

# Public Document Pack

## MINUTES OF A MEETING OF THE PLANNING COMMITTEE HELD ON 1 MARCH 2017 FROM 7.00 PM TO 10.15 PM

### **Committee Members Present**

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

### **Other Councillors Present**

Councillors: Keith Baker, David Chopping, Charlotte Haitham Taylor, Norman Jorgensen, Pauline Jorgensen, Ken Miall, Angus Ross and Chris Smith

### **Officers Present**

Connor Corrigan, Strategic Development Service Manager  
Chris Easton, Service Manager, Highways Development Management  
Mary Severin, Borough Solicitor  
Justin Turvey, Operational Development Manager Lead Officer  
Arabella Yandle, Democratic Services Officer

### **Case Officers Present**

Katie Herrington, Planning Officer  
Christopher Howard, Development Manager (South of M4 SDL)  
Pooja Kumar, Planning Officer  
Daniel Ray, Senior Planning Officer  
Graham Vaughan, Senior Planning Officer

### **99. APOLOGIES**

No apologies for absence were received

### **100. MINUTES OF PREVIOUS MEETING**

The Minutes of the meeting of the Committee held on 1 February 2017 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.

### **101. DECLARATION OF INTEREST**

Councillor Michael Firmager, who was welcomed as a new member of the Planning Committee, stated that as an Earley Town Councillor he had made a decision on a consultation response to Wokingham Borough Council on the application for Item no 107, but that this did not create a conflict with his role on the Planning Committee, and he had not made up his mind on the decision before the Committee. He did not attend the meeting of Earley Town Council in respect of Item no 103.

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 APPLICATIONS TO BE DEFERRED AND WITHDRAWN ITEMS**

No applications had been recommended for deferral, or withdrawn.

**103. APPLICATION NO - 170031 - ALDRYNGTON PRIMARY SCHOOL, EARLEY,  
RG6 7HR**

**Proposal:** Full application for the proposed demolition of external stores, swimming pool (including support facilities), temporary classrooms and part demolition of main building, followed by erection of two storey teaching block with hall. Erection of detached store adjacent to car park, provision of MUGA in playing field and associated works to landscaping and extension to car and cycle parking.

**Applicant:** Wokingham Borough Council

The Committee received and reviewed a report about this application, set out in Agenda pages 15 to 54.

The Committee were advised that the Members' Update included:

- Clarification as to the number of objections that were received per subject;
- Additional comments from the adjoining Ward;
- Additional information regarding the hours of the two schools, Aldryngton Primary School and Maiden Erlegh Secondary School;
- Proposed amendment to condition 9, to whit that there would be no deliveries during the start and end of school day.

Members had visited the site on 24 February 2017.

William Luck, Town Councillor, Earley Town Council, spoke in objection to the application. He stated that, whilst he understood the issues around school places, he felt that traffic and parking issues had not been properly addressed by the application, omitting a revised plan for on-site parking, a travel plan and traffic mitigation measures.

Ian Head, Chair of Governors, Michael Gordon, Resident, and Hannah Sealiam, Resident, led the Members through a presentation, and asked for a rejection of the application, raising the following points:

- The governors in the school were legally bound to guarantee health and safety in the school and the plan did not fully address traffic, parking or safety and the impact of the increase in pupil numbers, referring to the availability of parking in the surrounding area that did not exist and taking into account the proximity of Maiden Erlegh Secondary School, a pre-school and shops.
- Lancaster Road, referred to in the plan as offering 18 on-street parking spaces could, in fact, only safely house 11. Residents felt there was an unacceptable level of danger already and the proposed increase in pupil numbers would impact traffic, noise and safety. It was also felt that the design was overbearing.
- The loss of the swimming pool would contravene several paragraphs of the National Planning Policy Framework (NPPF) in regards to loss of the pool, amenity and opportunities to improve health and well-being in the community. The proposed alternative at Loddon Valley Leisure Centre would not be able to cater to the level of use the pool at Aldryngton Primary School was subject to. In addition, as pointed out by Sport England, the proposed Multi Use Games Area (MUGA) was not big enough for a number of field sports and did not have a run-off area.

Kathryn Mitchell, Resident, spoke in favour of the application as a parent who had not been able to place her child because of oversubscription despite living 0.32 miles away. She stated that her allocated school was 3 miles away and that this resulted in an annual

mileage of approximately 3000 miles, going on to explain the impact that the situation had on parents and children in terms of being able to engage in many of the normal activities of a family.

Piers Brunning, Service Manager, Policy, Strategy and Partnerships for Wokingham Borough Council, spoke in favour of the application. He explained how demand for places at Aldryngton Primary School had increased due to the influx of young families into the area and that, whilst both Aldryngton Primary School and Loddon Primary School had been part of a review of school places in Earley, there had been a marked increase in numbers applying to Aldryngton Primary School. He indicated that it was expected that the additional places would be taken up by pupils who likely lived within walking distance and that traffic would be reduced as a result and that various methods would be adopted to encourage walking. He went on to suggest that the school compared to similar schools nationally, so would not lead to a reduction in teaching standards as well as offering a range of modern facilities.

Councillor David Chopping spoke on his and Councillor Ken Miall's behalf as Ward Members, in favour of the application, stating that the expansion of Aldryngton Primary School would go some way to satisfy the needs of local families in the catchment area in finding school places for their children. He explained that there had been a campaign around expansion for two years and that an expansion would result in improved level of acceptance of pre-school children moving up to primary, a reduction in car journeys, and more in-year admissions. He raised concerns regarding car parking in the area, but stated that the number of places proposed in the plan met Council requirements and that the increase in movements would be minor. He commended the officers on their work.

In response, the Service Manager, Highways Development Management, stated that the number of parking spaces in the plan was double that required by staffing levels proposed by the school expansion, and that whilst parking on roads within the vicinity of the school was acknowledged, enforcement of illegal parking was a matter for the police. A survey had been carried out on parking in the area and this had been used on an advisory basis in the planning process. He went on to state that the size of the development did not trigger the requirement for a Transport Assessment and that a Transport Statement had been produced. In line with this, highways are happy with the condition relating to the requirement for a Travel Plan. He informed the Committee that parking enforcement would be more actively pursued when the Council obtained Civil Parking Enforcement (CPE) later in the year.

The Case Officer stated that there were other 2 and 3 storey buildings in the area and that the current level of landscaping would be maintained, with a 28m gap between the school and the nearest residence. In relation to the MUGA, she explained that the Sport England guidelines listed a range of sizes as appropriate, and that the age of the pupils precluded the need for full sized pitches. The MUGA in the proposal would accommodate pitch sizes of the sports being played and an adjacent field was available. The lack of run-off area would not make the pitch unsafe.

She went on to talk to the loss of the swimming pool, which had a range of users in addition to the school pupils. She stated that Loddon Valley Leisure Centre had been consulted with regard to providing the curriculum requirement.

