle (suggested as a 4x4 Land Rover on the submitted plan). Once again when compared to the existing agricultural use of the site whereby a far greater number of cows graze on the site, the number of horses suggested (three) would not result in harm in respect of highways safety.

PLANNING POLICY

National Policy	NPPF	National Planning Policy Framework
Adopted Core Strategy DPD 2010	CP1	Sustainable Development
	CP3	General Principles for Development
	CP6	Managing Travel Demand
	CP7	Biodiversity
	CP9	Scaled & Location of Development Proposals
	CP11	Proposals outside of development limits (including countryside)
Adopted Managing Development Delivery Local Plan 2014	CC01	Presumption in Favour of Sustainable Development
	CC02	Development Limits
	CC03	Green Infrastructure, Trees and Landscaping
	CC10	Sustainable Design & Construction
	TB21	Landscape Character
	TB23	Biodiversity and Development
Supplementary Planning Documents (SPD)	BDG	Borough Design Guide

PLANNING ISSUES

Description of development and site

1. The application site comprises an area of agricultural land approximately 5.34 hectares which is accessed off Finchampstead Road. The site lies north of Finchampstead and is flanked by Sand Martins Golf Course to the north-west and residential development to the south and south-west. Finchampstead Road borders the site along its east boundary and Sand Martins Golf Course access road runs along the site's northern boundary, beyond which is residential development to the north.
2. There has been some misinterpretation of the proposed development being for a commercial equestrian 'centre'; however this is not the case. The proposed development relates to the change of use of the land from agricultural to equestrian to include the erection of a stable block and associated hardstanding, an access track and fencing. The proposed stable block would provide accommodation for three horses only and would be sited close to the western boundary of the site as this is considered to be the most conspicuous part of the site when views from surrounding public vantage points along Finchampstead Road and the Sand Martins Golf Course access road.
3. The proposed development is not for the purposes of a commercial operation and will be for private use only. No formal parking has been provided on site as the proposal would not attract any on site other than the horse owner.
4. The planning merits of this case will be assessed against the NPPF and the policies which form the Local development Plan and any other relevant material considerations.

Principle of Development

5. The National Planning Policy Framework has an underlying presumption in favour of sustainable development which is carried through to the Local Development Plan. The Managing Development Delivery Local Plan Policy CC01 states that planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise.
6. The site is located outside settlement limits and is therefore to be considered under Policy CP11 of the adopted Core Strategy which states that development outside defined settlement boundaries will be strictly controlled. Where acceptable in principle the countryside can accommodate some forms of development without detriment provided that the development type, form and design are sensitive to the location. Policy CP 11 states that in order to protect the separate identities of settlements and maintain the quality of the environment, proposals outside development limits will not normally be permitted except where:
 - 1) It contributes to diverse and sustainable rural enterprises within the Borough, or in the case of other countryside based enterprises and activities, it contributes and/or promotes recreation in, and enjoyment of, the countryside; and

- 2) It does not lead to excessive encroachment or expansion of development away from the original buildings; and
 - 3) It is contained within suitably located buildings which are appropriate for conversion, or in the case of replacement buildings would bring about environmental improvements; or
 - 4) In the case of residential extensions, does not result in inappropriate increases in the scale, form or footprint of the original building;
 - 5) In the case of replacement dwellings the proposal must:
 - i) Bring about environmental improvements
 - ii) Not result in inappropriate increases in the scale, form or footprint of the original building
 - 6) Essential community facilities cannot be accommodated within development limits or through the re-use/replacement of an existing building;
 - 7) Affordable housing on rural exception sites in line with CP9.
7. Criterion 1 of the aforementioned policy is most relevant to the current proposal. The policy supports appropriate uses within the countryside to allow the enjoyment of the same and restricts significant additional development. The change of use and erection of three stables would encourage enjoyment of the countryside and therefore the proposal is considered to be supported in principle. The proposal would not automatically set a precedent for residential development in the future as the land designation will not be altered as a result of the proposed development.

Impact on the Character of the Area

8. The character of the application site is of wide open pasture and mature Oak trees to the hedgerow boundaries to the southern and eastern boundaries. The application site looks like historic pasture within a dense forested area that although now fragmenting due to development, creates a break in built development which spans Finchampstead Road and includes many TPO designated trees. There are currently cows grazing on the field, which are sometimes re-located to an adjacent field on the east side Finchampstead Road. There is currently no built form on site.
9. As a result of the proposal there would be limited physical development on site. The proposed location of the stables to the north-west of the site would mean that clear visibility of the stables would be from the golf course only. The stables would be located 85 metres from the nearest residential dwelling and 265 metres from Finchampstead Road; and therefore this distance combined with the scale of the stables and existing mature landscaping on site would mean that it is read as a modest form of development on site to which direct views would be filtered. The erection of timber structures within the countryside is not uncommon and would facilitate the proposed change of use to equestrian which is also a typical countryside use. The proposed timber materials and colour of the roof of the stables is not considered to harm the rural setting of the site. Whilst the black colour of the roof would not be 'rural' in its appearance it is not unusual to see black coloured materials to new barns and other structures within the countryside.

10. There have been some objections on the basis of the proposal being the change of use to an equestrian centre; however this is not the case. The proposal is for the change of use to equestrian to allow three horses to graze on site, and not an equestrian centre. The scale of the proposed development is considered to be modest and appropriate for land within a rural location.
11. The erection of post and rail fencing and the re-siting of the gate would not urbanise the appearance or character of the field. The existing boundary treatment comprises of wooden post and rail and wooden close boarded fencing. The proposed fencing would reflect this existing character and appearance and therefore is not considered to result in any detriment in character terms. The proposed gate would replace an existing gate in a similar location but further within the site; this element of the proposal would not result in any detriment in character terms.
12. The proposed track would not be significantly visible within the street scene as it is not proposed to be raised from the level of the land. The proposed materials for the track would be light gravel which would have a width of no more than 2.5 metres. Whilst the proposed track would extend through the site to the stables, it is not considered that this would harmfully alter the character or appearance of the site. The proposed track would facilitate the proposed use and would not harm the open green character of the site.
13. Overall the proposed application is considered to represent an appropriate form of development within the designated countryside. The proposed physical development would not significantly urbanise the site and would not set a precedent for residential development in the future. The proposed materials combined with the scale of the development are not considered to harmfully alter the character of the site. As such the proposed development would accord with policies CP3 and CP11 of the Core Strategy and policy TB21 of the MDD Local Plan.

Impact on Neighbours

Overlooking, Loss of Light & Overbearing

14. Due to the limited amount of physical development on site it is considered that the proposal would not result in any harmful overlooking, loss of light or overbearing impact on the residential amenities of adjacent neighbours. The distance of the stables from the nearest residential property (2 McCarthy Way) is 85 metres which is considered a sufficient distance in regards of overbearing/overbearing.

Noise

15. Objections have been received on the basis of potential noise from the proposed use of the site. The proposed use would be for the keeping of three horses on site only for use privately and not as a commercial enterprise. The current use of the site allows an unrestricted number of cows for grazing, and when compared to the proposed keeping of three horses on site it is not considered that this would result in significant harm (see comments from Environmental Health officer in paragraph 29-31).

16. Some comments have arisen from the fact that cars would drive up the track at early/late hours of the day which causes noise/disturbance to neighbours; however the track would maintain a distance of at least 40 metres from nearby residential dwellings. Moreover the keeping of three horses is not considered to result in a significant increase in traffic movements on site which combined with the distance from residential dwelling would not result in any harm to the residential amenities of adjacent neighbours.

Highway Issues

Highways Safety

17. The proposed development is for the change of use of the land for the keeping of three horses. The use would operate privately and would not result in a significant increase in traffic movements on and off the site. WBC Highways officers have been consulted on the application and have raised no objection to the proposal on highways safety grounds. The officers have advised that a condition requiring the gate to be set-back from the highway by 10 metres should be attached to planning permission if granted (Condition 5). As such the proposal is considered to accord with policy CP6 of the Core Strategy.

Parking

18. The proposal includes no parking spaces due to the scale of the proposal and use of the site by one individual. The applicant has advised that no parking is required for the keeping of three horses and the track would be used for parking of any vehicles. The submitted location plan indicates that possibly a Land Rover would be used when accessing the site. Due to the limited use of the site the development would not require further details on parking and turning space. As such the proposal is considered to accord with policy CC07 of the MDD.

Other

19. Objections have been raised on the proposed boundary treatment being insufficient in terms of safety. The proposed boundary treatment would comprise of 1.5 metres high post and rail fencing which would be located within the site's boundary, with a minimum of 1.5 metres locked gate. The British Horse Society (BHS) suggests that fences should be 1.25m high with the lower rail set 0.5m above the ground. The proposed fencing would go beyond the recommendations of the BHS and therefore is considered to be acceptable in this location.

20. Objections have been raised regarding the lack of adjoining bridleways to the application site. Whilst it would be preferable for all stables to be located adjacent to, or near bridleways, it is not compulsory or practical for this to take place. The proposal for three horses to be grazing on site would not significantly impact highways safety when they may be transported to nearby bridleways. Within the submitted documents it is clear that the proposal is for private grazing rather than for commercial use and as such it is considered that the proposal would not result in significant harm in this respect.

Biodiversity

Badgers

21. The Council are aware of a badger sett bordering this application site and that some of the sett entrances open up into this field. The change of use is unlikely

to make a significant impact on the foraging of the badger population (provided badger access is not restricted). However, it is pertinent for the local planning authority to consider whether there are any outlying setts in the application site that may be disturbed in the course of the track construction – either by digging and soil disturbance or by the running of heavy machinery.

22. Consequently, the applicant was requested to submit a badger survey of the application site and, should badger sett entrances be discovered within 30 metres of the proposed track and stable, a mitigation strategy for the track and stable construction in order for the local planning authority to be able to consider the implications of this development on a protected species.

23. A badger survey was submitted by the applicant on 05/07/2016 which illustrated that there was limited evidence to suggest that the badgers routinely cross the site as well trodden paths were not seen, however this would be hindered by the grazing that occurs on the site, also the only habitats opposite to the setts were the residential developments which may not be used as a foraging resource, hence the need for constant access would not be necessary, but also the only disturbance caused by the construction of such a path/road would be limited and short term, whereby movements across such areas would not be restricted. If holes/trenches are needed then these will have a means of escape incorporated. On the basis of the information submitted the Council's Biodiversity officer has advised that there is no risk to the local badger population as a result of the development and there is no mitigation required in this respect. The proposal therefore accords with policy TB23 of the MDD Local Plan.

Other Wildlife

24. A number of objectors have advised that there could be harm to other wildlife in the locality. WBC Biodiversity officer has raised no objections in this respect and has advised that other species identified are not given statutory protection and the impact on these is considered to be limited from the keeping of three horses on the application site.

Trees and Landscape

25. The site is located in Landscape Character Area M1 'Finchampstead Forested and Settled Sands' and is located along a designated Green Route.

- A landscape dominated by interconnected forestry and woodland,
- A predominant absence of farmland.
- A strong sense of enclosure and disorientation afforded by the often continuous swathes of large coniferous woodland mass.
- Long straight roads i.e. Nine Mile Ride projecting strong linear character to the landscape
- Linear rides and private roads are also a feature.
- Strong settlement character – with residential properties of post war and modern suburban character in a variety of styles, largely aligning the long linear rides.
- A landscape offering a sense of remoteness and solitude.

26. There are four areas of landscaping protected by a Tree Preservation Order (TPO) on site which run along the site's eastern boundary with Finchampstead

Road; the site's southern boundary with 329 Finchampstead Road; a strip of Oak trees running roughly east to west on site and; a strip of Sweet Chestnut and Hazel trees running roughly north-south on site. The north western boundary consists of a strip of woodland copse whose boundary line is uneven, being mostly up to 10m thick providing a sufficient boundary feature to the golf course beyond. A field gate is located 50m from the south eastern boundary and has a drop kerb onto the road. The boundary treatment to the north and the entrance driveway to the golf club is made up of post and barbed wire fence to 1.2m height approximately. The application site is a meadow, as well as the woodland glade on the opposite side of the road is currently grazed by cattle, which is an unusual and unique element of the landscape character located so close to Wokingham Town Centre. The meadow character is an important element of green infrastructure and a link for biodiversity in this suburban environment and should be preserved.

27. The application involves the repositioning of the field gate back from its current position along Finchampstead Road. The field gate is currently located within the TPO along this part of the field boundary and a Tree Protection Plan and Method Statement is required from a qualified arborist to recommend the best way to remove the gate that has the least impact on the TPO (Condition 6).
28. A hard standing track is proposed to be laid through the field to access the proposed stable block and hard standing to the north west of the field boundary. From the plan the location of these areas in relation to the line of mature TPO Oaks or the copse along the north-west boundary, which should remain intact as it provides a physical and visual screen from the golf course cannot be seen. The timber post and rail fence is acceptable, but again impact on the roots of TPO trees will need to be addressed through an Arboricultural Method Statement. A condition requiring details of the hard and soft landscaping should be attached to planning permission, in addition to a Arboricultural Method Statement and Tree Protection Plan in accordance with BS5837:2012 in relation to the location of the track to the RPA of the trees (Condition 7).

Other

29. Manure- Objections have been raised on the basis of the storage of manure to the left of the stables which could potentially result in significantly harmful odour to the residential properties to the south-west of the application site. In an email to the councils Environmental Health officers, the applicant has confirmed that manure can be stored to the right of the stables to reduce any potential harm in this respect.
30. The applicant has also confirmed that the removal of manure would occur once a quarter, but are happy to be flexible on this issue. The Environmental Health officers have advised that there is no objection to this and that there would be no harm in terms of odour. Moreover, the manure from the cows on site at present is unmanaged and not removed from the site, and therefore under the current application better management of manure on site is proposed.
31. Vermin- Environmental Health officers have raised no objection in respect of the development (especially manure) attracting vermin to the site. The manure would be kept to the right of the stables which would be measured approximately 85

metres from the nearest residential dwelling; as such no significant harm is considered to occur in this respect.

32. Lighting- No details of external lighting have been submitted with the planning application. A condition to ensure that no external lighting is installed without the prior written consent of the local planning authority shall be attached to planning permission (Condition 8).
33. Advertisement of Application- In advertising the application a site notice was displayed on site by the case officer, the council also wrote directly to properties within 60 metres of the application site to advise them of the planning application and an advert was placed in the local newspaper. A consultation with Sand Martins Golf Course was missed, however this issue was rectified and the deadline for consultations extended accordingly. Appendix 2 of the Council's Statement of Community Involvement (SCI) advises that for major developments consultation should be undertaken with all properties within 60 metres of the application site. The area of consultation was widened to include all properties within 60 metres on 3rd August 2016 to ensure the Council acted in accordance with the SCI.
34. An objector has also advised that the web names of documents on the website are confusing in relation to the current application. All of the documents have been placed on the website and the names correlate to what the document provides to ensure the public can view all details on the website.
35. An objector has advised that the applicant has not been transparent with the planning application. Within the Council's Statement of Community Involvement developers are advised to engage with local communities for all major developments, however the applicant has advised that they have chosen not to do so due to the nature of the proposal. Community engagement prior to the submission of a planning application is undertaken at the applicant's discretion and the lack of any engagement does not make an application invalid. It is the Local Planning Authority's (LPA) role to determine valid applications and as part of the application process the LPA have met with their statutory duty to consult with local residents.
36. Management of Horses- The proposal includes no details of how horses are proposed to be managed. It is considered that as this is a private operation for the keeping of three horses on site a management plan for the site is not required. At present the applicant could have an unrestricted number of cows grazing on the field without any management plan. In comparison to the existing use the proposed development is considered not to warrant the need for a management plan.
37. Sewage Pipes- An objector has advised that there are sewage pipes under the site which have not been considered by the applicant. This is not a material planning consideration and the applicant is advised to contact the relevant company who may own any underground utilities.
38. Human Rights Act- The Human Rights Act 1998 came into force on 2 October 2000. An objection has been raised by a resident relating to Article 8 rights which relate to respect for private and family life. Whilst not mentioned in the objection

Article 1 of Protocol 1 relates to peaceful enjoyment of property. These rights can be balanced against the public interest when considering this application the subject of this report. When a planning decision is made there is further provision that the Authority must take into account the public interest. In the vast majority of cases existing planning law has for many years demanded a balancing exercise between private rights and public interest and therefore the Local Planning Authority's decision making will continue to take into account this balance.