In response to Member questions, the Case Officer indicated that the proposed expansion included a lift. It was clarified that the lack, or not, of school places was not a planning

matter, but that part of the role of the Planning Department was to take a balance and a view on what to give weight to as part of the decision process. The Operational Development Management Lead Officer went on to quote directly from the NPPF, to whit that the Government favoured the offering of choice to parents in regards to school places and that Planning Departments should take a pro-active, positive and collaborative approach to meeting these requirements.

In relation to construction traffic, the Case Officer referred to conditions 4 and 9 in the application requiring a Construction Method Statement and a Construction Management Plan to be submitted. The Operational Development Management Lead Officer stated that works on the site would be restricted in hours and that the application for the Tesco Express had included conditions limiting the time of deliveries to exclude the start and end of the school day.

In response to Member questions, the Service Manager, Highways Development Management, stated that the applicant had set out within the Transport Statement information relating to existing bus services, and went on to reiterate that the school pick up and drop off issues compare to similar schools within the Borough and nationally, and that the proposed number of parking spaces proposed on-site met the Council's required parking standards. He stated that, whilst outside the application before the Committee, the parking associated with the Tesco Express did not typically add to increased traffic movements in the area due to the majority of its trade being base on pass-by and diverted trips, including some parents, and would not solely be new trips, and, as such, might actually help alleviate parking issues as we have seen from other areas of the borough where convenience stores are located within close proximity to a school. He indicated that the accident data obtained for the last 5 years showed that only one accident, recorded as slight, had happened at the nearby zebra crossing and that the accident was outside of the school peak hours and identified by the Police as driver error.

Officers were requested to look into the existence of any travel plans. The Service Manager, Highways Development Management, referred to the conditions in the report, highlighting that a Travel Plan was to be approved prior to occupation and that it would be beneficial to include both schools and consider the facilities within the surrounding area by the shops. He suggested that the increase in traffic movements would amount to no more than 15 per year over seven years and that road use and the Travel Plan would be reviewed over that time period. He outlined a number of measures that could be taken to formalise parking, such as signage and carriageway lines associated with parking enforcement, however these would need to be secured along with measures to encourage alternative modes of travel.

Councillor Bowring suggested the addition of a new condition limiting the number of school places in future to 420. Officers agreed that this would be possible.

Councillor Rachelle Shepherd-DuBey suggested that the application approval be subject to an approved travel plan.

The Service Manager, Highways Development Management, explained that the practice was for a travel plan to be approved until 6 months after the occupation of a new site, but as this was an expansion it would be acceptable to require the approval of a travel plan prior to commencement.

**Resolved:** That the Committee resolve to consult the Secretary of State on Application no 170031 and supporting papers in accordance with paragraphs 9 and 10 of the Town and Country Planning (Consultation) (England) Direction 2009, and grant planning permission provided:

- 1) the Secretary of State decides not to call-in the application for determination, or
- 2) the period in which the Secretary of State may respond under paragraph 11 of the Town and Country Planning (Consultation) (England) Direction 2009 expires.

Following this, that Application no 170031 be approved subject to the conditions set out in Agenda pages 15 to 14 and the amended condition as laid out in the Members' Update; the additional condition that the number of school places be limited to 420, and an amendment to condition 11, to whit that the Travel Plan be approved in writing by the Planning Department in Consultation with the Chair and Vice-Chair of the Planning Committee before commencement.

#### **104. APPLICATION NO - 162829 - PLOT TO NORTH OF CHURCH LANE, THREE MILE CROSS**

**Proposal:** Application for Reserved matters application for 175 dwellings including internal access roads, garages, parking places, open spaces, allotments, Multi-Use Games Area (MUGA) and Locally Equipped Area of Play.

**Applicant:** Taylor Wimpey Homes

The Committee received and reviewed a report about this application, set out in Agenda pages 55 to 90.

The Committee were advised that the Members' Update included:

- Clarification to the report regarding car parking and the methodology of determining the amount of spaces required;
- Proposed amendment to conditions 2 to include approved plans;
- Proposed amendments to conditions 3, 6, 9 and 13;
- Proposed deletion of conditions 5 and 10 due to duplication;
- Proposed additional condition to whit that plans of allotment plots and locations of water supplied would be submitted for approval;
- Proposed re-designation of condition 15 as an informative,
- Additional comments from residents in objection to the application.

Philippe Nozay and Neville Swift, Residents, led the Members through a presentation, suggesting that an increase in housing was not an imperative, going on to state that the application presented issues in terms of building height, traffic and flooding, and questioning the location of the affordable housing stock.

Andy Barron, Taylor Wimpey, spoke in favour of the application, commending the officers on their hard work. He explained that the images shown by the first speakers were of standing water, not flooding, and that, as there was no existing infrastructure in the area, the steps taken to mitigate drainage and flood prevention that were part of the application would, in fact, improve the existing situation.

In response, the Service Manager, Highways Development Management, stated that traffic and access had been part of the outline application, and as such did not form part of the application in front of the Committee. He also informed the committee that a number of

junctions and road improvements had already been put in place. He confirmed that the flood risk strategies that had been secured for the site, including the attenuation ponds and other Sustainable Drainage System (SuDS) features, would improve the current issues that the site had with regards to any potential surface water flooding on the site.

The Case Officer explained that the type of affordable housing proposed was mixed in accordance with policy. The siting of this housing proposal could not be dictated and the Housing Provider would seek for it to be clustered for management purposes. He indicated that there were only two 3-storey buildings, and that their placement and appearance, in terms of their overall design were in accordance with parameters.

In response to Member questions regarding parking and traffic flow, the Service Manager, Highways Development Management explained how the proposed number of parking spaces had been calculated and complied with the Council's Parking Standards Study Report, and also advised that the garages were of a larger size (3m X 7m) which would also encourage use for cars and cycle storage. He indicated that large refuse vehicles had been tracked as part of the supporting information for the scheme and that the main spine road was wide enough and accorded with the Council's standards.

In response to Member questions regarding flooding and surface run-off, the Service Manager explained that the design and provision for flood prevention had to take into account a 1 in 100 year event plus 30% increase due to climate change in line with the Environment Agencies requirements. He stated that the drainage system had been reviewed and is designed to ensure that the existing greenfield runoff rates from the site were not exceeded.

The SDL Service Manager went on to explain that the proposed scheme took the water table into account as part of the drainage strategy. He stated that where necessary the ponds would be dry-lined so that there would be no ingress from the water table. In regards to pond safety, he indicated that the ponds would have graded sides to enhance safety with appropriate landscaping along the edges. He sought clarity that the ponds would be dry / wet ponds. The ponds would be maintained by Wokingham Borough Council.

**Resolved:** That application no 162829 be approved subject to the conditions set out in Agenda pages 55 to 90 and the amended, deleted and additional conditions as laid out in the Members' Update.

## **105. APPLICATION NO - 163385 - LONGMOOR LAKE, CALIFORNIA COUNTRY PARK**

**Proposal:** Full planning application for the installation of vehicle overrun strips along the access road, formalisation of the existing car park and the construction of new car parks creating a total of 301 bays including disabled and public carrier vehicle bays, the removal of 73 trees and the planting of 85 trees, and erection of the tensile tent canopy adjacent to the Café, with associated provision for street furniture, lighting and landscaping, replacement of underground pumping station, upgrading of power supply with associated distribution boxes.

**Applicant:** Wokingham Borough Council

The Committee received and reviewed a report about this application, set out in Agenda pages 91 to 110.

The Committee were advised that the Members' Update included:

- Amendment to the proposal description, to whit that the number of car park bays would be 311;
- Amendments to the report regarding planting, car parking and opening hours;
- Clarification as to the traffic surveys that had taken place;
- Proposed additional condition relating to the tensile canopy;
- Additional comments in objection to the proposal, and
- Summary statements from an online petition.

Roland Cundy, Chair of Finchampstead Parish Council, spoke on the application. Whilst he appreciated that the country parks must derive income to be self-financing, he asked what traffic calming measures were proposed and what steps were going to be taken with regard to minimising risk. He also raised concerns regarding the impact of the application on the Scouts, stating that the scouting facility was in use six days per week and that it accommodated 200 young people with a further 100 on a waiting list. He questioned the time it had taken to renew the lease.

James Cutler, Resident, questioned the level of consultation of neighbours, going on to suggest that there would be a rise in crime and litter and that the amenity value of the Park was under threat. He also questioned the apparent omission of any reference to the Nine Mile Ride Cycle Way and expressed a concern that the site might then become subject to development.

Andy Glencross, Countryside Officer at Wokingham Borough Council, spoke in favour of the application. He explained that the application before the Committee was not an isolated scheme but part of a wider plan to improve networks. He outlined the history of the site, which had been bought by the Council in 1973 and that the infrastructure dated back to that point. He went on to indicate that the facilities that would be introduced as part of the plan would cater for the increased population and would make the site more accessible and all-weather. He suggested that future plans would include an enhancement of the play area, catering operations and lake frontage.

In response, the Service Manager, Highways Development Management, outlined the methodology used by the applicant in surveying the current use of the park during the busiest periods last year, explaining that 358 vehicles had been on-site at the peak. He stated that the formalisation of the car park spaces would be to improve the current state of the car park. In regards to the Nine Mile Ride Cycle Way, he clarified that the path was linked to improvements identified for safe route to school associated with the new Arborfield Bohunt School development and was not part of the application before the Committee. He added that Greenway routes had been identified as part of a separate Council project and that one of the greenway routes would lead to and through California Country Park from Arborfield via Commonfield Lane and, again, was not part of the application before Committee. He also confirmed that the application included the provision of cycle parking in the form of 42 cycle hoops.

In regard to consultation, the Case Officer outlined the measures that had been taken to consult on the application. She stated that the site had not been identified for development and that, following consultation, some car park spaces had been moved to increase the separation between the car park and neighbouring residences.

In response to Member questions, the Service Manager, Highways Development Management, stated that there were 5 Greenways in Arborfield of which Nine Mile Ride was one. He explained that the request by a Member for the reduction in speed limit to 30Mph had not previously been supported by the police because of the lack of speed-reduction features on the road, but that future road developments in the area would likely lead to a speed reduction, although this request was not related to the application in front of Committee. He stated that the application was intended to accommodate and improve the existing provision and that as peak use of the site did not coincide with rush hour traffic, the impact of increased traffic to the site would be negligible.

In response to Member questions, the Case Officer stated that the wider project would include facilities, and the Countryside Officer went on to indicate that there were comfort facilities on site and that, as part of the new offer of the café contract, an increase in toilet provision would be included.

**Resolved:** That application no 163385 be approved subject to the conditions set out in Agenda pages 91 to 110 and the additional condition as laid out in the Members' Update.

**106. APPLICATION NO - 162321 - LAND TO THE NORTH OF WOOD LANE,  
BARKHAM, RG41 4TS**

**Proposal:** Application for the change of use of agricultural land to equestrian land, erection of a stable lock and storage of logs (retrospective)

**Applicant:** Mr and Mrs Smith

The Committee received and reviewed a report about this application, set out in Agenda pages 111 to 126.

The Committee were advised that the Members' Update included a clarification as to the Ward in which the application falls, which is Arborfield and not Barkham.

**Resolved:** That application no 162321 be approved subject to the conditions set out in Agenda pages 55 to 90.

**107. APPLICATION NO - 163315 - ENGINEERING BUILDING, WHITEKNIGHTS  
CAMPUS, READING UNIVERSITY**

**Proposal:** Full application for the erection of a 5 storey Health and Lifesciences Building; new entrance and external works to Philip Lyle Building; associated landscaping and car parking; following demolition of the Engineering and Harborne Building within the Whiteknights Campus of the University of Reading.

**Applicant:** University of Reading

The Committee received and reviewed a report about this application, set out in Agenda pages 129 to 156.

The Committee were advised that the Members' Update included:

- Further information regarding cycle provision, sustainable design and ecology;
- Proposed amendments to conditions 3-5 relating to the demolition of the Engineering Building;
- Proposed amendments and renumbering of conditions 12, 17, 18 and 19;

- Proposed additional condition regarding the submission of a Demolition Method Statement;
- Proposed additional condition relating to cycle provision;
- Proposed additional condition relating to sustainable design and construction, and
- Proposed additional condition relating to bat mitigation.

Mervyn McFarland, Agent, spoke in favour of the application, stating that it would help the University maintain its world-wide reputation, raising the profile of its role in the bio-sciences. He explained that, whilst the application would result in a reduction in floor space, it was part of the University drive to increase efficiency in terms of its use of space and facilities and that it had been designed in collaboration with stakeholders to offer a contemporary design.

Councillor David Chopping, Ward Member, spoke on the application, stating that the car parking in the plan should be considered in the light of the whole campus, with consideration for local residents.

In response, the Service Manager, Highways Development Management, stated that Reading University had a parking strategy as part of their expansion plans which the Council was supportive of and would be reviewed further through future applications.

In response to a Member question regarding chimneys and hazardous emissions, Mervyn McFarland stated that any emissions would be produced by the labs and as such would have to meet environmental standards.

**Resolved:** That application no 163315 be approved subject to the conditions set out in Agenda pages 129 to 156, the amendments to conditions 3-5, and the additional conditions as laid out in the Members' Update.