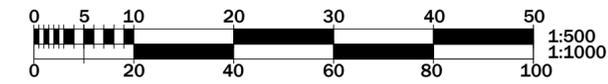
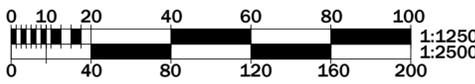
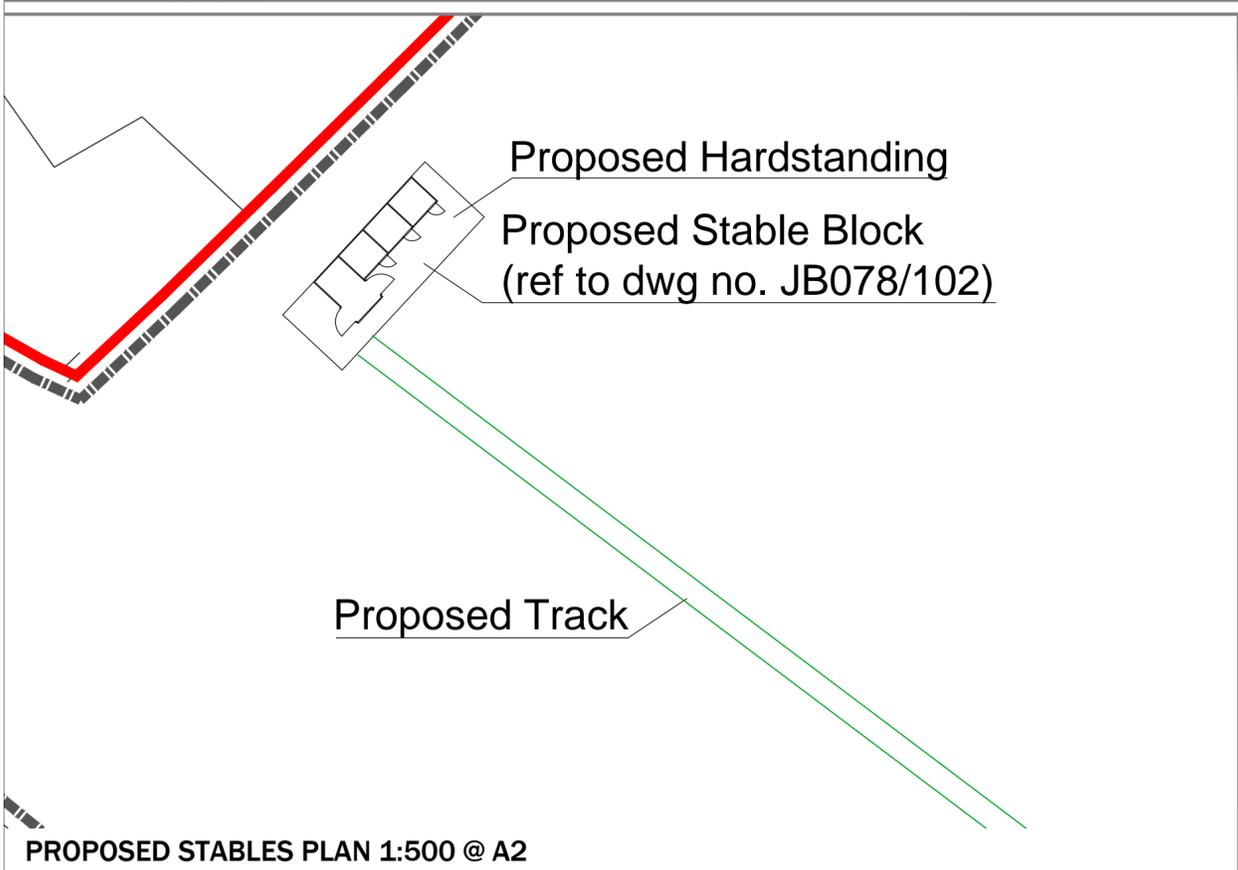
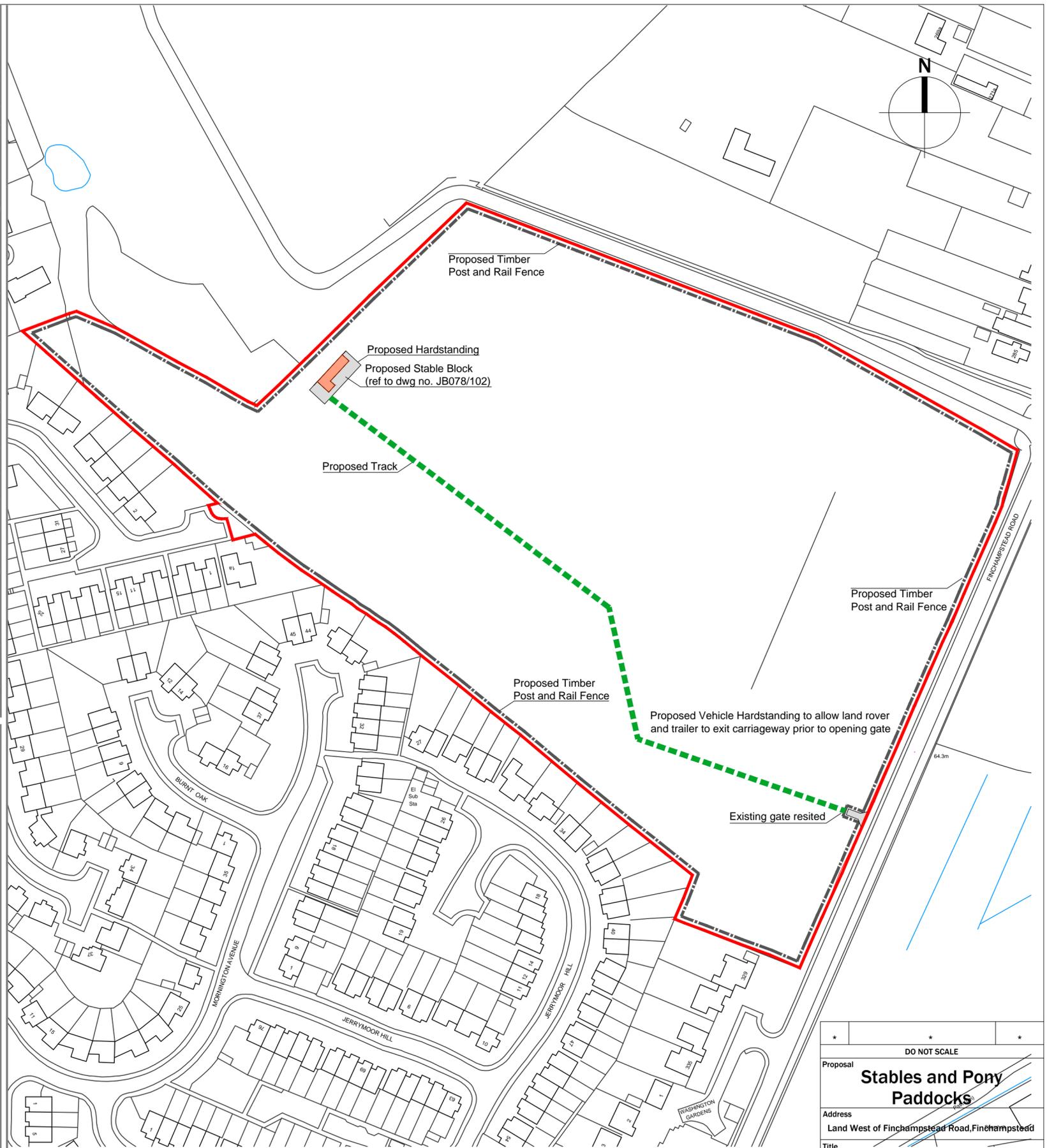
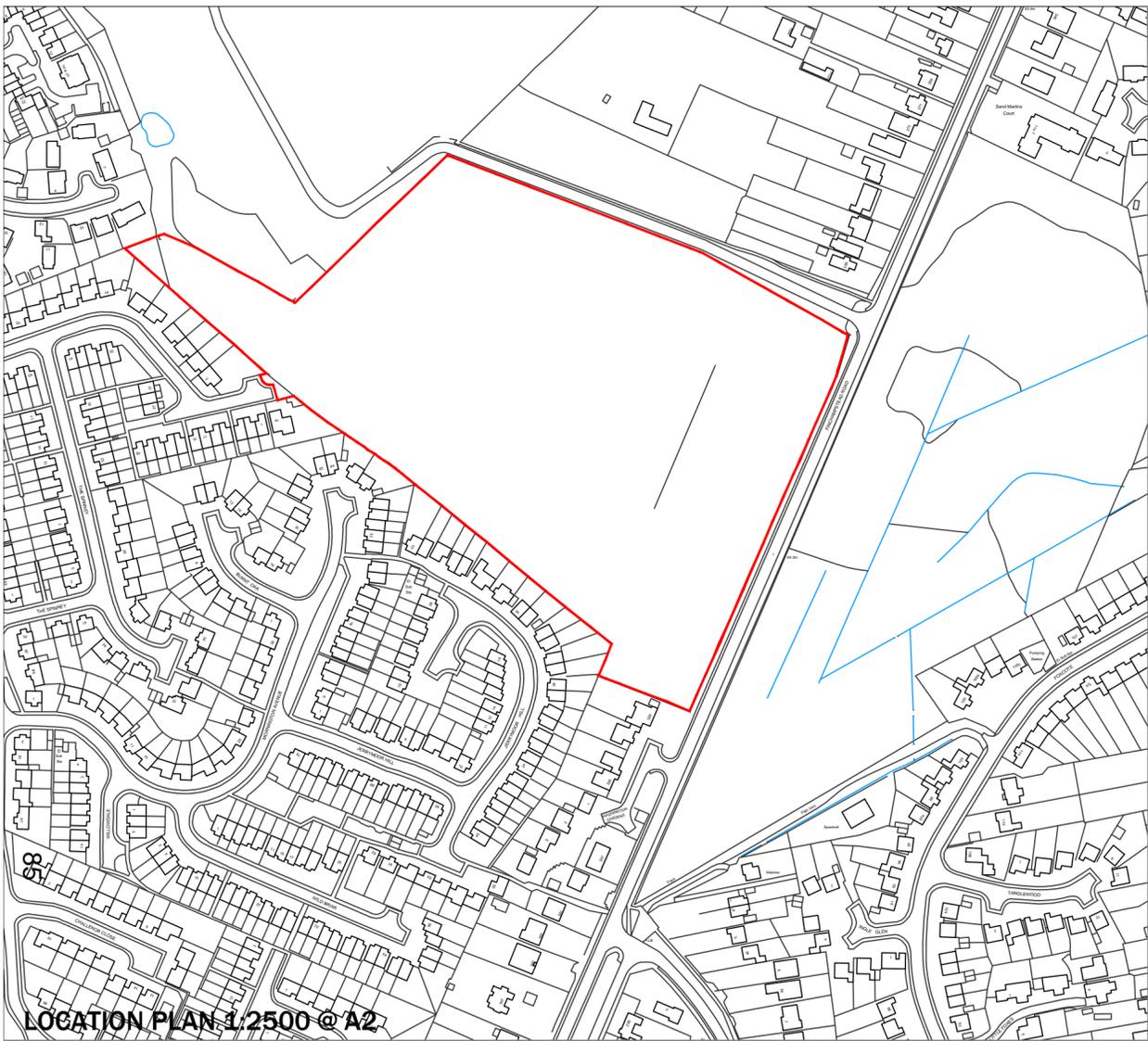
39. The Human Rights Act is a material consideration in this case, however, no exceptional circumstances have been raised which require a more careful and sensitive consideration of Human Rights issues. The above human rights could be outweighed when considering the general interest and the rights and freedoms of others. All planning decisions are based on an assessment of the development against the current development plan policies. It is considered that because of the minimal impact of the development on neighbouring properties, and for the reasons outlined above, there will be no discernible material impact on the Article 8 rights of residents.

CONCLUSION

The proposal for change of use of the land from agriculture to equestrian is considered to result in no harm to the open countryside, rural character and appearance of the site. The proposed stables would be located an acceptable distance from residential properties to have no significant harm to their residential amenities. Moreover the proposal is similar to the current agricultural use and is an appropriate type of development with the designated countryside. As such, subject to appropriate conditions being attached to planning permission, the proposal is considered to accord with the NPPF, Core strategy policies CP1, CP3, CP6 and CP11 and MDD Local Plan Policies CC03, TB21 and TB23.

CONTACT DETAILS

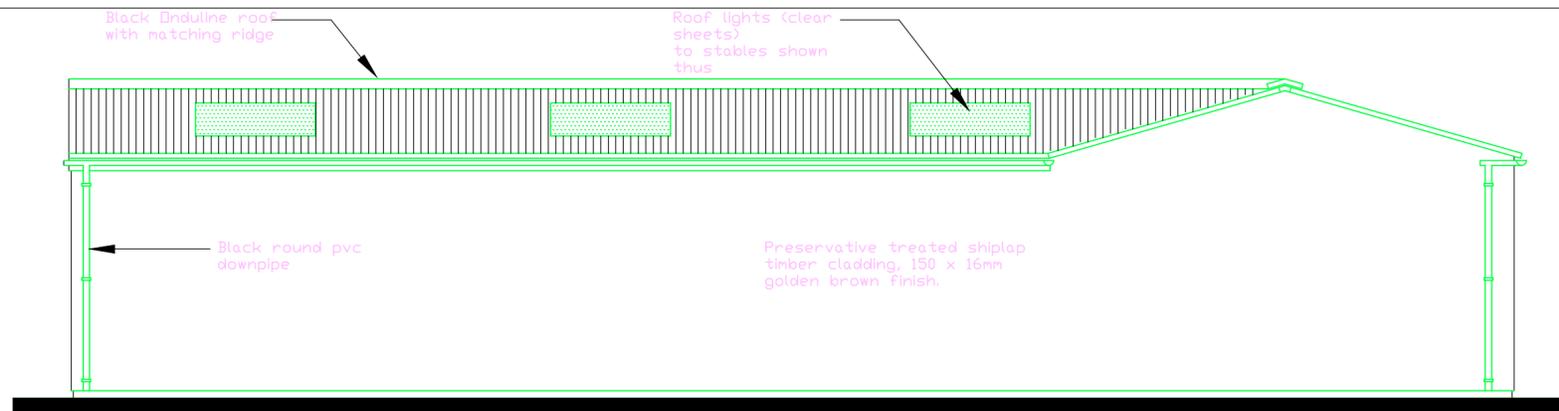
Service	Telephone	Email
Development Management and Regulatory Services	0118 974 6428 / 6429	development.control@wokingham.gov.uk



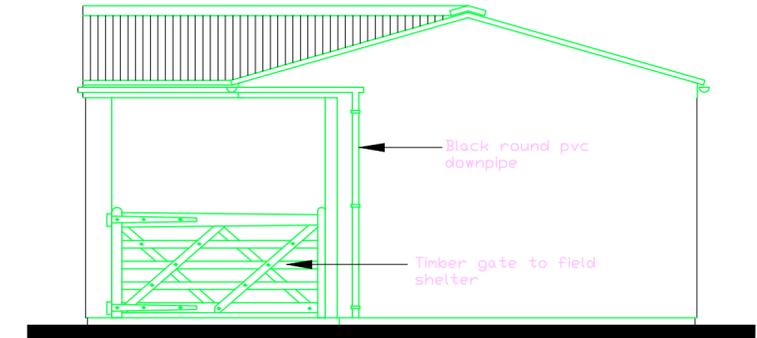
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Address	Land West of Finchampstead Road, Finchampstead
Title	LOCATION PLAN
Scale	MIXED - SEE TITLES
Drawn By	JB
Issue Date	April 2016
Drawing No.	JB078/101
Revision	*