This page is intentionally left blank

## MEMBERS' UPDATE Planning Committee – 1<sup>st</sup> March 2017

**Site Address:** Aldryngton Primary School, Silverdale Road, Earley  
**Application No:** 170031, Pages 15-54.

### Clarification:

*Number of objections received per topic:*

Traffic & Congestion – 104,  
Poor Parking - 72  
Highways safety - 104  
Lack of details on recent accident – 22  
Traffic details from Tesco – 29  
Access for Emergency Vehicles – 12  
Inaccuracies in Transport Survey data - 38  
Impact on traffic during construction period - 11  
Road maintenance - 6  
Inadequate scooter and cycle parking - 10  
No investment in traffic/congestion management - 15  
Loss of swimming pool - 55  
Maiden Erlegh expansion - 9  
Loss of privacy and views - 12  
Overbearing and out of character size and scale of extension - 45  
No demand for school spaces - 36  
Difficulty in hiring teachers - 7  
Quality of education - 29  
Impact on natural light to remaining building - 19  
Noise & disturbance - 27  
Poor consultation - 16  
Disruption to school activities during construction - 7  
Reduced external play area - 33  
Extension will attract people from outside of catchment area - 28  
Inadequate information to executive Committee in Jan 2016 - 5  
Spatial Strategy and survey not used to inform school expansion - 28  
Poor internal layout for school – 11

### Additional Comments:

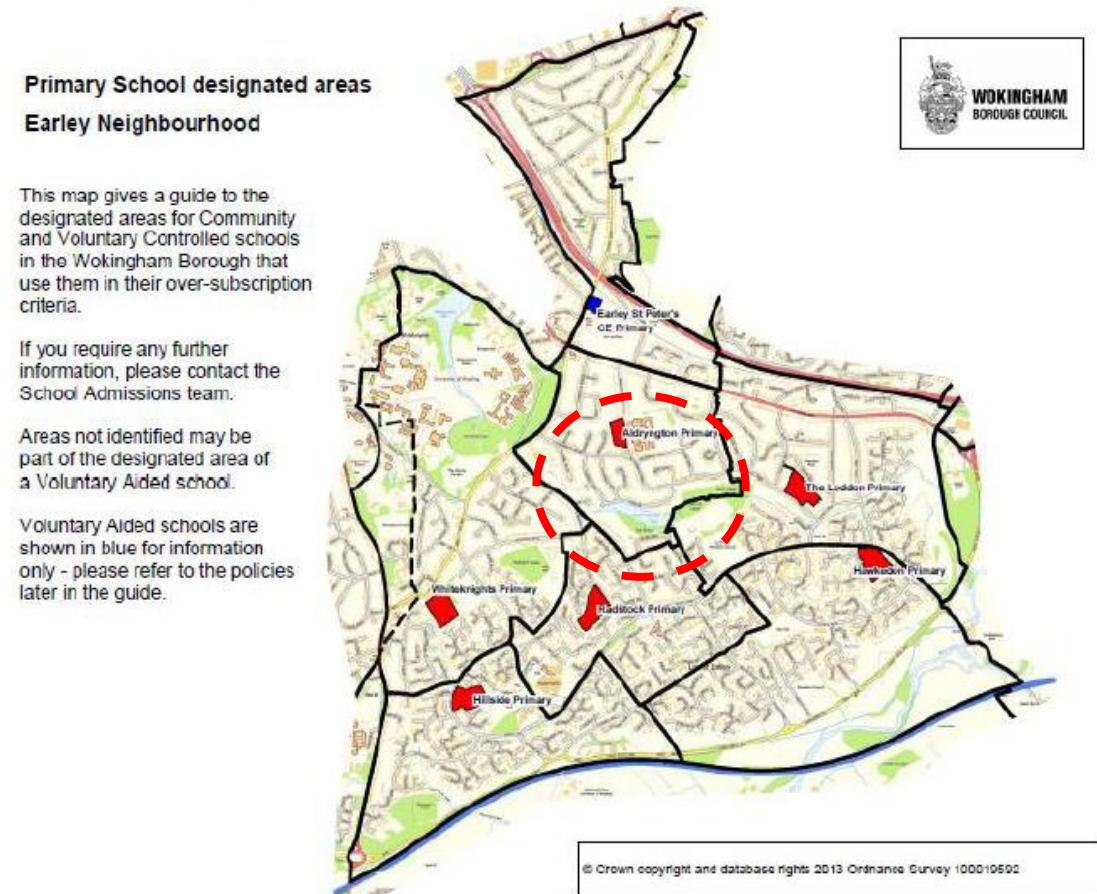
A member for an adjoining Ward emailed the following concerns regarding the application:

- Expansion at Aldryngton should be refused and as an alternative a new primary school should be considered at Hatch Farm Dairies as WBC own the land;
- Hatch Farm Dairies has clear advantages such as traffic issues could be addressed by a new primary; adequate parking provision could be made for the entire staff and; suitable disabled friendly bridge could be built of Lower Earley Way which could be used by pupils of all areas.
- This would allow no disruption to current Aldryngton pupils during the construction; further traffic congestion could be avoided at Aldryngton; parents and local residents are Aldryngton would not suffer additional disruption.

Officer comment: The application being considered is for extensions to Aldryngton School to meet the demand for 15 spaces per year group (105 total) within the Aldryngton catchment, and so the possibility of provision at a new school out of

catchment is given little weight in consideration of this application, particularly as there is no timetable for the provision of the new school.

Paragraph 9- The catchment area for all Earley and Lower Earley primary schools is outlined in the map below. The applicant has confirmed by email, that the number of children who could not be offered a place in April 2016 (13 children) were all living within the Aldryngton catchment area.



#### **Additional Information:**

Aldryngton Primary and Maiden Erlegh school hours are outlined in the table below:

	Aldryngton Primary School		Maiden Erlegh	
	Start	Finish	Start	Finish
Monday	8:50 AM	3:15 PM	8:40 AM	2:55 PM
Tuesday	8:50 AM	3:15 PM	8:40 AM	2:55 PM
Wednesday	8:50 AM	3:15 PM	8:40 AM	2:55 PM
Thursday	8:50 AM	3:15 PM	8:40 AM	2:55 PM
Friday	8:50 AM	3:15 PM	8:40 AM	2:20 PM

The change of use application for Maiden Over Pub was approved under planning reference 152661 by the Planning Committee. The approval included 20 vehicle spaces, 2 disabled parking spaces and 2 cycle parking spaces in line with the Council's adopted parking standards.

**Alteration to conditions:**

Condition 9 altered to specify that deliveries cannot be made on site during school opening and closing times. The condition would now read as follows:

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

- i) the parking of vehicles of site operatives and visitors,
- ii) segregation of construction, deliveries and construction traffic from users of the site,
- 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,
- viii) no deliveries between the hours of 8am and 9am and 2.30pm to 4pm Monday to Friday,
- ix) requirements of wheel washing/street sweeping.

*Reason: In the interests of highway safety & convenience and neighbour amenities.*

*Relevant policy: Core Strategy policies CP3 & CP6.*

---

**Site Address: Land north of Church Lane Church Lane Three Mile Cross**

**Application No: 162829, Pages 55-82.**

**Clarification to report:**

PP 79, para 65 in respect to parking paragraph amended to read as follows: *Average allocated parking per plot is 2.44 with garage parking assumed to be used at 50%. The scheme has been tested against WBC policies and the car parking calculator and is in accordance with the guidance contained within the Parking Standards Study Report. The provision of 64 visitor / unallocated spaces proposed with this scheme is in keeping with the guidance and actually provides an additional 15 visitor / unallocated spaces higher than the guidance requirement, when allowing for garages to be utilised at 50% as suggested within the Parking Standards Study Report. Should all 98 garages being proposed within the scheme not be used for parking purposes , which is highly unlikely , then the provision of parking could have be considered to be 2 spaces short. As the garages proposed are 3m x 7m which are likely to encourage use for both of car and cycle parking therefore it would unreasonable to assume that all garages would not be in use for parking. It is therefore considered that the parking provision is in accordance with the Council's parking guidance and the spread of unallocated / visitor parking is acceptable to serve the development.*

**Amendments to conditions:**

**Condition 2 to include approved plans:**

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

<b>Reports</b>	
Design Code and Statement prepared by Cooper Baillie Rev D	
Planning Statement prepared by Barton Willmore	
Detailed Ecological Strategy prepared by EPR	P11/06 dated April 2016
Noise Assessment prepared by RPS	JAE 8715 dated 28 <sup>th</sup> September, 2016
Energy Statement prepared by Abbey Consultants	04 dated September 2016
Drainage Statement prepared by ALP	A077-R005v3
Surface Water Flood Risk Modelling Report prepared by RPS	RCEF39415-002R
Parking Appraisal prepared by ALP	A077-R003/F
Sustainability Statement	November 2016
<b>Planning Layout Drawings</b>	
CB_81_035_001 Rev B	Site Location Plan
CB_81_035_002 Rev X	Planning Layout
CB_81_035_003 Rev P	Land Use Plan
CB_81_035_004 Rev P	Affordable Housing Plan
CB_81_035_005 Rev P	Building Heights Plan
CB_81_035_006 Rev P	Parking Strategy Plan
CB_81_035_007 Rev P	Bin & Cycle Storage Plan
CB_81_035_008 Rev P	External Finishes Plan
CB_81_035_009 Rev P	External Enclosures Plan
CB_81_035_010 Rev P	Hard Surfacing Plan
CB_81_035_011 Rev P	Street Scene Location Plan
CB_81_035_012 Rev P	Housing Mix Plan
CB_81_035_020 Rev P	Garden Compliance Plan
<b>Landscape Drawings</b>	
506.7_101E	Planting Plan 1
506.7_102F	Planting Plan 2
506.7_103E	Planting Plan 3
506.7_104F	Planting Plan 4
506.7_105F	Planting Plan 5
506.7_106E	Planting Plan 6
506.7_107F	Planting Plan 7
506.7_108F	Planting Plan 8
506.7_109H	Planting Plan 9
506.7_110	Tree Planting Detail
506.7_111A	Hedgerow Detail
506.7_112	Woodland Planting
506.7_113	Trellis
506.7_114	Mesh Fencing
506.7_118	Overall Planting Plan
J6/01058 Sheet 1 of 4	Mesh Fencing 1.5m
J6/01058 Sheet 3 of 4	Mesh Fencing 2m
7695 PA6 January 2017	LEAP Three Mile Cross
7696	MUGA Three Mile Cross

507.7_116 January 2017	Knee Rail to Veteran Tree
<b>Arboricultural Survey and Plans</b>	
<u>Tree Survey, Tree Retention and Removal &amp; Tree Protection Measures prepared by FLAC, reference FLAC</u>	<u>CC28-1018 February 2017</u>
<u>Veteran Tree Mitigation Strategy prepared by FLAC</u>	<u>CC28-1018-TMX Rev B</u>
<u>FLAC TPP SW 28-1018.20-A 23.09.16</u>	<u>28-1018.20-A 23.09.16 Rev E</u>
<u>FLAC TPP SW 28-1018.21-D Issue S1</u>	<u>28-1018.21-D Issue S1 Rev E</u>
<u>FLAC TPP SW 28-1018.21-D Issue S2</u>	<u>28-1018.21-D Issue S2 Rev E</u>
 <b>Architectural Drawings – Church Lane Frontage Housetype Booklet</b>	
81_035_200_CLF_PB52_E01	
81_035_200_CLF_PB52_P01	
81_035_200_CLF_PB52_E02	
81_035_200_CLF_PB52_P02 Rev A	
81_035_200_CLF_PT42_E01 Rev A	
81_035_200_CLF_PT42_P01 Rev A	
81_035_200_CLF_PT42_E03 Rev B	
81_035_200_CLF_PT42_P02 Rev A	
81_035_200_CLF_PB30G_E01 Rev A	
81_035_200_CLF_PB30G_P01 Rev A	
81_035_200_CA_PB30G_E02 Rev B	
81_035_200_CLF_PB30G_P02 Rev B	
81_035_200_CLF_PB30G_E04 Rev B	
81_035_200_CLF_PB30G_P04 Rev B	
81_035_200_CLF_936_E01	
81_035_200_CLF_936_E02 Rev A	
81_035_200_CLF_936_P01 Rev A	
81_035_200_CLF_936_E03	
81_035_200_CLF_936_P02	
81_035_200_CLF_936_E04	
81_035_200_CLF_936_P03	
81_035_200_CLF_PT36_E01 Rev A	
81_035_200_CLF_PT36_P01 Rev A	
81_035_200_CLF_PT36_E02 Rev A	
81_035_200_CLF_PT36_P02 Rev A	
81_035_200_CLF_908_E01	
81_035_200_CLF_908_P01	
81_035_200_CLF_908_E02	
81_035_200_CLF_908_P02	
81_035_200_CLF_908_E03	
81_035_200_CLF_908_P03	
81_035_200_CLF_908_E04	
81_035_200_CLF_908_P04	
81_035_200_CLF_C_E01	
81_035_200_CLF_C_E02	
81_035_200_CLF_C_P01	

81_035_200_CLF_E_E01 Rev A	
81_035_200_CA_E_E02 Rev A	
81_035_200_CA_E_E03 Rev A	
81_035_200_CA_E_E04 Rev A	
81_035_200_CA_E_P01 Rev A	
81_035_200_CA_E_P02 Rev A	
81_035_200_CA_E_P03 Rev A	
81_035_200_CLF_2BCH_E01 Rev B	
81_035_200_CLF_2BCH_E02 Rev A	
81_035_200_CLF_2BCH_P01 Rev B	
81_035_200_CLF_2BCH_E03 Rev B	
81_035_200_CLF_2BCH_P02 Rev B	
81_035_200_CLF_2BCH_E04	
81_035_200_CLF_2BCH_P03	
81_035_200_CLF_2BCH_E04 Rev A	
81_035_200_CLF_2BCH_P03 Rev A	