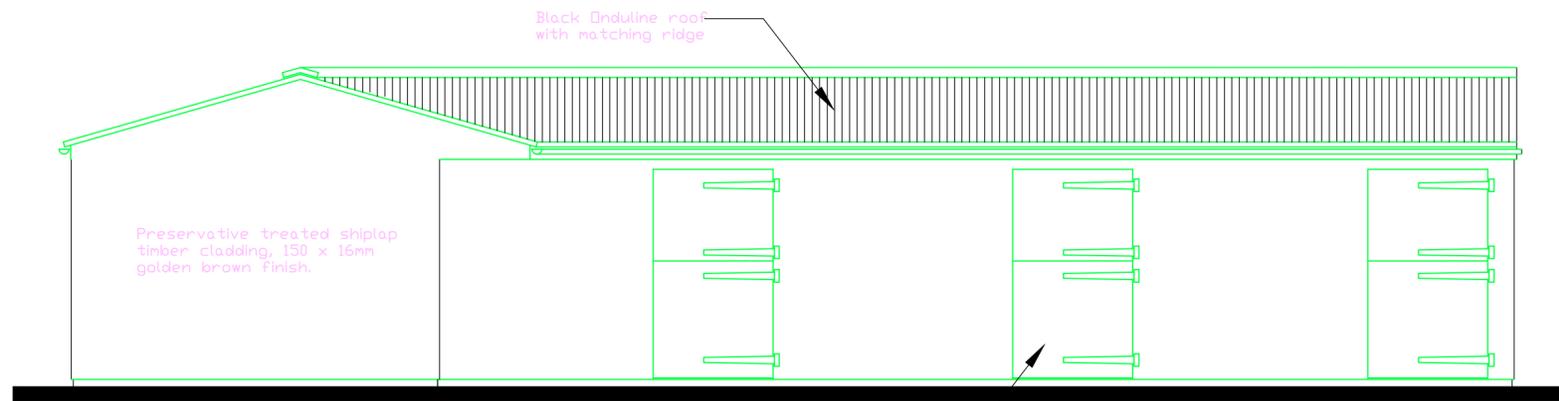
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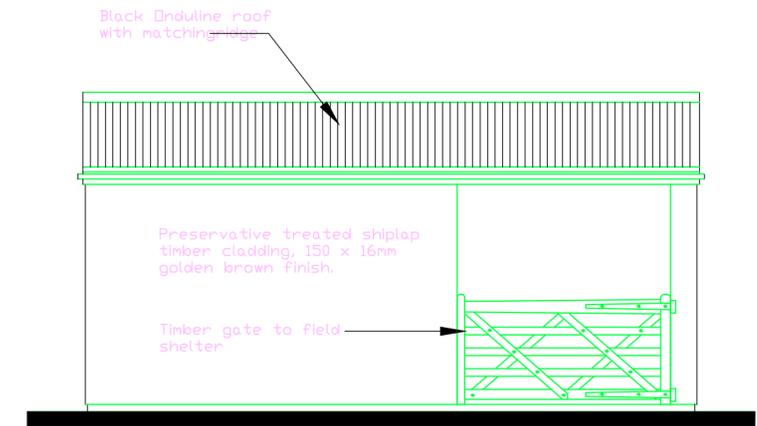
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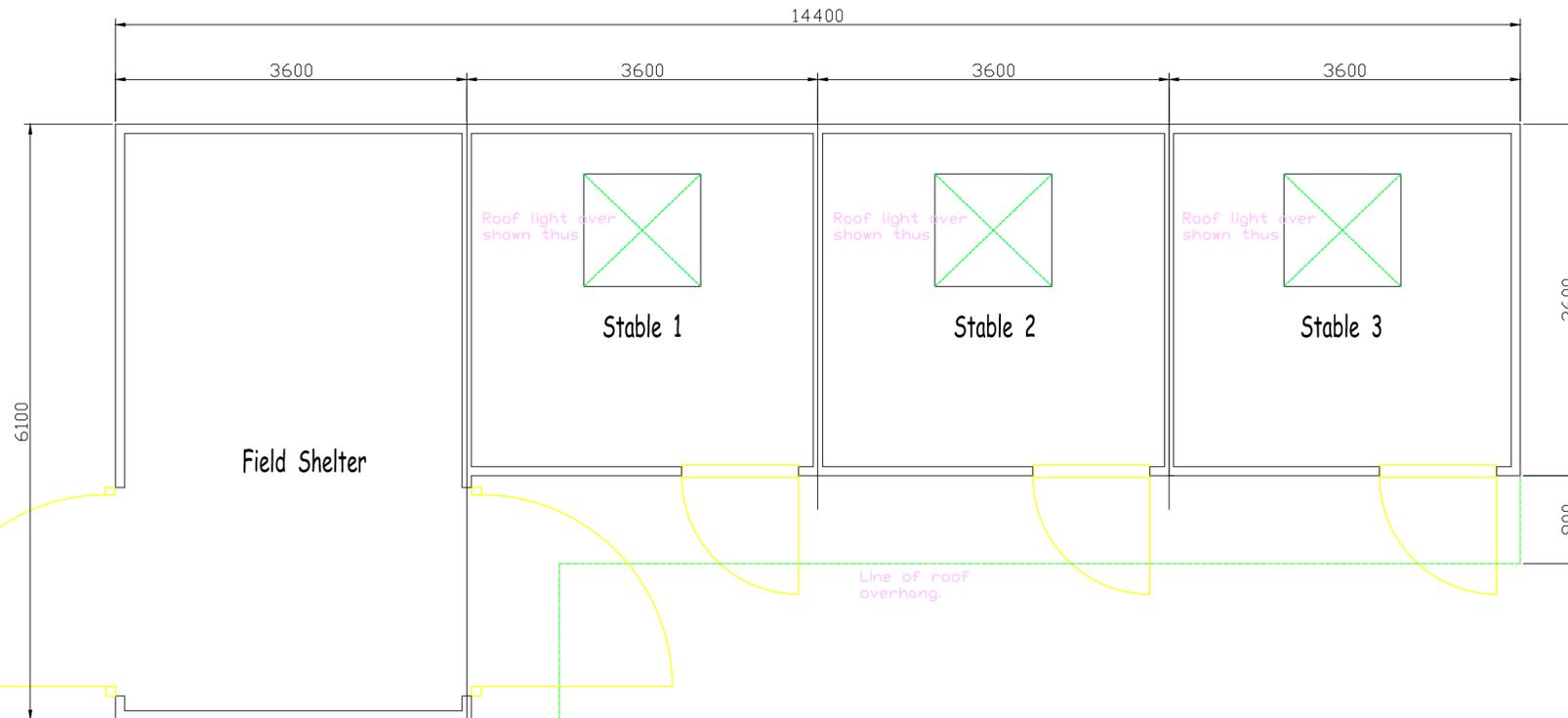
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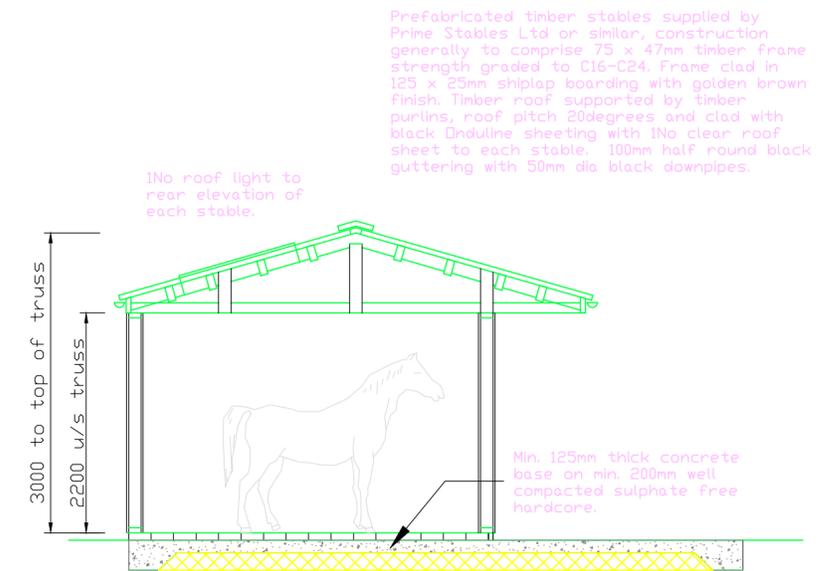
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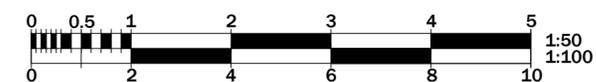
Side Elevation



Floor Plan

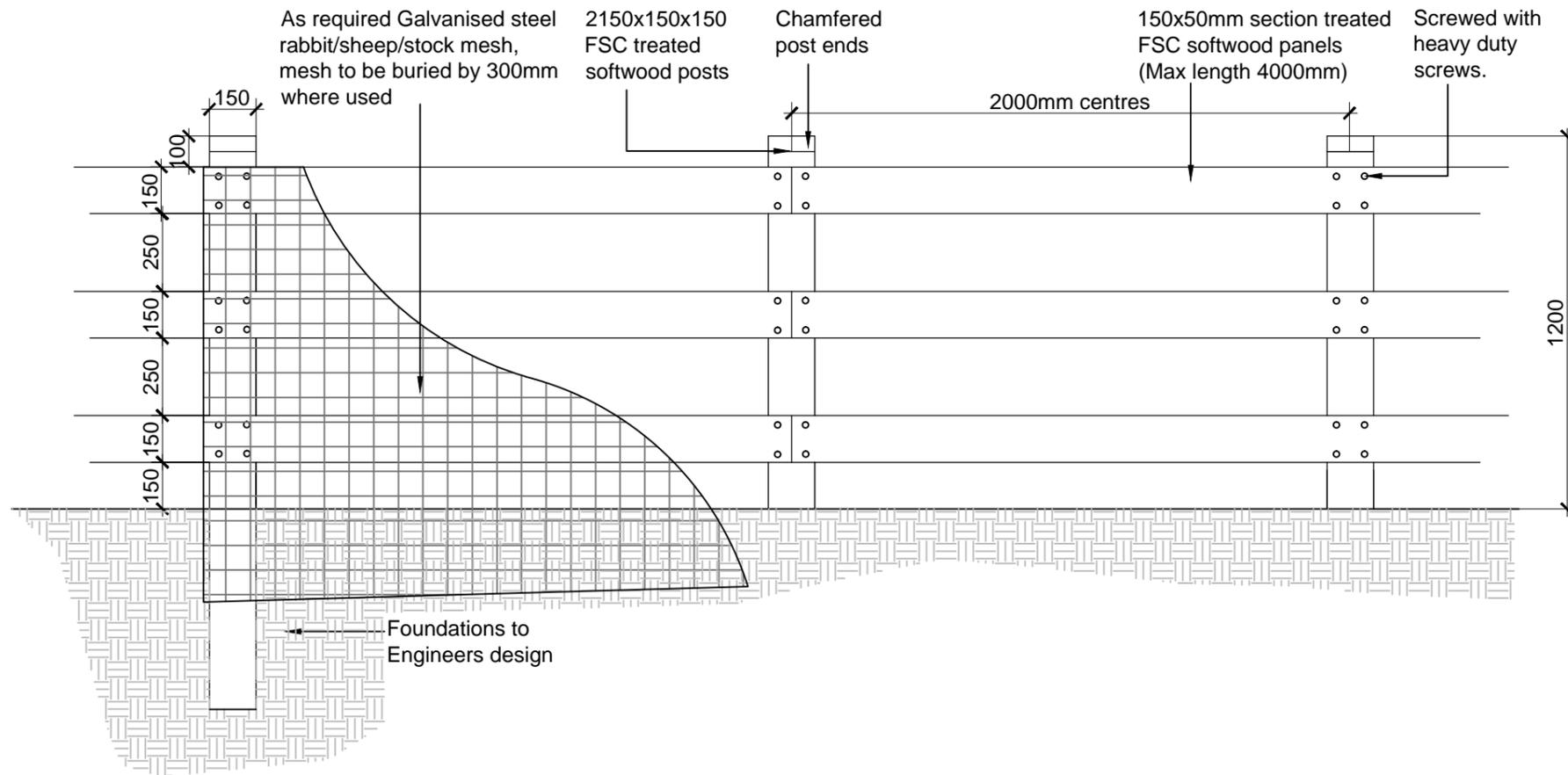


Typical Section



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Address	Land West of Finchampstead Road, Finchampstead
Title	PLAN, ELEVATIONS & SECTION
Scale	1:50 @ A2
Drawn By	JB
Issue Date	April 2016
Drawing No.	JB078/102
Revision	*

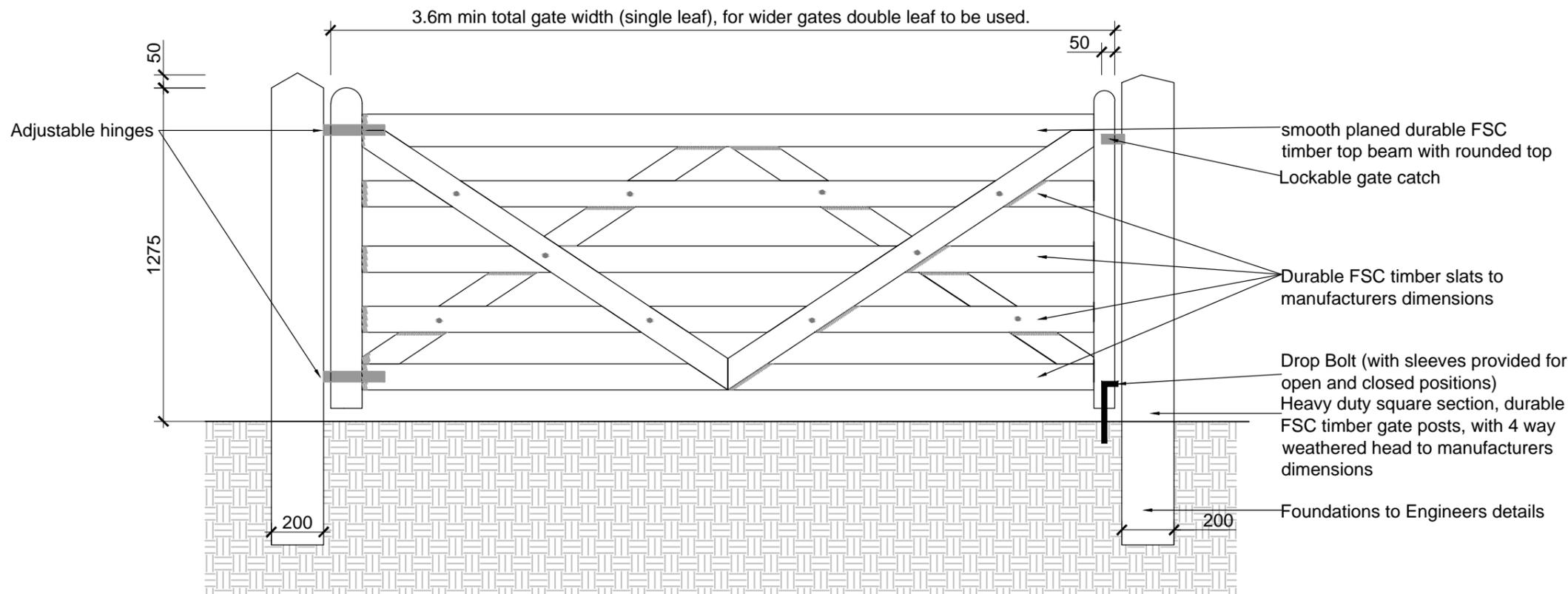
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1
14

STOCK PROOF / POST & RAIL FENCE

scale 1:20 @ A3



2
14

FIELD GATE

scale 1:20 @ A3

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<p>Finchampstead Rd, land west of and adj to Sand Martins Golf Course</p>	<p>Pooja Kumar 161292</p>	<p>Trustees of Peter Washington's trust</p>	<p>Comments by 15th June – 35 letters objecting Full application for the proposed change of use of land from agricultural use to equestrian use for the keeping of horses and for the erection of a stable block with associated hardstanding fencing and access track.</p>	<p>Objections, traffic, site access off main road. Concerns about manure smells and fly problems associated with storage of manure. If WBC are minded to approve this application, stables should be located adjacent to the access on Finchampstead Rd. This will remove the need to have an access track constructed on site. Put TPOs on all trees.</p>	<p>20.6.16</p>	
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Development Management Ref No	No weeks on day of committee	Parish	Ward	Listed by:
161666	13/13	Earley	Bulmershe and Whitegate	Major

Applicant	Standard Life Assurance Ltd.		
Location	Unit 21, Sutttons Business Park, Earley	Postcode	RG6 1AZ
Proposal	Full application for demolition of existing industrial unit (Unit 21) and the erection of a retail supermarket (use class A1) and a drive-through coffee shop/cafe (mixed use class A3/A5) with associated car parking and landscaping		
Type	Full		
PS Category	4		
Officer	Graham Vaughan		

FOR CONSIDERATION BY Planning Committee on 14th September 2016
REPORT PREPARED BY Head of Development Management and Regulatory Services

SUMMARY

The application site is within a major development location in the settlement of Earley and on Sutttons Business Park. The park is well established and is designated a Core Employment Area in the development plan. The site comprises of unit 21 which is used for offices with associated parking provision and landscaping.

The application is for full permission for the redevelopment of the site to demolish the existing unit and construct two new buildings for a retail use. Specifically, an A1 supermarket and a drive-through A3/A5 coffee shop/cafe. Parking provision would be located between the buildings with no changes to the access whilst landscaping would be located on the boundary. The buildings would be of a modern appearance primarily comprising of white render with aluminium detailing.

The proposal would result in the loss of the existing office space on the site. However, taking into account other material considerations, including the lack of interest through marketing and the provision of employment opportunities, the proposal is considered to be acceptable in principle. It has also been demonstrated that the retail use would not detrimentally impact other retail outlets near the site. The proposal would accord with parking standards and is in a sustainable location. Furthermore, whilst there would be a large amount of hard standing in the centre of the site, the existing landscaping to the boundaries of the site would be enhanced and therefore it is considered the proposal would not have a detrimental impact on the character of the area. It is also considered there would be no harmful impact on nearby residential amenity. As such, it is considered all other aspects would be satisfactorily mitigated through the use of conditions and therefore, the scheme is compliant with the development plan and is recommended for conditional approval.

PLANNING STATUS

- Major development location
- Contaminated land consultation zone

- Core Employment Area
- Sand and gravel extraction
- Green Route

RECOMMENDATION

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

A. Conditions and informatives:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
Reason: In pursuance of s.91 of the Town and Country Planning Act 1990 (as amended by s.51 of the Planning and Compulsory Purchase Act 2004).
2. This permission is in respect of the submitted application plans and drawings numbered '30746-PL-102D', '30746-PL-111A', '30746-PL-112A', '30746-PL-113', '30746-PL-114A', '30746-PL-115', '30746-PL-116A', '30746-PL-117C' and '30746-PL-118' received by the local planning authority on 20th June 2016. The development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the local planning authority.
Reason: For the avoidance of doubt and to ensure that the development is carried out in accordance with the application form and associated details hereby approved.
3. The buildings hereby permitted shall be erected in accordance with the 'External Finishes' schedule as set out on plan number '30746-PL-115' and '30746-PL-116A' unless otherwise agreed in writing with the Local Planning Authority.
Reason: To ensure that the external appearance of the building is satisfactory.
Relevant policy: Core Strategy policies CP1 and CP3
4. No development (excluding demolition) shall commence until a programme of archaeological work (which may comprise more than one phase of work) in accordance with the submitted Project Specification (TVAS 16e46ev 29th April 2016) 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 approved pursuant to this condition.
Reason: The site is identified as being of archaeological potential. Investigation is required to allow preservation and recording of any archaeological features or artefacts before disturbance by the development. Relevant policy: National Planning Policy Framework Section 12 (Conserving and Enhancing the Historic Environment) and Managing Development Delivery Local Plan policy TB25
5. No development (excluding demolition) shall take place until a drainage strategy has been submitted to and approved in writing by the Local Planning Authority. The strategy shall include:
 - (i) Details of the disposal of surface water to ensure that soakaways are not constructed into contaminated land;
 - (ii) Full details of BRE365 soakage test results to demonstrate whether infiltration is achievable (including groundwater levels for the development area);
 - (iii) If infiltration is achievable then the strategy should indicate the location of

soakaways that have been adequately sized to cater for the 1 in 100 flood event with a suitable allowance for climate change;

- (iv) If infiltration is not achievable and runoff has to be attenuated and discharged at a controlled rate into the surface water sewer to the north, an agreement from Thames Water acknowledging that their system has capacity to cope with the proposed 5l/s/ha flows shall be demonstrated.

The strategy shall be implemented in accordance with approved details and thereafter maintained as such.

Reason: To prevent increased flood risk from surface water run-off and protect the aquifers and river from potential migration of historic contamination. Relevant policy: NPPF Section 10 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Core Strategy policy CP1 and Managing Development Delivery Local Plan policies CC09 and CC10

6. No development (excluding demolition) shall commence until an Employment and Skills Plan has been submitted to and approved in writing by the local planning authority. The Employment and Skills Plan shall show how the development hereby permitted provides opportunities for training, apprenticeship or other vocational initiatives to develop local employability skills and shall be implemented in accordance with the approved details.

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

Relevant policy: Managing Development Delivery Local Plan policy TB12

7. No development shall commence until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

- (i) A preliminary risk assessment which has identified;
 - i. All previous uses
 - ii. Potential contaminants associated with those uses
 - iii. A conceptual model of the site indicating sources, pathways and receptors
 - iv. Potentially unacceptable risks arising from contamination at the site.
- (ii) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- (iii) The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- (iv) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

The scheme shall be implemented in accordance with the approved details and thereafter maintained.

Reason: To protect the Aquifers and the river from potential migration of any historic contamination mobilised during development of this site. Relevant Policy: Core Strategy Policies CP1 and CP3

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

The approved Statement shall be adhered to throughout the construction period.

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

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

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

10. Within six months of the occupation of either building, the operator shall prepare a Travel Plan for its specific building/use to be submitted to and approved in writing by the local planning authority. The travel plan shall include a programme of implementation and proposals to promote alternative forms of transport to and from the site, other than by the private car and provide for periodic review. The travel plan shall be fully implemented, maintained and reviewed as so-approved.

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

11. Within six months of the occupation of either building, the operator shall prepare a Delivery Management Plan for its specific building/use to be submitted to and approved in writing by the Local Planning Authority. The scheme shall include information of the delivery times, frequency and vehicles and any mitigation methods to reduce the level of noise on residential properties to the satisfaction of the Local Planning Authority. The scheme shall be implemented in accordance with the approved details and thereafter maintained.

Reason: To protect the residential amenity of dwellings near the site. Relevant policy: Core Strategy CP1 and CP3

12. No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted

to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason: To protect the Aquifers and the river from potential migration of any historic contamination mobilised during development of this site. Relevant Policy: Core Strategy Policy CP1 and CP3

13. If contamination is found at any time during site clearance, groundwork and construction the discovery shall be reported as soon as possible to the Local Planning Authority. A full contamination risk assessment shall be carried out and if found to be necessary, a 'Remediation Method Statement' shall be submitted to the Local Planning Authority for written approval. Works shall be carried out in accordance with the approved 'Remediation Method Statement' and a final Validation Report shall be submitted to the Local Planning Authority before the site (or relevant phase of the development site) is occupied.

14. a) The development hereby permitted shall not be carried out unless in accordance with the submitted tree protection works (the approved scheme) as shown on plan numbers 'DLA-1713-L02 Rev 2' and 'DLA-1713-L03 Rev 2'. The tree protection measures approved shall be implemented in complete accordance with the Approved Scheme for the duration of the development (including, unless otherwise provided by the Approved Scheme) demolition, all site preparation work, tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening or any other operation involving use of motorised vehicles or construction machinery.

b) No development (including any tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening or any other operation involving use of motorised vehicles or construction machinery) shall commence until the local planning authority has been provided (by way of a written notice) with a period of no less than 7 working days to inspect the implementation of the measures identified in the Approved Scheme on-site.

c) No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within an area designated as being fenced off or otherwise protected in the Approved Scheme.

d) The fencing or other works which are part of the Approved Scheme shall not be moved or removed, temporarily or otherwise, until all works including external works have been completed and all equipment, machinery and surplus materials removed from the site, unless the prior approval of the local planning authority has first been sought and obtained.

Reason: To secure the protection throughout the time that the development is being carried out of trees shrubs or hedges growing within or adjacent to the site which are of amenity value to the area, and to allow for verification by the local planning authority that the necessary measures are in place before development

and other works commence Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21

15. The development hereby approved shall be carried out in accordance with the landscaping details as agreed in the 'Landscaping Planting Palette, Davies Landscape Architects, May 2016, DLA/1713/RPT/01', 'Tree Survey, Davies Landscape Architects, June 2016', 'Davies Landscape Architects Covering letter dated 22nd July 2016', 'DLA-1713-L 01 Rev 2', 'DLA-1713-L 04 Rev 3' and 'DLA-1713-L 05 Rev 2' received by the Local Planning Authority on 20th June 2016 and the revised plans on 22nd July 2016. All hard and soft landscape works shall be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a timetable approved in writing by the local planning authority. Any trees or plants which, within a period of five years after planting, are removed, die or become seriously damaged or defective, shall be replaced in the next planting season with others of species, size and number as originally approved and permanently retained.

Reason: In the interests of visual amenity. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21

16. The development hereby approved shall be carried out in accordance with the details as agreed in 'Energy Statement – Dunwoody May 2016' received by the Local Planning Authority on 20th June 2016.

Reason: To ensure developments contribute to sustainable development.

Relevant policy: NPPF Section 10 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Core Strategy policy CP1, Managing Development Delivery Local Plan policy CC05 & the Sustainable Design and Construction Supplementary Planning Document.

17. The development hereby approved shall be carried out in accordance with the details as agreed in 'External Lighting Design Report Dunwoody May 2016' and 'External Lighting Layout 20788/E/1002 P2' received by the Local Planning Authority on 20th June 2016.

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

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

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

19. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater.

Reason: To protect the Aquifers and the river from potential migration of any historic contamination mobilised through the use of deep penetrative foundations.
Relevant Policy: Core Strategy policy CP1 and CP3

20. No construction work relating to the development hereby approved, including works of demolition or preparation prior to building operations, shall take place other than between the hours of 08:00 and 18:00 Monday to Friday and 08:00 to 13:00 Saturdays and at no time on Sundays or Bank or National Holidays.
Reason: To protect the occupiers of neighbouring properties from noise and disturbance outside the permitted hours during the construction period. Relevant policy: Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy CC06.
21. No trees, shrubs or hedges within the site which are shown as being retained on the approved plans shall be felled, uprooted wilfully damaged or destroyed, cut back in any way or removed without previous written consent of the local planning authority; any trees, shrubs or hedges removed without consent or dying or being severely damaged or becoming seriously diseased within 5 years from the completion of the development hereby permitted shall be replaced with trees, shrubs or hedge plants of similar size and species unless the local planning authority gives written consent to any variation.
Reason: To secure the protection throughout the time that development is being carried out, of trees, shrubs and hedges growing within the site which are of amenity value to the area. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21
22. The new buildings shall achieve BREEAM level 'Very Good' in accordance with the requirements of BREEAM [or such national measure of sustainability for non-residential design that replaces that scheme].
Reason: To ensure developments contribute to sustainable development. Relevant policy: NPPF Section 10 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Core Strategy policy CP1 and Managing Development Delivery Local Plan policy CC04
23. The visibility splays at the junction of Suttons Park Avenue and the entrance road to the site shall be cleared of any obstruction exceeding 0.6 metres in height and maintained clear of any obstruction exceeding 0.6 metres in height at all times.
Reason: In the interests of highway safety and convenience. Relevant policy: Core Strategy policies CP3 & CP6
24. Notwithstanding the provisions of the Town and Country Planning, (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), the discount food store hereby approved shall only have a maximum of twenty five percent (25%) of the total floor space used for the sale of the following goods:
- (i) Clothing and footwear, fashion accessories including handbags and luggage, watches and jewellery;
 - (ii) Pharmaceutical and personal care products (including perfumes, toiletries, spectacles and contact lenses;
 - (iii) Books, music records and CDs, DVDs and other recorded media; and
 - (iv) Toys
- Reason: In the interest of preserving the vitality and viability of neighbouring retail*

centres in accordance with the NPPF and Policy CP13 of the Core strategy.

25. Notwithstanding the provisions of Part 7, Class A of Schedule 2 to the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no enlargement by way of extension, installation of a mezzanine floor or other alteration to any building the subject of this permission shall be carried out without express planning permission first being obtained.

Reason: In the interest of preserving the vitality and viability of neighbouring retail centres in accordance with the NPPF and Policy CP13 of the Core strategy.

26. Notwithstanding the provisions of the Town and Country Planning, (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no additional windows or similar openings shall be constructed in the north east elevation of the retail unit hereby permitted except for any which may be shown on the approved drawing(s).

Reason: To safeguard the residential amenities of neighbouring properties.

Relevant policy: Core Strategy policy CP3

27. Notwithstanding the provisions of the Town and Country Planning, (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no additional equipment shall be constructed or installed in the north east elevation of the retail unit hereby permitted except for any which may be shown on the approved drawing(s).

Reason: To safeguard the residential amenities of neighbouring properties.

Relevant policy: Core Strategy policy CP3

28. Notwithstanding condition 11, no deliveries shall be taken in or dispatched from either building outside the following times:

[07:00 – 22:00] Monday - Saturdays

[09:00 – 18:00] Sundays, Bank or Public Holidays

Reason: To safeguard residential amenities. Relevant policy: Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policies CC06 and TB20.

29. No customer shall be permitted to be on the premises of the A1 use hereby permitted outside the following times:

[08:00 – 22:00] Mondays – Saturdays,

[10:00 – 17:00] Sundays and public holidays.

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

30. No customer shall be permitted to be on the premises of the A3/A5 use hereby permitted outside the following times:

[05:30 – 22:00] Mondays – Saturday,

[08:00 – 20:00] Sundays and public holidays.

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

Informatives

1. The applicant is reminded that this approval is granted subject to conditions which must be complied with prior to the development starting on site. Commencement of the development without complying with the pre-commencement requirements may be outside the terms of this permission and liable to enforcement action. The information required should be formally submitted to the Council for consideration with the relevant fee. Once the details have been approved in writing the development should be carried out only in accordance with those details. If this is not clear please contact the case officer to discuss.
2. Thames Water recommends the installation of a fat trap on all catering establishments. Also, and in line with best practice, the collection of waste oil by a contractor particularly to recycle for the production of bio diesel.
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. All sewage or trade effluent should be discharged to the foul sewer if available subject to the approval of Thames Water Utilities or its sewerage agent
5. The requisite Travel plan would need to comply with the latest national and local guidance:
 - 1) NPPF Section 4 (Sustainable Transport)
 - 2) The Essential Guide to Travel Planning (DfT, March 2008)
 - 3) Delivering Travel Plans Through the Planning Process (DfT, April 2009)
 - 4) A Guide on Travel Plans for Developers (DfT)
 - 5) Making Residential Travel Plans Work (DfT, June 2007) All accessible at: <http://www.dft.gov.uk/pgr/sustainable/travelplans/>
<https://www.gov.uk/government/policies/improving-local-transport>Also: WBC Transport Plan 3 and Active Travel Plan 2011 – 2026, WBC Workplace Travel Plan Guidance and Residential Travel Plan Guidance. Documents, covering workplace travel plans and residential travel plans provide local guidance and are available on the Borough's website.
6. The submission of the Travel Plan should include the travel surveys undertaken within the first six months of occupation.
7. With respect to conditions x and x, these shall not be fully discharged until both operators have submitted the respective details.
8. The Environment Agency has reviewed the Ramboll Environment Phase 1 Environmental Review for Plots A & B Sutton Business Park dated 8th April 2016; the Soil Consultants Interim Ground Investigation Report for Plot B Suttons Business Park dated 30 May 2016 and the Ramboll Environment Phase I and II Environmental Site Assessment for Plot B Sutton Business Park dated 9th June 2016 and is satisfied that part 1 of condition x has been fulfilled.

PLANNING HISTORY	
05560	Light industrial unit and offices refused on 1 st February 1977
06210	Light industrial unit and offices conditionally approved on 14 th April 1977
06375	Light industrial unit and offices conditionally approved on 12 th May 1977
07621	Alterations to approved layout for light industrial unit conditionally approved on 19 th January 1978
08559	Construction of a generator pit conditionally approved on 8 th June 1988
14088	Extension of factory and offices refused on 25 th September 1980
15797	Extension of factory and offices conditionally approved on 30 th July 1981
23266	Erection of two portakabins to house electronic test gear and units and the processing thereof conditionally approved on 4 th April 1985
40527	Application under section 73 for the removal of conditions 19 and 20 on consent no. 06375 conditionally approved on 4 th March 1993
40553	Application under section 73 for the removal of condition 17 of consent no. 15797 conditionally approved on 5 th March 1993
42508	Two Hoardings conditionally approved on 6 th June 1994
F/2004/2636	Installation of 2 chiller units to side of building conditionally approved on 2 nd November 2004
A/2006/6890	Erection of externally illuminated adverts conditionally approved on 29 th March 2006
A/2012/0429	Advertisement consent for the erection of various illuminated and non-illuminated signs to include 1no freestanding site directory sign and 11free standing directional signs conditionally approved on 15 th May 2012
161066 (land adjacent to the application site)	Full application for the demolition of existing Class B1 office buildings (Units 68 and 69) and the erection of three Class B2/B8 industrial units with ancillary office space and car parking/ landscaping, refurbishment of existing Class B8 storage and distribution building (Unit 27-28) and reconfiguration of car parking area; the erection of a new Class B2/B8 industrial unit with ancillary office space together with new car parking and landscaping; erection of a new security hut conditionally approved on 29 th June 2016

SUMMARY INFORMATION	
Site Area	0.93 hectares
Existing units	1 (B1a - office)
Proposed units	2 (A1 – retail, A3/A5 – restaurant/takeaway)
Existing parking spaces	35
Proposed parking spaces	129
Existing footprint	3,430m ²
Proposed footprint	A1 use - 1822 m ² , A3/A5 use - 201 m ² . Total - 2023 m ²

CONSULTATION RESPONSES	
Berkshire Archaeology	No objection subject to condition (4)
Crime Prevention Design Officer	No comments received
Environment Agency	No objection subject to conditions (7, 12, 19)

Royal Berkshire Fire and Rescue	No objection
National Grid	No comments received
Southern Gas Networks	No comments received
SSE Power Distribution	No comments received
Thames Water	No objection subject to informatives (2 – 4)
Reading Borough Council	No comments received
WBC Highways	No objection subject to conditions (8 – 11, 18, 20, 23)
WBC Biodiversity	No objection
WBC Tree and Landscape	No objection subject to conditions (14, 15, 21)
WBC Environmental Health	No objection subject to conditions (7, 12, 13, 19)
WBC Drainage	No objection subject to condition (5)
WBC Land Use and Transport (Policy)	No objection
WBC Waste Services	No comments received
WBC Economic Sustainability Team (Employment Skills)	No objection subject to condition (6)

REPRESENTATIONS

Earley Town Council: Request condition to prevent additional access from roundabout (Officer Note: The application does not propose any changes to the roundabout and does not require this to be acceptable in planning terms. Therefore it would be unreasonable to include such a condition as it is not necessary to make the application acceptable).