**Architectural Drawings – Core Area Housetype Booklet**

81_035_200_CA_PB52_E01	
81_035_200_CA_PB52_P01	
81_035_200_CA_PB52_E02 Rev A	
81_035_200_CA_PB52_P02 Rev A	
81_035_200_CA_PB41G_E01	
81_035_200_CA_PB41G_P01	
81_035_200_CA_PB41G_E02	
81_035_200_CA_PB41G_P02	
81_035_200_CA_PB41G_E03	
81_035_200_CA_PB41G_P03	
81_035_200_CA_PB41G_E04	
81_035_200_CA_PB41G_P04	
81_035_200_CA_PB41G_E05	
81_035_200_CA_PB41G_P05	
81_035_200_CA_PT42_E02 Rev A	
81_035_200_CA_PT42_P01	
81_035_200_CA_PA44_E01	
81_035_200_CA_PA44_P01	
81_035_200_CA_PA44_E02	
81_035_200_CA_PA44_P02	
81_035_200_CA_PB30G_E01 Rev B	
81_035_200_CA_PB30G_E02	
81_035_200_CA_PB30G_P01 Rev B	
81_035_200_CA_PB30G_E03 Rev B	
81_035_200_CA_PB30G_E04	
81_035_200_CA_PB30G_P02 Rev B	
81_035_200_CA_PB30G_E05 Rev B	
81_035_200_CA_PB30G_P03 Rev B	
81_035_200_CA_PB30G_E06 Rev B	
81_035_200_CA_PB30G_P04 Rev B	
81_035_200_CA_936_E01	
81_035_200_CA_936_E02	
81_035_200_CA_936_P01	

81_035_200_CA_936_E04	
81_035_200_CA_936_E05	
81_035_200_CA_936_E06	
81_035_200_CA_936_P03	
81_035_200_CA_936_E07 Rev A	
81_035_200_CA_936_E08	
81_035_200_CA_936_E09	
81_035_200_CA_936_P04	
81_035_200_WP_PT36_E01 Rev A	
81_035_200_WP_PT36_P01	
81_035_200_WP_PT36_E02 Rev A	
81_035_200_WP_PT36_P02	
81_035_200_CA_PT37_E01	
81_035_200_CA_PT37_E02	
81_035_200_CA_PT37_P01	
81_035_200_CA_908_E01	
81_035_200_CA_908_P01	
81_035_200_CA_908_E02	
81_035_200_CA_908_P02	
81_035_200_CA_908_E03	
81_035_200_CA_908_P03	
81_035_200_CA_A_E01 Rev B	
81_035_200_CA_A_E02 Rev B	
81_035_200_CA_A_E03 Rev A	
81_035_200_CA_A_E04 Rev A	
81_035_200_CA_A_P01 Rev C	
81_035_200_CA_A_P02 Rev B	
81_035_200_CA_A_P03 Rev B	
81_035_200_CA_A_E05 Rev B	
81_035_200_CA_A_E06 Rev B	
81_035_200_CA_A_E07 Rev C	
81_035_200_CA_A_E08 Rev B	
81_035_200_CA_A_P04 Rev D	
81_035_200_CA_A_P05 Rev C	
81_035_200_CA_A_P06 Rev B	
81_035_200_CA_B_E01 Rev B	
81_035_200_CA_B_E02 Rev B	
81_035_200_CA_B_E03 Rev B	
81_035_200_CA_B_E04 Rev B	
81_035_200_CA_B_P01 Rev A	
81_035_200_CA_B_P02 Rev A	
81_035_200_CA_B_P03 Rev A	
81_035_100_CA_D_E01 Rev B	
81_035_200_CA_D_E02 Rev A	
81_035_200_CA_D_E03 Rev A	
81_035_200_CA_D_E04 Rev A	
81_035_200_CA_D_P01 Rev B	
81_035_200_CA_D_P02 Rev B	
81_035_200_CA_D_P03 Rev B	
81_035_200_CA_2BCH_E01 Rev B	

81_035_200_CA_2BCH_P01 Rev B	
81_035_200_CA_2BCH_E02 Rev A	
81_035_200_CA_2BCH_P02 Rev A	
81_035_200_CA_2BCH_E03 Rev B	
81_035_200_CA_2BCH_E04 Rev A	
81_035_200_CA_2BCH_P03 Rev A	
81_035_200_CA_2BCH_E05 Rev A	
81_035_200_CA_2BCH_E06	
81_035_200_CA_2BCH_P04 Rev A	
81_035_200_CA_617_E01 Rev C	
81_035_200_CA_617_P01 Rev C	
81_035_200_CA_617_E02 Rev B	
81_035_200_CA_617_P02 Rev C	
81_035_200_CA_938_E01	
81_035_200_CA_938_E02	
81_035_200_CA_938_P01	
81_035_200_CA_938_E03	
81_035_200_CA_938_E04	
81_035_200_CA_938_P02	
81_035_200_CA_938_LTH	
81_035_200_CA_892_E01	
81_035_200_CA_892_P01	
81_035_200_CA_892_E02	
81_035_200_CA_892_P02	
81_035_200_CA_892_E03	
81_035_200_CA_892_P03	
81_035_200_CA_892_E04	
81_035_200_CA_892_P04	
81_035_200_CA_892_E05	
81_035_200_CA_892_P05	
81_035_200_CA_892_LTH	

**Architectural Drawings – Western Pocket Housetype Booklet**

81_035_200_WP_PB52_E01	
81_035_200_WP_PB52_E02 Rev A	
81_035_200_WP_PB52_P01	
81_035_200_WP_PB52_E03	
81_035_200_WP_PB52_P02	
81_035_200_WP_PB52_E04	
81_035_200_WP_PB52_E05	
81_035_200_WP_PB52_E06	
81_035_200_WP_PB52_P03	
81_035_200_WP_PB52_E07	
81_035_200_WP_PB52_E08	
81_035_200_WP_PB52_E09	
81_035_200_WP_PB52_P04	
81_035_200_WP_PB41G_E01 Rev A	
81_035_200_WP_PB41G_P01 Rev A	
81_035_200_WP_PB41G_E02 Rev A	
81_035_200_WP_PB41G_E03	
81_035_200_WP_PB41G_P02	