Woodley Town Council: No objection

Local Members: No comments received

Neighbours: 3 letters of objection received with regards to the following:

- No need for additional shops and there are others in the vicinity (see principle of development)
- Increase in rubbish which is already bad in the area (see paragraph 26)
- Noise would occur from Aldi building from equipment and deliveries (see paragraph 25)
- Trolleys could be left in the area (Officer Note: Not material planning consideration)
- Units could operate 24 hours (see paragraph 24)
- Increased traffic in an already busy area (see paragraph 28)
- Trees to be cut down should be saved (see paragraph 34)
- Aldi store would cause a loss of light (see paragraph 23)
- Light pollution from security lights (see paragraph 27)
- New Aldi and Costa would impact on vitality and viability of existing local centres(see principle of development)
- Boundary trees and hedgerows would not survive construction (see paragraph 34 and 35)
- White colour of the Aldi building would cause glare (Office note: Although glare can be a material planning consideration, in this instance the white render of the building would not cause sufficient glare which would result in a harmful impact)

1 Letter of support received with regards to the following:

- Provides facility for local residents
- Uses a vacant site

For information, consultation with local residents was carried out by the applicant prior to the submission of the application. 26 responses were received of which 23 indicated their support for the proposal and 3 objected.

APPLICANTS POINTS

- Despite marketing, existing B1 use has not been taken up and therefore opportunity to redevelop to a different B use has arisen
- Existing accesses and landscaping buffers can be protected
- Redevelopment would create jobs
- Responds successfully to the character of the area
- Part of a wider redevelopment of Suttons Business Park to remain relevant and current in today's 'Office Park' culture

PLANNING POLICY

National Policy	NPPF	National Planning Policy Framework
Adopted Core Strategy DPD 2010	CP1	Sustainable Development
	CP3	General Principles for Development
	CP6	Managing Travel Demand
	CP7	Biodiversity
	CP9	Scale and Location of Development Proposals
	CP13	Town Centres and Shopping
	CP15	Employment Development
Adopted Managing Development Delivery Local Plan 2014	CC01	Presumption in Favour of Sustainable Development
	CC02	Development Limits
	CC03	Green Infrastructure, Trees and Landscaping
	CC04	Sustainable Design and Construction
	CC05	Renewable energy and decentralised energy networks
	CC06	Noise
	CC07	Parking
	CC09	Development and Flood Risk
	CC10	Sustainable Drainage
	TB11	Core Employment Areas
	TB12	Employment Skills Plan
	TB15	Major Town and Small Town/ District Centre development
	TB16	Development for Town Centre Uses
	TB20	Service Arrangements and Deliveries

		for Employment and Retail Use
	TB21	Landscape Character
Supplementary Planning Documents (SPD)	BDG	Borough Design Guide – Section 7

PLANNING ISSUES

Description of Development:

1. The scheme is for the demolition of unit 21 and the erection of two buildings; an A1 use building for retail and an A3/A5 use building for a restaurant and drive-through. It is part of the redevelopment of this section of Suttons Business Park and follows the approval of planning application 161066 involving the replacement of B1 use buildings with B2/B8 use buildings.
2. Unit 21 is currently an office building at the edge of Suttons Business Park and is accessed from Suttons Park Avenue. The access has parking either side but leads to a larger area of hard standing and additional parking. To the east of the site is an area of grass with trees situated on the boundary.
3. The proposal would demolish this unit and replace it with two buildings and an area hard standing for car parking. The first building is proposed as a retail outlet and would be a rectangular building with a longer warehouse section to the rear resulting in the building being at most 64.6 metres in length and 30.1 metres in width. The building would have a flat roof at a height of 5.6 metres. The second building is proposed for a drive-through A3/A5 coffee shop/cafe. It would be rectangular with a length of 16.3 metres and a width of 11.1 metres and a small entrance section projecting 2.5 metres at a width of 4.1 metres. The building would have a mono-pitched roof with a total height of 5.3 metres and an eaves height of 4.5 metres. Between the two buildings would be a parking area leaving a landscaping strip, which currently exists around the outside of the buildings.
4. The drive-through A3/A5 coffee shop/café is a relatively new use in the UK and certainly in the Borough. Whilst the primary function of the unit would be the selling of food and hot drinks, this could either be through a standard restaurant approach, or through the drive-through element. These are separate use classes as defined by the Use Classes Order and as a result, the description of the proposal has been altered slightly to reference the fact the building would be a mixed A3/A5 use.

Principle of Development:

5. The National Planning Policy Framework has an underlying presumption in favour of sustainable development which is carried through to the local Development Plan. The Managing Development Delivery Local Plan Policy CC01 states that planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise.
6. The site is located within a major development location and as such the development is acceptable in principle providing that it complies with the policies

within the Core Strategy. In regards to Policies CP1 and CP3, it is noted that the proposal would provide a retail use on a brownfield site with suitable transport links and in that respect would be acceptable. However, the proposal site is within a Core Employment Area as stated in Policy CP15 and TB11.

7. Policy CP15 aims to promote development for business, industry or warehousing and states that any changes of use from B1, B2 or B8 uses should not lead to a net loss of B use floor space across the Borough. The demolition of unit 21 would result in the loss of 3794m² of B use floor space and its replacement with 1421m² of A1/A3/A5 retail floor space. As such, on the site there would be a loss of B use floor space but it is acknowledged this should take into account the recently approved application 161066 which resulted in an increase in B use floor space. Furthermore, across Suttons Business Park as a whole, there has been an increase in B use floor space over the past 5 years. It is acknowledged that each application should be considered on its own merits however the above factors lend weight in support of the application.
8. The Policy Officer has stated that the Employment Land Monitoring Report for April 2013 – March 2014 demonstrates that there has been a net gain of 3,649m² of B use floor space in the Borough since 1st April 2006. Furthermore there are extant permissions for 88,099m² across the Borough although it is acknowledged the timescale of these being completed cannot be certain. The Policy Officer also notes that with regard to the previous application adjacent to the site, there would only be a 1483m² loss of floor space which would not result in a net loss across the Borough. In this respect, whilst resulting in a loss of B use floor space on the site, the proposal is not considered to compromise the need for B use floor space across the Borough and is therefore not contrary to policy CP15 in a quantitative aspect.
9. Notwithstanding the above, there is a qualitative aspect to CP15 not least that it seeks to encourage business, industry and warehousing in Core Employment Areas rather than retail. On face value therefore the loss of office space and its replacement with retail would conflict with this aim. Nonetheless it is considered there are a number of material considerations to consider that could potentially outweigh this conflict.
10. *Marketing:* A marketing report by Haslams, Chartered Surveys, has been submitted and outlines the marketing strategy and results for a number of units at Suttons Business Park. With regards to unit 21, the office has been on the market since October 2014 and has received one viewing in that time. Marketing included internet advertising on a number of sites (e.g. Haslams, Savills and Zoopla), a marketing board visible from the A4 adjacent to the site and regular circulation of details to local agents. Whilst it is acknowledged that financial incentives have not been offered during this time, the office is a bespoke design constructed in 1990 and the marketing report considers office requirements have changed since then. The report also sets out that the supply of office space in the Greater Reading area comes from a number of different sources including Winnersh Triangle, Forbury Place, Station Hill and Green Park. Furthermore that the demand for office space in the past two years has been driven by good quality Grade A buildings and proximity to Crossrail. The report concludes that the benefits to the viability and vitality of the park outweigh the loss of office space particularly due to the creation of employment opportunities.

11. *Social/Economic benefit:* A socio-economic benefit statement has been submitted by the Strutt & Parker, agent for the application. This sets out the wider economic status of Suttons Business Park including the fact the site is within the Thames Valley Berkshire Local Enterprise Partnership (LEP). Although not directly related to local planning policies, the LEP is an indication of the economic role the site has. It is noted that at paragraph 19, the NPPF states “planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system”. The report states that the scheme will provide employment opportunities through the construction phase and the development itself which has a positive social benefit. Furthermore, the construction and use of the scheme will have wider ranging economic benefits on the local economy.
12. *Attractiveness of the Park:* The submitted documents make reference to the attractiveness of the park and how it is in competition with other business parks to encourage occupiers into the area. Most noticeably is Green Park in Reading which is stated as having international recognition for its success in attracting and maintaining employers. Some of the success of this is attributed to the range of amenities available at or near business parks including retail outlets, restaurants and banks. Whilst this does not in itself justify retail development, weight should be given to the changing requirements of business parks and the need to maintain their attractiveness.
13. *Sequential Test:* As per policy TB16 of the MDD Local Plan, proposals for retail uses of 500m² or more outside primary shopping areas should satisfy a sequential test. The test submitted by the applicant covers a one mile radius (1.6km) of the site, as well as Woodley Town Centre. This was agreed prior to the submission of the application between the applicant and the Council’s Planning Policy team. Altogether the assessment covers Woodley town centres, as well as district centres that lie within the Reading Borough boundary such as Cemetery Junction, Wokingham Road and Erleigh Road. The test has showed that there are no alternative existing premises for a food store of the proposed size in this area due to the units being smaller in size. It is noted that there is one site potentially able to accommodate the store however this is within Reading Borough. It is allocated for housing in the Reading Borough Council’s strategic plan for the area and therefore unlikely to be acceptable in planning terms. As a result, the Policy Officer is satisfied that the evidence shown demonstrates there are no other suitable alternative sites.
14. *Retail Impact Assessment:* Policy TB16 also requires that proposals of this size submit a retail impact assessment and these should be informed by the NPPF. The retail impact assessment highlights that Aldi’s trading approach is designed to complement other retailers rather than provide direct competition. An example highlighted is that this size of store would hold approximately 1500 lines of products where the Tesco at Napier Road, Reading holds approximately 40,000 lines. The assessment also highlights the likely growth in population and resultant increase in demand for goods in the Borough over the next five years as well as the lack of other discount retailers in the search area, with the exception of Lidl in Woodley. Specifically, the assessment takes into account two sites identified by the Council for retail development: land at Peach Place,

Wokingham and Land at Elms Field, Wokingham. However, both of these areas are promoted for small scale, boutique stores and not medium sized retail outlet. As such the impact of an Aldi at the application site is not considered to be harmful to these areas.

15. Using evidence from the Wokingham Retail Study Update 2014, the retail Impact assessment showed that 38% of expenditure by residents of Woodley and Earley was being spent outside of Wokingham Borough in 2014 and therefore the proposal is an opportunity to 'reclaim' some of this expenditure. According to the Retail Study Update, convenience retail facilities in the Borough were trading 16% above national average levels in 2014 which again indicated that there was a need for more convenience goods stores. However, paragraph 26 of the NPPF states that an impact assessment should be for up to five years from the time the application is made. This means that the impact should be assessed from a baseline of 2016 up until 2021. Table 12 of the Retail Study Update (2014) shows that when convenience goods floor space commitments are taken into consideration, the amount of net convenience floor space that was anticipated in the Woodley/Lower Earley household survey area (Zone 6) is that there will be a need for 2491sqm (net) convenience floor space. The proposed Aldi Store has a 1,003sqm net sales area for convenience goods, and would therefore accommodate for some of this need in the area.
16. Furthermore, the nearest retail outlet in terms of distance, the M & S store on London Road to the north, has a substantially different market to the extent it is not directly comparable to the proposed Aldi store. It is noted however, that the store could be used by someone other than Aldi without requiring planning permission. As a result, and based on the circumstances of the case, condition 24 limits the sale of goods other than food to ensure that the use of the building remains in line with the planning application. Based on this, the Policy Officer is satisfied that the assessment demonstrates no harmful impact would occur on other retail outlets within the search area.
17. *Conclusion:* The net loss of B use floor space in a Core Employment Area is by itself a negative impact. Indeed the introduction of retail elements could be considered to dilute the area and its specific designation as an area for business and industrial activities. Nonetheless, if there are valid material considerations that outweigh this then they should be given significant weight. Important to the scheme is the marketing of the unit that has occurred. It has been marketed as an office but has received very low interest due to the demand being for higher grade offices in other areas. In particular this has left a vacant building at the entrance of the park. The proposal would therefore utilise brownfield land and of greater significance, create jobs in the area. Substantial weight is given to this element not least as the current building does not provide any employment opportunities. To a lesser extent, weight is also given to the attractiveness of the park as the proposal would increase the amenity facilities in the area and this would indirectly help maintain jobs at Suttons Business Park.
18. The Sequential test demonstrates that there are no realistic alternative sites that could accommodate such a development. Furthermore, the retail impact assessment shows that the development would not have a substantially harmful impact on other retail outlets in the area. As a result, these material considerations cumulatively, are considered to outweigh the harm identified by

introducing a retail use in a Core Employment Area.

Character of the Area:

19. The existing building is a two storey, flat roof office building with constructed mainly of glass and brick with cladding. It is at the entrance of Suttons Business Park and therefore visible from a number of areas. Parking is provided to the west of the building but primarily to the north in an area of hard standing. To the east of the building is a grass area which also supports a number of trees which link round to Shepherds House Lane. The A4, to the south of the site is a designated Green Route and therefore has a strong tree line and indeed the entrance to Suttons Park Avenue maintains this tree line.
20. The proposal would redevelop the site to provide two retail buildings. Whilst this is different from the existing office use, the scheme would still be commercial in nature and therefore the proposed retail use is not considered to conflict with the character of the area in this respect.
21. In terms of the physical scale of the buildings, the replacement buildings would have a smaller footprint than the existing although it is acknowledged there would be a large area of hard standing between them. Nonetheless, the site is an existing business park where buildings of different sizes and shapes are to be expected. Furthermore, both buildings would have relatively low roof forms and indeed lower than other buildings in the business park. However, the A1 supermarket would be located much closer to the boundary with Shepherds House Lane and it is noted it would extend along this section of the site for some distance. To a certain extent, the proximity to the boundary is mitigated by the reduction in height in comparison to the existing building although it would be greater in length. However the vegetation barrier at the edge of the site would remain and be enhanced with additional trees along the boundary. This is considered to help mitigate the proximity of the building form.
22. In terms of the visual appearance of the buildings, the A1 supermarket would primarily be finished in a white render with powder coated aluminium canopy and window details. The A3/A5 drive through coffee shop building would be similar with additional timber cladding. It is noted this would have a more modern appearance and indeed is different from the existing buildings however, Suttons Business Park contains numerous designs and uses of materials and there is not a set or repeating appearance. Furthermore, views from the street scene are currently of a commercial nature and there would be no change from this as a result of the proposal. As such, the scheme is not considered to conflict with the character of the area.

Residential Amenities:

23. The closest properties that could potentially be impacted would be along Shepherds House Lane as a result of the A1 supermarket building. Whilst it is acknowledged that the unit would be of a large scale, it would be located more than 25 metres from these properties. This separation distance would ensure that no harmful impact would occur on residential amenity in terms of overbearing, overlooking or a loss of light. In addition, landscaping would help to limit views of

the proposal from these properties although some consideration should be given to the fact unit 21 is visible at the moment. Indeed a plan has been submitted to demonstrate that the landscaping to be planted would grow over time to match the height of the proposed building. As such, it is considered no harmful impact in planning terms would occur.

24. As a result of the proposed use it is acknowledged that some noise could occur however it should be noted that the properties already exist next to the business park and the railway line. In terms of the A1 supermarket building, the plans indicate that the delivery area would be to the front elevation (i.e. on the opposite side to Shepherds House Lane) and the plant area would be located to the side. The Environmental Health Officer has not raised any objection to this and as such, is considered acceptable. However, it is considered appropriate to ensure that no additional windows or doors could be installed on the rear elevation as well as any additional equipment such as air condition units. This is controlled by condition 26. With respect to noise during construction, this would be limited to suitable working hours as controlled through condition 20. It is also noted that comments have been received with regards to hours of operation and particularly that it would be 24 hours. This is not the case and would be limited as per conditions 29 and 30.
25. Policy TB20 of the MDD Local Plan requires proposals to demonstrate they will not detrimentally impact the area in terms of service arrangements and deliveries. It also indicates that the use of planning conditions will be important in achieving this. With regards to the A1 supermarket building, the delivery point would be to the front of the building which would help mitigate the impact of deliveries. Additionally, suitable turning and parking space for a lorry is provided. The drive through A3/A5 coffee shop building is not of a size and scale that requires deliveries in the same way as other buildings. Additionally, it is located further away from residential properties. Nonetheless, and in regard to policy TB20, condition 11 secures a delivery management plan for both buildings to ensure appropriate delivery schedules can occur. It is acknowledged however that night time deliveries could have a detrimental impact on residential amenity due to the lack of other activity in the area at this time. As a result, and further to the delivery management plan, condition 28 prevents deliveries during night time hours. As such, subject to these conditions, the proposal is considered to accord with TB20.
26. Whilst comments have been received with regards to rubbish generation, there is space set out for commercial bins on the site. Furthermore, the provision of bins for waste is not a material planning consideration but it is noted that sufficient space would be provided for bins particularly around the drive-through coffee shop/café.
27. An external lighting strategy has been submitted which details the type and location of lighting. The layout of the lighting has been designed to minimise the impact on nearby properties and indeed modern lighting fixtures are much improved in terms of direction of lighting compared to the existing fixtures that are on the current building.

Access and Movement:

28. **Traffic Generation:** A Transport Statement has been submitted with the application and in respect of trip rates; the Wokingham Strategic Transport Model Forecasting Methodology Report has been used. The report demonstrates that whilst there would be an increase in traffic as a result of the proposal, this could satisfactorily be accommodated on the highway network. It is also likely that some trips would be 'diverted' trips with users of the site already using the local highway network. Furthermore, the number of HGV's generated by the development (three in the AM peak and one in the PM peak) would be negligible when compared to the existing use. The Highways Officer has considered this statement and agrees with its conclusions subject to conditions. Furthermore a framework travel plan has been submitted and indicates other potential sustainable modes of transport. This would need to be developed further and therefore this is secured through condition 10. Similarly, covered cycle storage can be secured through condition (9).
29. **Highway Safety and Access:** The site currently has an access to Suttons Park Avenue and the scheme proposes to utilise this. The Highways Officer raises no objection in this respect.
30. Additionally, a suitable servicing and turning area for lorries for deliveries is proposed. It is noted however that due to the scale of the proposal, during construction there would be a number of deliveries required. As such, the Highways Officer has requested a Construction Management Statement be controlled by condition (8).
31. **Parking:** In terms of the red line of the site, there are currently 35 parking spaces. Whilst unit 21 does have more parking spaces associated with it, these were used in the calculations for the previous planning application adjacent to the site, 161066. As a result, the increase in parking provision appears quite high however due to the change of use; the existing parking provision is not the main consideration. The proposal would provide 129 parking spaces across the site. This takes into account both the A1 and A3/A5 uses with a small surplus to account for seasonal variations and it should be noted these uses are considered to have a higher parking demand than a B1 use. The Highways Officer has considered the parking provision and is satisfied that the amount and layout is in accordance with the Council's parking standards. As such, no objection is raised subject to condition (18).
32. **Sustainability:** Secure, covered cycle storage is indicated and a Travel Plan would also help ensure other transport modes than the private car would be used. This would be submitted after the occupation of the site which would allow for detailed surveys of travel patterns to be undertaken. The site is already well served by public transport and is within suitable distance to rail and road links.

Flooding and Drainage:

33. The site is located in Flood Zone 1 however as it is greater than a hectare in size a Flood Risk Assessment is required. The submitted FRA shows that the site is at low risk from flooding but to ensure flood risk would not increase as a result of the proposal, a surface water drainage strategy is required. The Council's

drainage consultant has considered the FRA and agrees with its recommendations however requires further information regarding BRE365 test results and infiltration which can be secured through a condition (5).

Landscape and Trees:

34. In terms of the landscape, the site is within Suttons Business Park which is an established business location in the Borough. The area is relatively urban however Suttons Business Park contains a significant amount of trees and the section along the A4 (adjacent to units 68 and 69) is a designated Green Route. The trees along the boundaries of the site are important in helping the larger buildings integrate into the area and also provide a screen and division between the business land use and the nearby residential land use. Although some trees would be lost as a result of the proposal, the line of trees to the boundaries would be retained and enhanced with new planting. As a result, the proposal would result in betterment across the site and therefore has an acceptable impact on the landscape. The Tree and Landscape Officer has requested some changes to the proposed species but is satisfied that the landscaping is acceptable.
35. Due to the scale of the works proposed, it is considered that suitable tree protection methods would be required and this can be controlled by condition. As such, the Tree and Landscape Officer does not object to the proposal, subject to conditions (14, 15 and 21).

Environmental Health:

36. Due to the former uses, the land is potentially contaminated and a report into this has been submitted with the application. The Environment Agency and the Environmental Health Officer have considered this report and are satisfied with its conclusions. As a result, it is recommended that a condition requires further work including a remediation strategy and verification plan (7). In addition, the Environment Agency has requested a condition to prevent piling being used during construction unless agreed in writing with the LPA (19).

Ecology:

37. An Ecology Report has been submitted with the application and concludes that due to the dominance of hard standing and buildings the site is of low ecological value. Furthermore, there was no evidence found of bats within unit 21. The Ecology Officer has considered this report and raises no objection to it and as such, no, harmful impact is considered to occur.

Sustainable Design/Construction:

38. In line with Policy CC04 of the MDD, proposals for non-residential development over 100 square metres should as a minimum achieve the mandatory BREEAM requirements but seek to achieve higher. It is considered a 'Very Good' rating could be achieved and, as such, a condition requiring this is proposed (22).
39. Policy CC05 requires non-residential proposals of more than 1,000 square metres gross floor space to deliver a minimum 10% reduction in carbon

emissions through renewable energy or low carbon technology. An Energy Statement has been submitted which states how this would be achieved through the use solar PV panels and air source heat pumps for both buildings. As such, it is considered necessary to condition that the development is carried out in accordance with this statement (16).

Community Infrastructure Levy:

40. The proposal is for retail space outside of the local centres as defined in policy CP13. As such, it is liable for CIL payments at £50 per square metre.

Archaeology:

41. Due to potential archaeological remains in the area, an Archaeological Evaluation (TVAS 16e46ev 29/04/16) has been submitted which sets out a first phase of archaeological investigation. The Council's archaeological consultant raises no objection to this document but due to further phases possibly being required, recommends a condition for a written scheme of investigation (4).

Employment Skills:

42. Policy TB12 of the MDD requires major applications to demonstrate how they can encourage the use of local skills and employment. Whilst this typically works better with larger residential schemes, the proposal is considered appropriate for this and therefore a condition requiring a plan to be submitted is included (6).

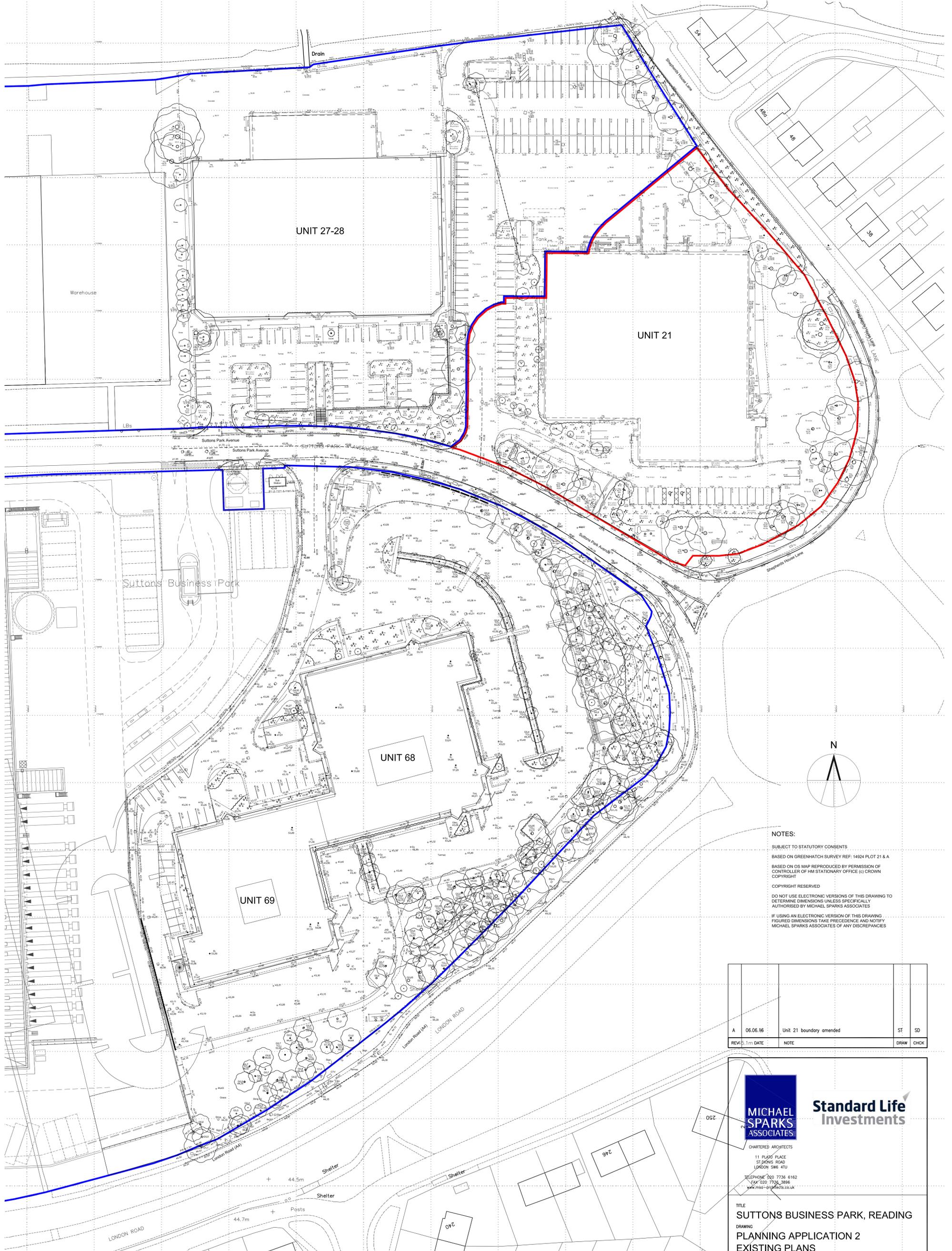
CONCLUSION

The application is considered to be acceptable in principle as the impact of the loss of the offices in a Core Employment Area is outweighed by other material considerations. The resultant buildings would be in keeping with the character of the area and subject to conditions, no harmful impacts would occur with regards to highways, drainage, contamination or trees. As such, the proposal is considered to accord with local and national planning policy and is therefore recommended for approval.

CONTACT DETAILS

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

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NOTES:

SUBJECT TO STATUTORY CONSENTS

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REV	DATE	NOTE	DRAW	CHK
A	06.06.16	Unit 21 boundary amended	ST	SD



Standard Life Investments

CHARTERED ARCHITECTS
11 PLASO PLACE
ST BINKS ROAD
LONDON SW6 4TU

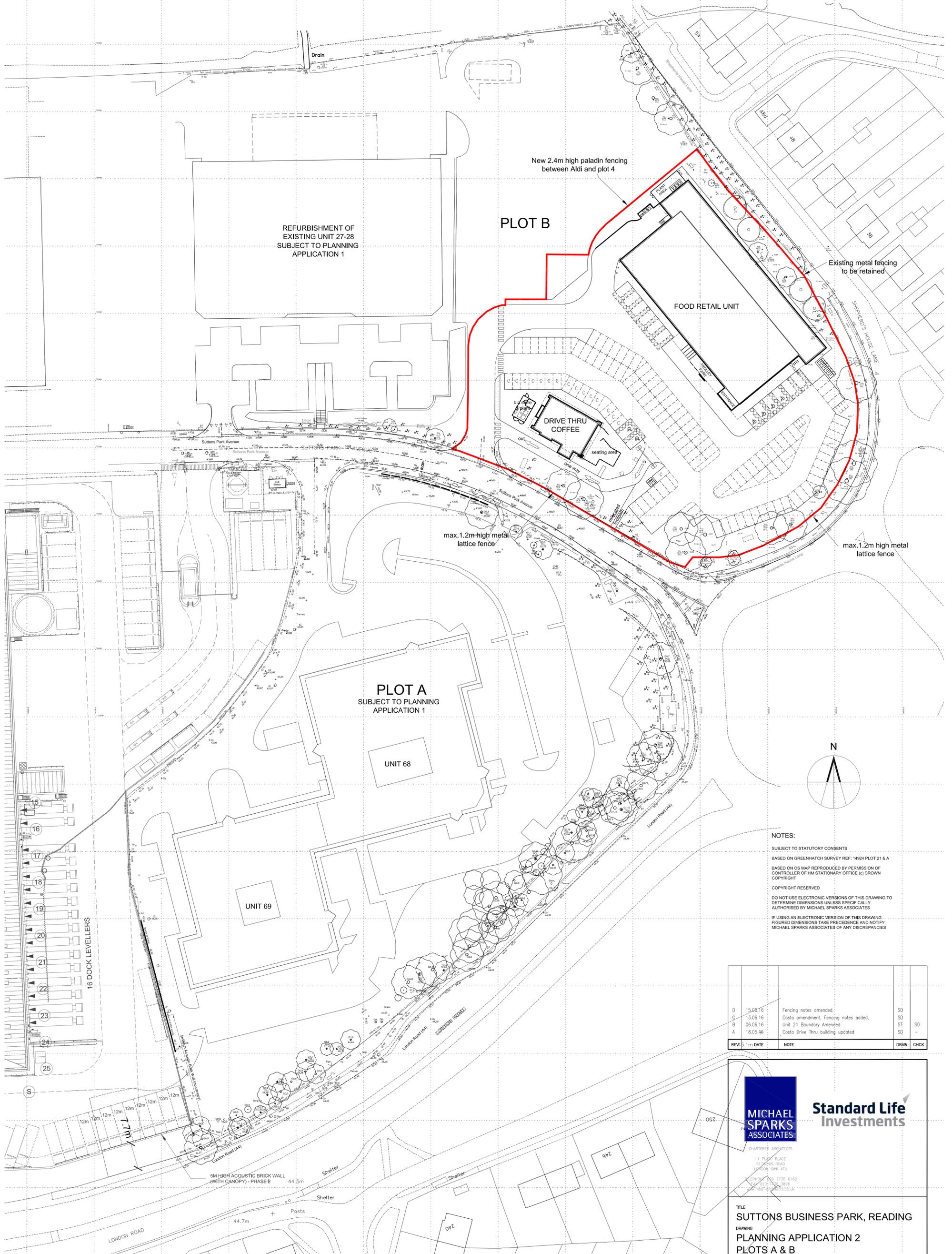
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TITLE SUTTONS BUSINESS PARK, READING		
DRAWING PLANNING APPLICATION 2 EXISTING PLANS		
CLIENT STANDARD LIFE INVESTMENTS		
DATE JUNE 2016	SCALE 1:500@A1	DRAWN SD
	STATUS PLANNING	CHECKED MS
DRAWING NUMBER 30746-PL-112A		

01
112 EXISTING PLAN 1:500



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REFURBISHMENT OF EXISTING UNIT 27-28 SUBJECT TO PLANNING APPLICATION 1

PLOT B

FOOD RETAIL UNIT

DRIVE THRU COFFEE

PLOT A
SUBJECT TO PLANNING APPLICATION 1

UNIT 68

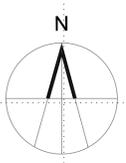
UNIT 69

New 2.4m high paladin fencing between Aldi and plot 4

Existing metal fencing to be retained

max. 1.2m-high metal lattice fence

max. 1.2m high metal lattice fence



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REV	DATE	NOTE	DRAW	CHK
D	15.08.16	Fencing notes amended.	SD	
C	13.06.16	Costo amendment. Fencing notes added.	SD	SD
B	06.06.16	Unit 21 Boundary Amended	ST	
A	18.05.16	Costo Drive Thru building updated	SD	



Standard Life Investments

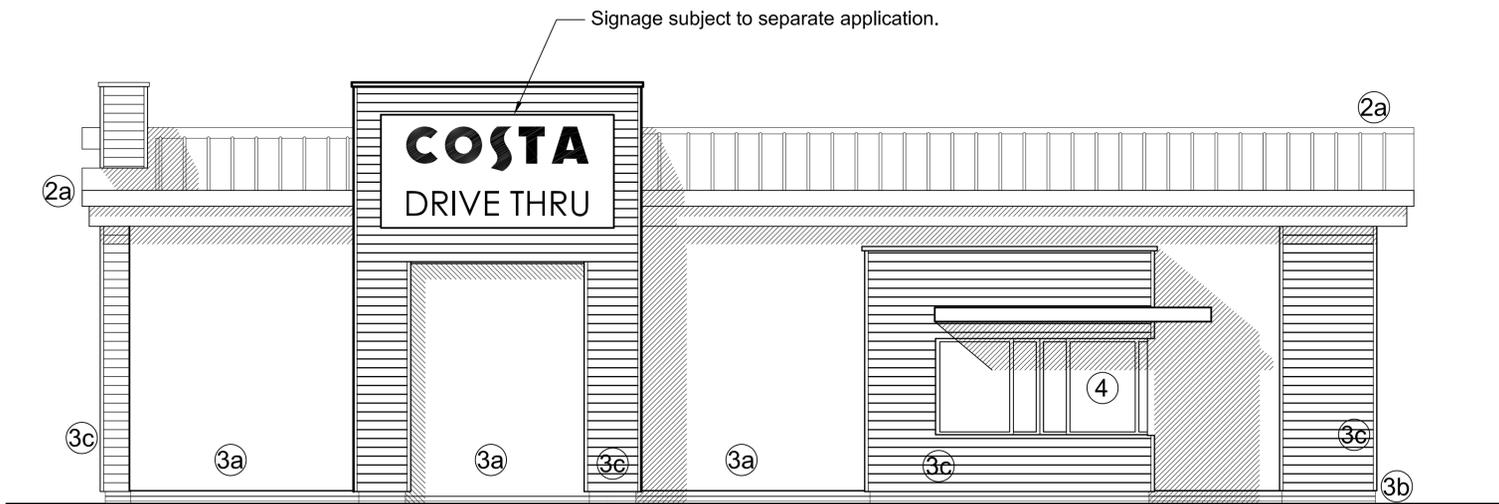
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TITLE SUTTONS BUSINESS PARK, READING		
DRAWING PLANNING APPLICATION 2 PLOTS A & B		
CLIENT STANDARD LIFE INVESTMENTS		
DATE MARCH 2016	SCALE 1:500@A1	DRAWN SD
	STATUS PLANNING	CHECKED MS
DRAWING NUMBER 30746-PL-102D		