81_035_200_WP_PT42_E01 Rev A	
81_035_200_WP_PT42_P01	
81_035_200_WP_PT42_E02	
81_035_200_WP_PT42_P02	
81_035_200_WP_PA44_E01 Rev A	
81_035_200_WP_PA44_P01 Rev A	
81_035_200_WP_PB30G_E01	
81_035_200_WP_PB30G_P01	
81_035_200_WP_PB30G_E02	
81_035_200_WP_PB30G_P02	
81_035_200_WP_PB30G_E03	
81_035_200_WP_PB30G_P03	
81_035_200_WP_PB30G_E04	
81_035_200_WP_PB30G_E05	
81_035_200_WP_PB30G_P04	
81_035_200_WP_936_E01	
81_035_200_WP_936_P01	
81_035_200_WP_936_E02	
81_035_200_WP_936_P02	
81_035_200_WP_936_E03	
81_035_200_WP_936_P03	
81_035_200_WP_908_E01 Rev A	
81_035_200_WP_908_P01	
81_035_200_WP_908_E02 Rev A	
81_035_200_WP_908_P02	
81_035_200_WP_908_E03	
81_035_200_WP_908_P03	
81_035_200_WP_908_E04	
81_035_200_WP_908_P04	
81_035_200_WP_908_E05	
81_035_200_WP_908_P05	
81_035_200_GAR_01 Rev B	
81_035_200_GAR_02 Rev A	
81_035_200_GAR_03 Rev B	
81_035_200_GAR_04 Rev B	
81_035_200_GAR_05 Rev B	
81_035_200_GAR_07 Rev A	
81_035_200_GAR_08 Rev A	
81_035_200_GAR_09 Rev A	
81_035_200_GAR_10 Rev A	
81_035_200_CAR_01 Rev A	
81_035_200_SUB_01	
81_035_200_BIN_01	

### Streetscenes

81_035_200_CLF_SS_001 Rev C	Church Lane Frontage
81_035_200_CLF_SS_002 Rev A	Church Lane Frontage
81_035_200_CA_SS_001 Rev C	Core Area
81_035_200_CA_SS_002 Rev B	Core Area
81_035_200_CA_SS_003 Rev C	Core Area
81_035_200_WP_SS_001	Western Pocket

81_035_200_WP_SS_002 Rev A	Western Pocket
<b>Highways and Drainage Plans</b>	
A077-101 P7	General Arrangement Sheet 1
A077-102 P7	General Arrangement Sheet 2
A077-110 P7	Refuse Swept Path Sheet 1
A077-113 P5	Refuse Swept Path Sheet 2
A077-111 P7	Fire Tender Swept Path Sheet 1
A077-112 P5	Fire Tender Swept Path Sheet 2
A077-151 P2	Longsections 1
A077-152 P1	Longsections 2
A077-153 P1	Longsections 3
A077-154 P1	Longsections 4
A077-401 P7	Engineering Layout Sheet 1
A077-402 P7	Engineering Layout Sheet 2
A077-501 P7	Drainage Layout Sheet 1
A077-502 P7	Drainage Layout Sheet 2
A077-511 P5	Flood Routing Sheet 1
A077-512 P5	Flood Routing Sheet 2
A077-701 P7	Materials Sheet 1
A077-702 P7	Materials Sheet 2

*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.*

**Update to condition 3** to remove prior to commencement in third sentence as a point of implementation:

- 3) Prior to the commencement of development, details of the measures to restrict the vehicular access at the north of the site shall be submitted and agreed in writing by the Local Planning Authority. This shall provide details to show that no vehicles other than emergency vehicles / vehicles associated with the use of the pumping station /bicycles/agricultural vehicles accessing the farmland to the north and east shall be permitted to access the site to the north via Basingstoke Road. The measures shall be implemented in accordance with the approved details prior to first occupation of the development and permanently so retained unless otherwise agreed in writing by the local planning authority.

*Reason: In the interest of highway safety. Relevant policy Wokingham Borough Core Strategy Policy CP6 and principles identified in Appendix 10 of the Spencers Wood and Three Mile Cross Environmental Statement pursuant to planning approval O/2013/0346*

- 4) Prior to the commencement of development, details of the construction access and a construction access strategy shall be submitted for approval by the local planning authority. The access arrangements shall be implemented in accordance with the agreed details / strategy unless otherwise agreed in writing by the local planning authority.

*Reason: In the interest of highway safety / residential amenity. Relevant policy Wokingham Borough Core Strategy Policy CP6 /CP3 and Paragraph 10.85 and 10.145 of the Spencers Wood and Three Mile Cross Environmental Statement pursuant to planning approval O/2013/0346*

**Condition 5** is duplicated on the outline and can be deleted.

**Reword condition 6 to as follows:**

- 6) No building shall be occupied until the vehicular access that serves the dwelling has been surfaced with bonded material across the entire width of the access.

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

**Reword condition 9 to the following:**

- 9) Prior to the commencement of development, details of fencing for the rear / side boundaries of dwellings that back/side onto the application site along Church Lane, Basingstoke Road and Silchester Place shall first be submitted for approval to the Local Planning Authority. The fencing shall be installed in accordance with the approved details prior to the formation of any foundations earlier date to be agreed in writing by the Local Planning Authority and permanently so retained.

*Reason: In the interests of visual and residential amenity and to ensure the proper planning of the site. Relevant policy: Core Strategy policies CP1 and CP3*

**Remove condition 10** as duplicated on the outline planning permission.

**Reword condition 13 to 13)** All foul and surface water works are to be carried out in accordance with the Drainage Statement referenced A077-R005V2 prepared by Abley Letchford Partnership.

*Reason: The development may lead to foul flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community. Relevant policy: Core Strategy policy CP1 and CP4.*

**Additional condition**

Prior to the commencement of development, detailed plans of the setting out of the allotment plots and location(s) of water supply shall be submitted for approval by the Local Planning Authority. The allotments shall be set out in accordance with the approved details and water supply shall be made available before the first use of the allotments.

*Reason: In the interests of visual and residential amenity and to ensure the proper planning of the site. Relevant policy: Core Strategy policies CP1 and CP3.*

**Condition 15** to be moved to an informative as the development is away from the SGN network pipe and outside the buffer zone.

Development in proximity of the Southern Gas Network pipeline on Church Lane shall be carried out in accordance with the requirements outlined below:

- I. No mechanical excavation is allowed within 3 metres either side of pipeline.
- II. No plant or storage of equipment shall be made within any easement strip.
- III. If any metallic pipes or cables are being laid in proximity to gas pipelines then interference testing will be required, the cost of which to be borne by the promoter of the works. A minimum clearance of 600mm is required.
- IV. All precautions stated in publication SGN/WI/SW/2 (Work Instruction for Safe Working in the Vicinity of Pipelines & Associated Installations operating >7 barg) shall be fully complied with in all respects.
- V. No thrust boring shall take place within three metres of the pipeline.
- VI. All planting within the easement strip should comply with "Notes for Guidance on Tree Proximity".

- VII. Before commencing work on site you must contact our Pipeline Maintenance Section on 0141 4184093 at least seven days before work commences. A Southern Gas Networks representative will then contact you to arrange to visit site. Details of working near to high-pressure gas pipelines can then be discussed.
- VIII. Pipeline sections that are planned and agreed by SGN to be permanently covered (i.e. by road surface) will require a coating survey. SGN will repair any indicated coating defects free of charge. The survey costs will be borne by the promoter of the works. Prior to any surface cover cathodic protection coupons and reference cells will require installation at no cost to SGN.
- IX. This pipeline is cathodically protected and as such has test cables located in surface boxes, were these to be lost through this work we would look to you for remedial action at no cost to SGN.
- X. Intrusive construction methods will require an agreed method statement prior to work starting.
- XI. Any extended period of SGN site supervision may incur charges to you. These will be charged based on visiting times, materials and occurrences. You will be informed when these come into effect and be invoiced direct.
- XII. Any piling or boreholes with 15 metres of the pipeline may require vibration monitoring. No piling or boreholding must take place within 3 metres on the pipeline.