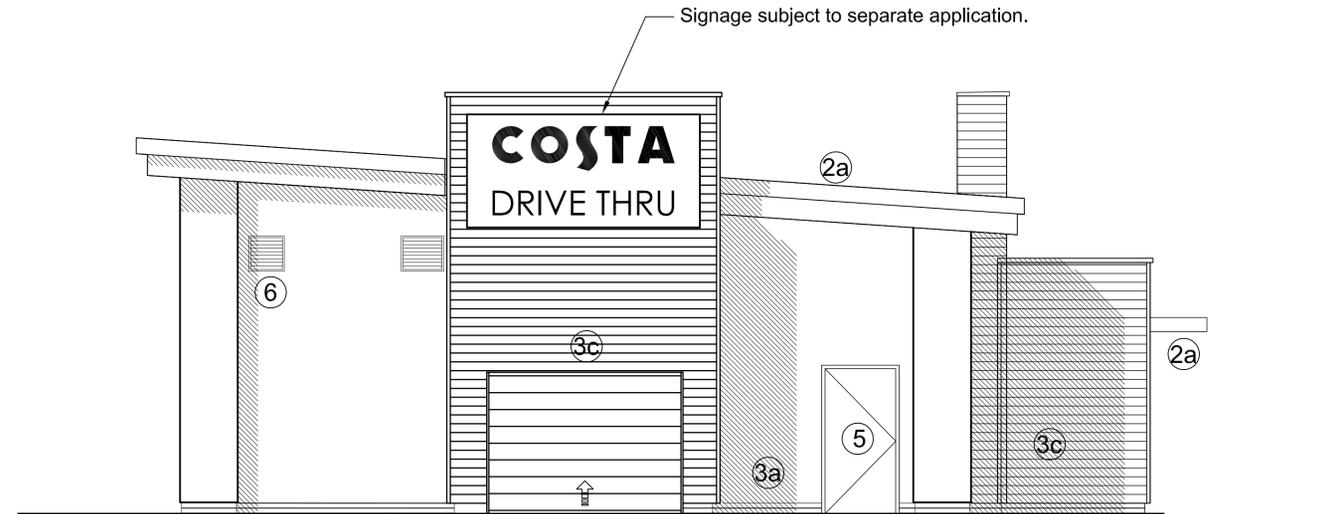
01 SITE LOCATION PLAN 1:500



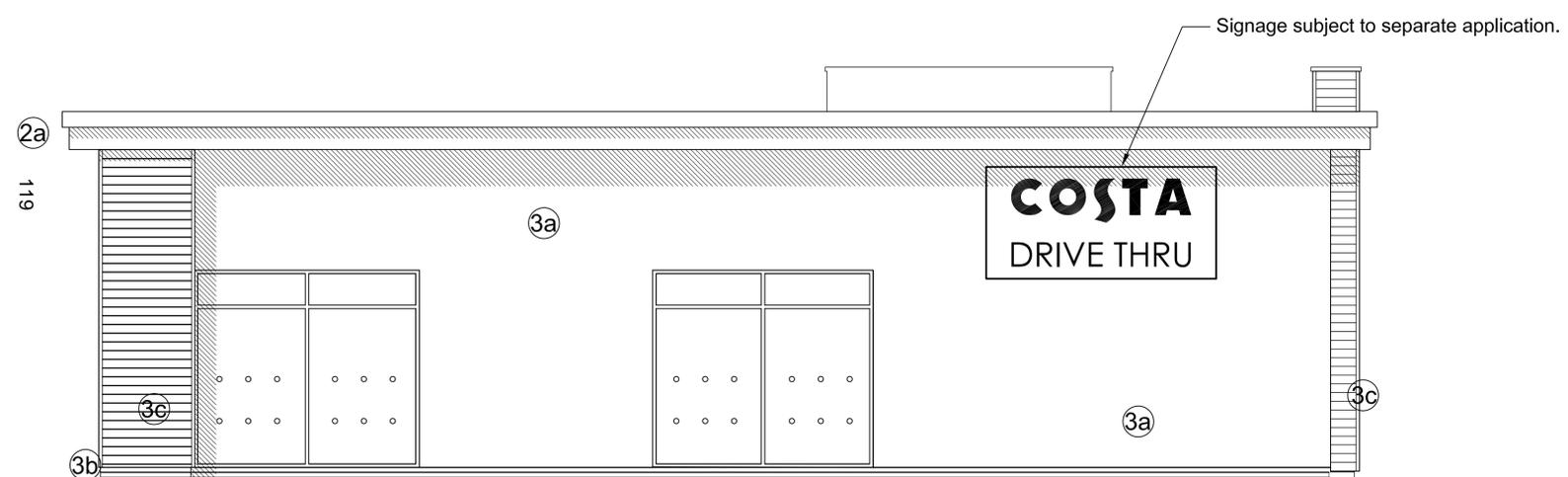
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01 SOUTH WEST ELEVATION
116 1:50



02 NORTH WEST ELEVATION
116 1:50



03 NORTH EAST ELEVATION
116 1:50



04 SOUTH EAST ELEVATION
116 1:50

SCHEDULE OF MATERIALS

- ROOF:
1. PLASTISOL COATED PROFILE BUILT UP SYSTEM, PROFILE OUTER SHEET, 180mm ROCKWOOL (OR SIMILAR APPROVED) INSULATION, UNDERSIDE OF ROOF SOFFIT TO BE SPRAYED BLACK TO SUIT TENANTS REQUIREMENTS. EXTERNAL ROOFING SHEET COLOUR ANTHRACITE GREY REF RAL 7016, ROOF BUILD UP TO ACHIEVE MIN U VALUE OF 0.25W/M²K. LAID TO FALLS 4 DEGREES.
 2. FASCIAS AND SOFFIT:
 - 2a 2mm FLAT POWDER COATED ALUMINIUM FLASHING APPLIED TO FASCIA, SUPPORTED OFF SHEETING RAILS, ALL FIXED BACK TO STEEL FRAME IN ACCORDANCE WITH ENGINEERS DETAILS. COLOUR ANTHRACITE GREY REF RAL 7016.
 - FLAT ALUMINIUM CLADDING PANEL SOFFIT ANTHRACITE GREY REF RAL 7016, SUPPORTED FROM HORIZONTAL RAILS ALL FIXED BACK TO STEEL FRAME IN ACCORDANCE WITH ENGINEERS DETAILS.
 - 2b 2mm THICK ALUMINIUM BACKED PANELS. POWDER COATED PANTONE 202C (COSTA RED)
 3. WALLS:
 - 3a BLOCKWORK TO RECEIVE THRU COLOUR RENDER - COLOUR RAL 9010 WHITE.
 - 3b COURSES UP TO DPC LEVEL IN FACING BRICKWORK - WIENERBERGER STAFFORDSHIRE SMOOTH BLUE, AVAILABLE VIA BRICKLINK TEL0113 258 6600 WITH TILCON W14 MORTAR - SUBJECT TO PLANNING APPROVAL.
 - 3c HORIZONTALLY LAID TIMBER CLADDING FIXED TO SUB FRAME OFF BLOCKWORK - BRITISH WESTERN RED CEDAR (THUJA PLICATA) WITH A NON VOC EXTERIOR HIGH BUILD OIL FINISH NOTE: A SAMPLE OF TIMBER CLADDINGS TO BE CONSTRUCTED ON SITE FOR APPROVAL.
 4. GLAZING:
 - THERMALLY BROKEN ALUMINIUM SHOPFRONT WINDOW SYSTEM (KAWNEER OR SIMILAR APPROVED), FRAME COLOUR ANTHRACITE GREY RAL 7016. SYSTEM TO ACHIEVE A MIN U-VALUE OF 2.2W/M²K FOR ALL SOUTH, SOUTH-EAST AND SOUTH WEST FACING GLAZING, DEVELOPER TO CONSIDER SOLAR REFLECTIVE FILM.
 - SCREENS TO RECEIVE STANDARD DOT MANIFESTATION AS INDICATED ON ELEVATIONS.
 5. SERVICE DOOR
 - FACTORY FINISHED POWDER COATED STEEL DOORS AND FRAMES- COLOUR RAL 7016 WITH RAL 7016 FRAMES
 6. LOUVRES
 - 2No LOUVRES WITH INTERNAL INSECT MESH. FINISHED RAL 7035 LIGHT GREY

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Based on designs by JWA Architects



REV	DATE	NOTE	DRAW	CHK
A	14.06.16	Kiosk handed.	SD	-

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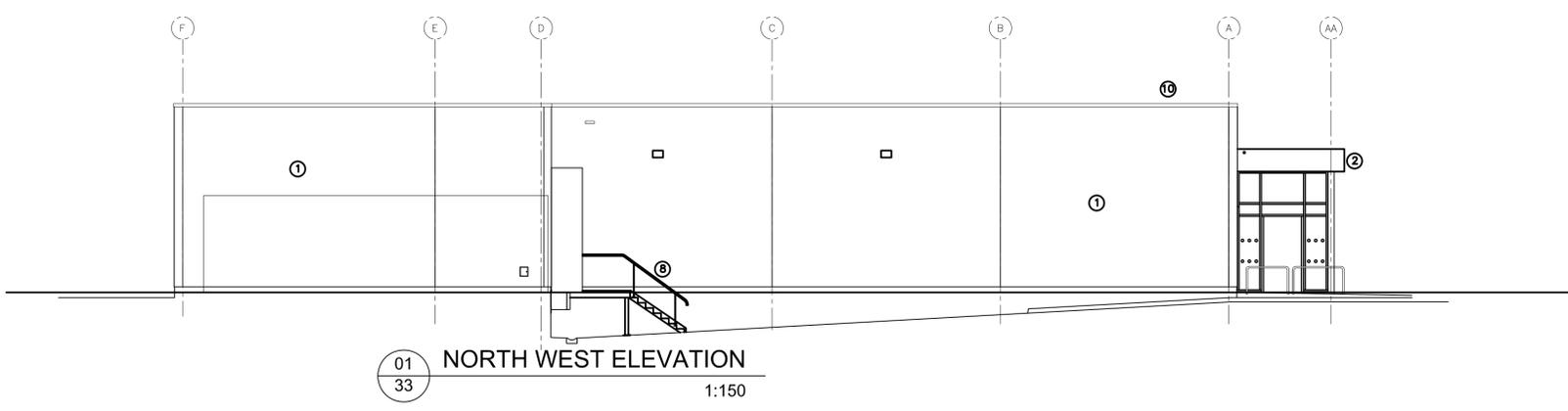
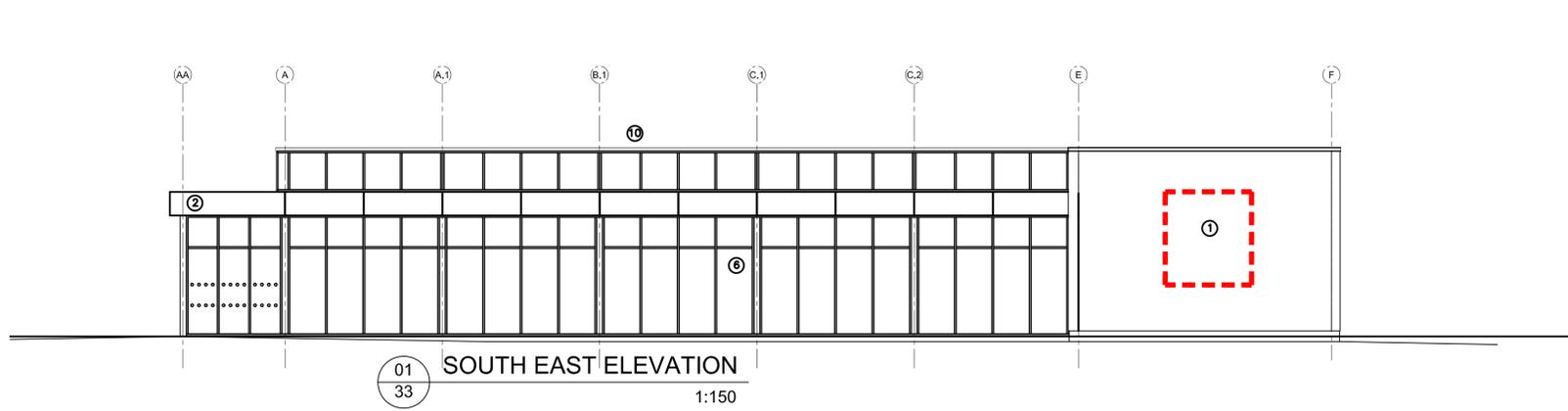
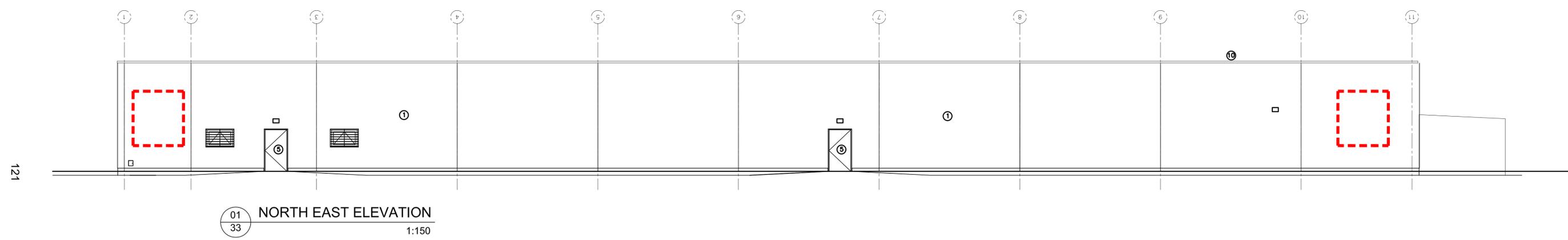
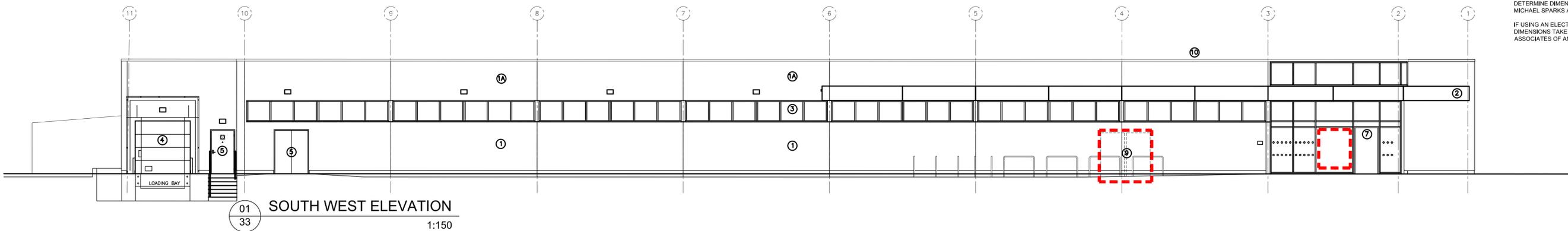
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SUTTON'S MASTERPLANNING
 DRAWING
ELEVATIONS - COSTA APPLICATION 2
 CLIENT
STANDARD LIFE INVESTMENTS

DATE JUNE 2016	SCALE 1:50@A1	DRAWN SD
STATUS PLANNING		CHECKED MS

DRAWING NUMBER
30746-PL-116A

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- EXTERNAL FINISHES**
- 1 Walls - WBS EpsiCoat Mineral Render Plus textured finish applied to blockwork incorporating Styrobond Basecoat with mesh. Colour 0500N (White) with Blockleys brick Ltd. 'Charcoal' with Tarmac Y14 (black) coloured mortar brickwork below rendered panels.
 - 1A WBS External Wall Insulation System Incorporating 60mm Phenolic Insulation & EpsiCoat Mineral Render Plus, Colour: 0500N (White).
 - 2 Canopy fascia - powder coated aluminium sheeting, colour Anthracite Grey (RAL 7016), (joints to match half grid spacing on entrance elevation and shopfront elevations).
 - 3 Windows - polyester powder coated aluminium (RAL 7016).
 - 4 Sectional Overhead Door - PVF coated steel (RAL 7016).
 - 5 Steel Escape Doors - Polyester Powder coated colour Grey (RAL 7016) (Frame colour RAL 7016).
 - 6 Shopfronts - Polyester powder coated aluminium (RAL 7016).
 - 7 Entrance - Polyester powder coated aluminium (RAL 7016).
 - 8 Handrails - Galvanised tubular steel.
 - 9 Trolley Bay rails - Satin finish stainless steel.
 - 10 0.7mm thick membrane coated drip flashing, Colour RAL 7016 (Anthracite).

 LOCATION OF SIGNAGE - (SEPARATE APPLICATION)



REV	DATE	NOTE	DRAW	CHK
-	-	-	-	-

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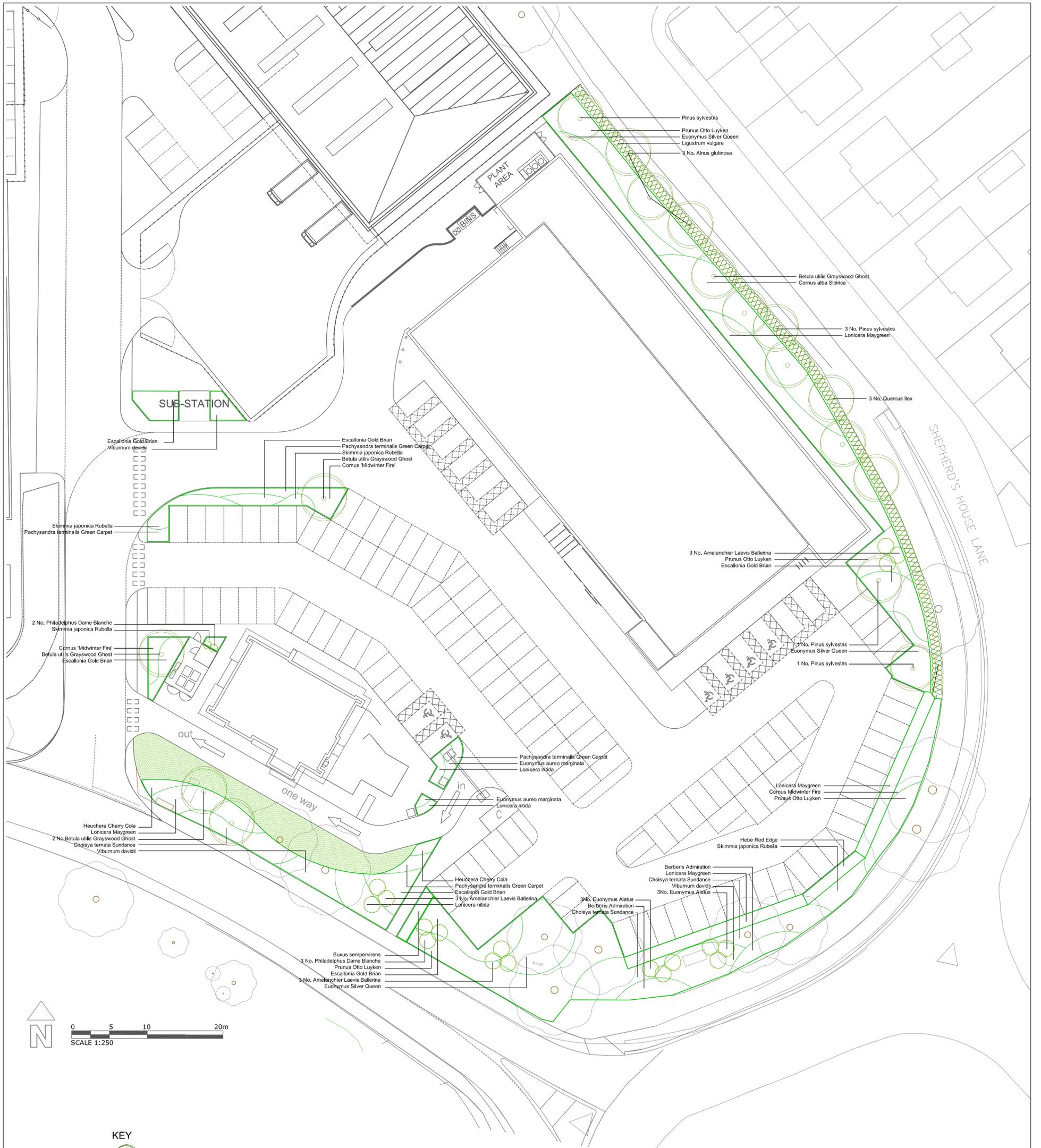
Standard Life Investments

TITLE
SUTTON'S MASTERPLANNING
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ELEVATIONS - ALDI APPLICATION 2
 CLIENT
STANDARD LIFE INVESTMENTS

DATE JUNE 2016	SCALE 1:100@A1	DRAWN SD
	STATUS PLANNING	CHECKED MS

DRAWING NUMBER
30746-PL-115

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KEY

Proposed tree	Species	Specification	Density
	<i>Pinus glutinosa</i>	14-16cm girth, RB	As shown
	<i>Betula utilis Grayswood Ghost</i>	14-16cm girth, CG	As shown
	<i>Pinus sylvestris</i>	2.0-2.2m, CG	As shown
	<i>Quercus ilex</i>	3.5-4.0m, CG	As shown

Proposed shrub and ground cover planting	Species	Specification	Density (m ²)
	<i>Berberis 'Admiration'</i>	20-30cm, 3L pot	4
	<i>Buxus sempervirens</i>	30-40cm, 5L pot	4
	<i>Choisya ternata Sundance</i>	40-60cm, 5L pot	2
	<i>Cornus alba Sibirica</i>	60-90cm, BR	1.5
	<i>Cornus Midwinter Fire</i>	60-90cm, 5L pot	2
	<i>Escallonia Gold Brian</i>	40-60cm, 3L pot	3
	<i>Euonymus aureo marginata</i>	40-60cm, 3L pot	4
	<i>Euonymus Silver Queen</i>	40-60cm, 3L pot	3
	<i>Hebe Red Edge</i>	20-30cm, 3L pot	4
	<i>Heuchera Cherry Cola</i>	10-20cm, 3L pot	5
	<i>Lonicera Maygreen</i>	40-60cm, 3L pot	4
	<i>Pachysandra terminalis 'green Carpet'</i>	10-20cm, 2L pot	5
	<i>Prunus Otto Luyken</i>	40-60cm, 3L pot	2
	<i>Skimmia japonica Rubella</i>	40-60cm, 3L pot	3
	<i>Viburnum davidii</i>	40-60cm, 3L pot	2

Proposed accent plants	Species	Specification	Density
	<i>Amelanchier Laevis Ballerina</i>	1.75-2.75m, 30L pot	As shown
	<i>Euonymus Alatus</i>	1.0-1.25m, 25L pot	As shown
	<i>Philadelphus 'Dame Blanche'</i>	0.8-1m, 15L pot	As shown

Proposed formal hedges	Species	Specification	Density
	<i>Ligustrum vulgare</i>	60-90cm, RB	at 3 per linear m

Grass	Species	Specification	Density

2	14.06.16	Ligustrum japonica removed, additional planting	MG
1	07.06.16	First issue	MG

Mark Date Details

REVISIONS

Client:

Standard Life Investments

Project Title:
Suttons Business Park - Reading Aldi / Costa

Scale: 1:250 for the original size of A1

Drawn by: MG Checked by: - Passed by: - Date: 07.06.2016

Drawing Status:

Drawing Originator:

DAVIESLANDSCAPE ARCHITECTS
Suite F1, Stroud House, Russett Street, Stroud, Gloucestershire, GL5 3AN
t. 01453 760380 e. info@d4a.co.uk w. www.d4a.co.uk

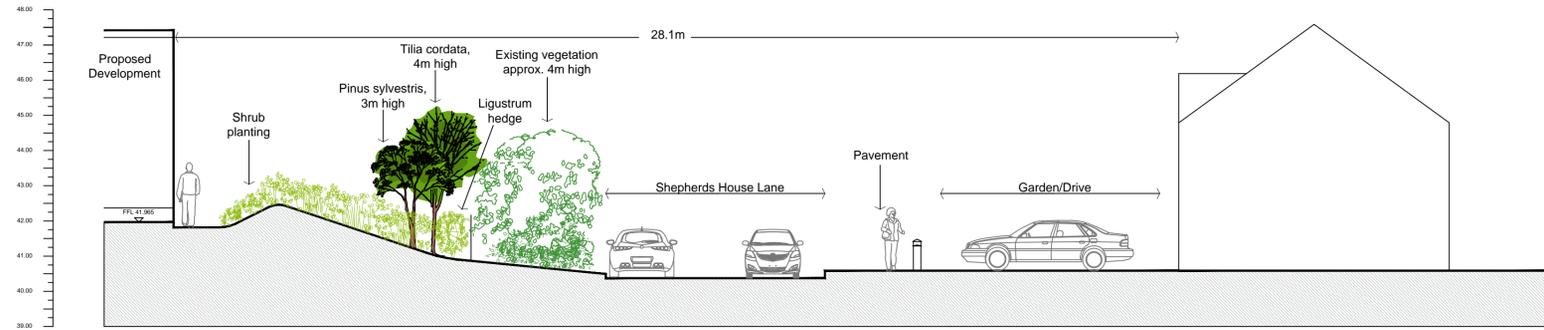
Drawing Title:
Landscape Proposals

Job No.	Drawing	Project	Client	Level	Scale	Sheet	Number	Revision
1713	1713	DIA	XXX	A	P	L	04	2

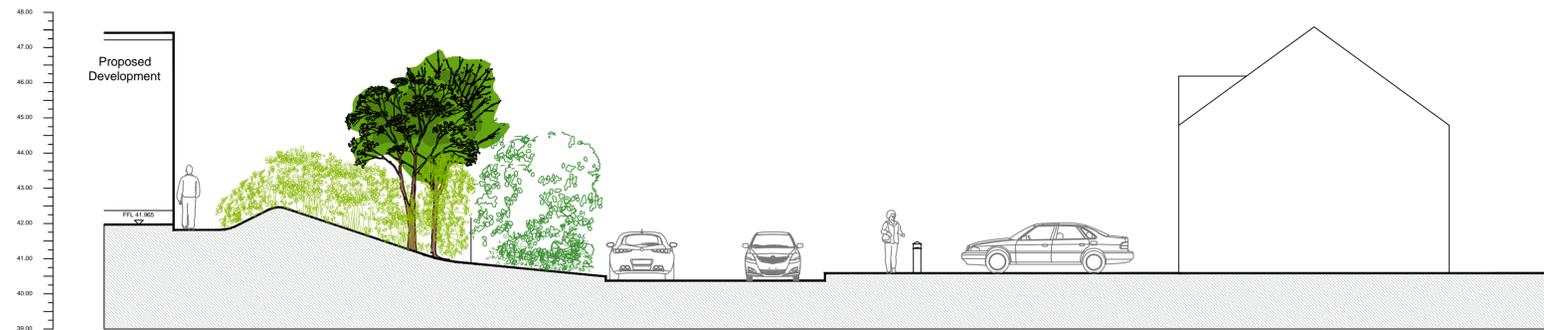
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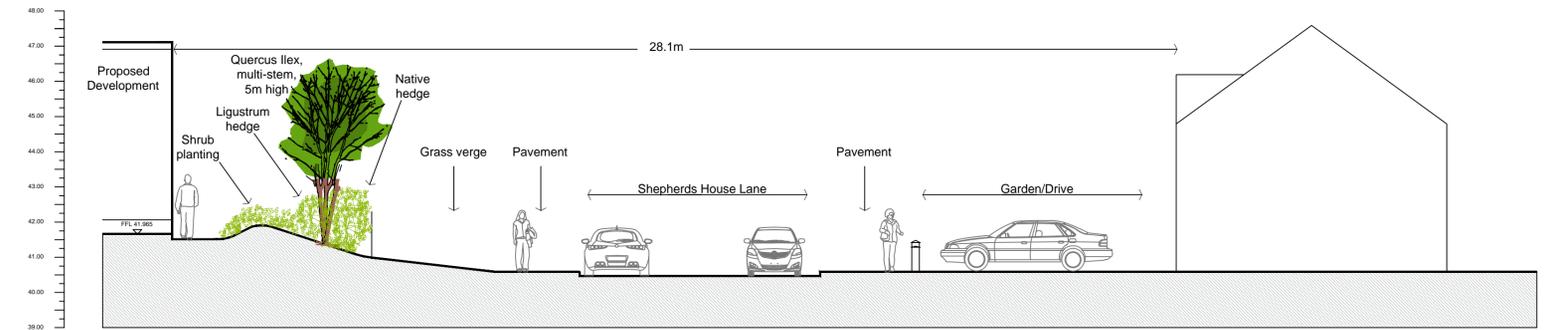
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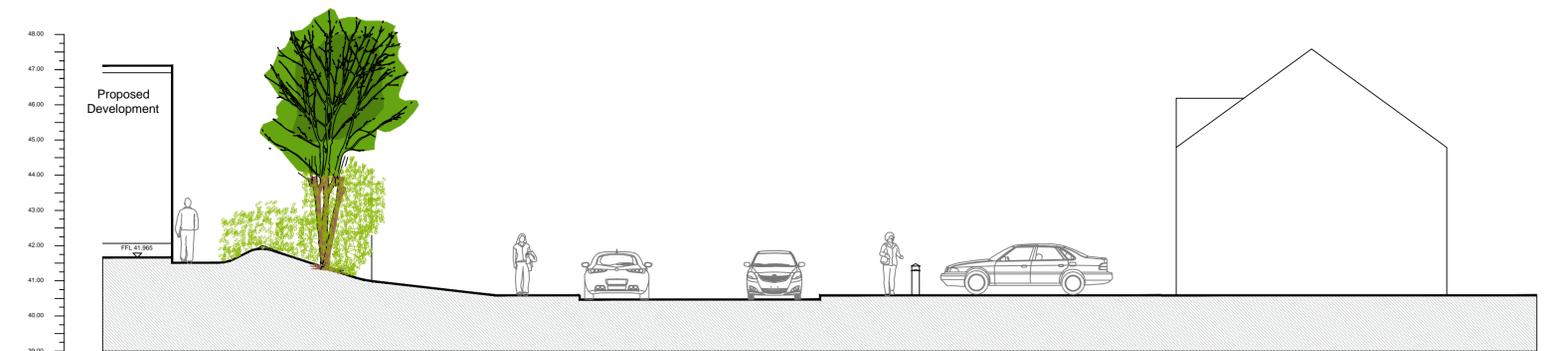
SECTION A-A UPON COMPLETION OF THE WORKS



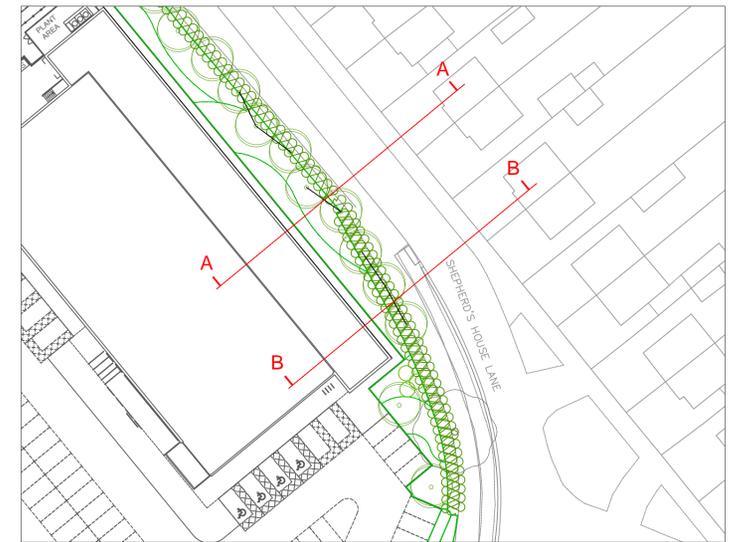
SECTION A-A 7-YEARS AFTER COMPLETION



SECTION B-B UPON COMPLETION OF THE WORKS



SECTION B-B 7-YEARS AFTER COMPLETION



Section Location Plan 1:500

REVISIONS			
Mark	Date	Details	By
2	26.07.16	Additional annotation	MG
1	25.07.16	First issue	MG

Client: **Standard Life Investments**

Project Title: **Suttons Business Park - Reading
Aldi / Costa**

Scale: 1:500 for the original size of: A1

Drawn by: MG Checked by: MG Passed by: MG Date: 25.07.2016

Drawing Originator: **DAVIESLANDSCAPE ARCHITECTS**
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Drawing Title: **Landscape Sections**

Rev No.	Revision	Origin	Volume	Level	Type	Discp	Number	Revised
1/13	1/13	DLA	XXX	A	P	L	05	2

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W:\landscape\Drawings\1713 Sutton Business Park P16.dwg

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FROM: Graham Vaughan Telephone: 0118 974 6694

DATE: 28 June 2016

CASE OFFICER	
PLANNING	
15 JUL 2016	
COPIES	

EARLEY TOWN COUNCIL PARISH CONSULTATION SHEET

Application Number: 161666

Proposal: Full application for demolition of existing industrial unit (Unit 21) and the erection of a retail supermarket (Class A1) and a Class A3/A5 drive through coffee shop/cafe together with new car parking and landscaping.

Site Address: Unit 21, Suttons Park Avenue, Earley, RG6 1LA.

Applicant: c/o Agent.

Your observations are required in respect of this application **by 26/07/2016**.

Please send comments by Email to: planning.enquiries@wokingham.gov.uk

Councillors requested that a condition be implemented to maintain access so the proposal does not require additional access from the roundabout.

SIGNED: _____ DATE: 12-7-16

 Clerk To Earley Town Council Parish/Town Council.

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