Members requested the following letters of representation:

Copy of objection letter from Mr Swift – issues have been addressed in report:

EXAMPLES OF ISSUES WE CAN TAKE INTO CONSIDERATION WHEN DETERMINING

A PLANNING APPLICATION;

DESIGN, APPEARANCE AND LAYOUT. - *underground houses won't be higher than existing?*

HIGHWAY SAFETY. - *where is the plan for road strategy in Shipton Parish.*

RESIDENTIAL AMENITY (loss of attractive features within the locality,

e.g. parks or woodland).

LOSS OF LIGHT. → *What is the tolerance for acceptability? (As at present will be 75% plus)*

OVERSHADOWING/OVERLOOKING (loss of privacy). *See below.*

NOISE, DISTURBANCE, SMELL etc ONCE THE DEVELOPMENT IS IN USE.

*- What are the levels of expected noise, smell?*

EXAMPLES OF ISSUES WE CAN'T TAKE INTO CONSIDERATION WHEN

DETERMINING A PLANNING APPLICATION;

~~OBSTACLES TO DEVELOPMENT, ESTATE PLANNING, BOUNDARY AND~~

I WISH TO (tick relevant box); OBJECT TO THE APPLICATION

SUPPORT THE APPLICATION  COMMENT ON THE APPLICATION

Please note that a full and unedited copy of all comments submitted are open to public inspection either on our web-site or the planning case file – this includes the applicant. Comments:

① Drainage - the field is a flood plain. There has been no consultation on the impact to residents/wildlife on the impact building will have.

Any impact / understanding should be at least discussed with residents before any work is commenced. If development goes ahead, any impact on gardens flooding to existing properties will be met with legal action.

② Understand from plans sheltered housing will back onto our properties -

Two issues:

① the area is the central area of the flood plain

② these houses will fatally devalue our properties  
how are we to be compensated? Why can these not be interspersed  
within the development.

for the avoidance of doubt IE plans are approved  
legal action will be involved:

Ref: Part 1 of the Land Compensation Act (1973)  
European Court of Human Rights

③ Loss of light / Privacy - houses will overlook our houses. This  
invasion of privacy is an infringement on our human rights

④ There will be disruption / noise IE planning is approved.

Since 2001 we have been subjected to continual disruption;

1) M4 expansion @ junction 11.

2) Mitford field development

3) Development of relief road.

4) Development of other housing estates in the Three Mile Cross  
area. With no recompence.

⑤ IE approved all access was granted at Church Lane. Any  
attempt to access land via Old Basingstoke Road is  
therefore legal and unlawful and is a breach of planning  
applications.

⑥ Just how much traffic in addition to existing developments  
will occur? Where is the strategy on buses/road improvements  
for the area?

⑦ Understand the need for development but you can't get this  
land back. Why no brownfield strategy? Why so much development all  
at the same time in Shinfield Parish? This is simply unacceptable and above  
~~all worsens distressing and bad living conditions and our parish~~

Copy of letter from Mr Nozay – issues addressed in report. To expand on housing allocation provided in the summary section of the report:

The council is required to provide a five year housing land supply by central government and has identified these sites within the adopted Core Strategy. The council's strategic approach to housing delivery includes this site. This helps maintain the requirement to provide rolling housing land supply which means that speculative applications on unallocated and sites which are considered unsustainable are less likely to gain planning permission. As such the principle of development on this site has been established.

Dear Sir, Madam,

I am writing to you regarding the application number 162829 for 175 dwellings at the north of church lane, in Three Mile Cross.

I would like to ensure that the council is aware that the land to be built on has a high water table, and this field floods several time every year. I dug a hole in my back garden and found that it always fills up with water. I am very worried that water for the water table will come over the proposed gardens and get into the new street sewage pipework and overload the sewage system. The gardens in our street get flooded from sewage several times a year and it has been getting worse since new housing development have been built so I have concern that this application will make things even worse.

Also worth noting is that several of us in our street keep cockerels, and they are located at the back of our gardens, and this has been found to be acceptable as our gardens are very long. The new houses being located at the back of our garden will be nearer to them and this may be an issue for the new residents.

Another point that I am concerned about is that there are large oak trees at the back of our gardens and the construction work will damage their root system. These trees are important in helping with the high water table/flood so we need them to stay healthy. If we really need that many new housing in our village which I am doubtful this is still the case since Brexit (Are we still expecting the same amount of immigrants considering that many EU citizens are thinking of leaving the UK? Or is it just an accounting exercise to boost the construction sector and hope for more council tax revenue without a real need behind it?), then I would urge the council to review the application and at least consider moving the allotments and recreation park to the other side, near our border, to alleviate the above points.

Best Regards,

Philippe Nozay

---

**Site Address: Longmoor Lake, California Country Park.  
Application No: 163385, Pages 91-110.**

**Amended description:**

The description of the application is amended to read:

Full planning application for the installation of vehicle overrun strips along the access road, formalisation of the existing car park and the construction of new car parks creating a total of **311 bays** (an increase of **around 152 bays**) including disabled and public carrier vehicle bays, the removal of **73 trees** and the planting of **85 trees**, and erection of the tensile tent canopy adjacent to the Café, with associated provision for street furniture, lighting and landscaping, replacement of underground pumping station, upgrading of power supply with associated distribution boxes. [Bold text demonstrates the changes made]

**Alterations to report:**

the 'summary information' section should be '73' for trees being removed, and '85' trees for the number being replaced, plus native hedge, ornamental hedges, shrubs, and

herbaceous plants and grassed areas. This is not shown on the submitted plans, but the landscaping is to be amended by way of condition.

For clarity, the trees proposed to replace those which have been lost are of a mix of sizes, including those with a girth of 16-18cm and 12-14 cm.

The number of parking spaces proposed should read '311 bays = 98 in the south car park, 76 in the overspill car park, 19 in the mid car park, 85 in the north car park, and 33 in the eastern car park'.

Under the 'applicants comments' section states 'A survey was conducted in 2008 shows that most people travel by car (73%)'.

For clarity, the need for the proposed amount of parking has been established in a recent Transport Statement (2016) which is based on data collected by an 'automatic traffic counting device' in 2015. This 2015 statement established the vehicle movements into and out of the site between the parks busiest period (between 18<sup>th</sup> August – 15th of September over a timeframe of 4 weeks).

The 2008 survey is understood to be a survey of method of travel to the park and how long that journey took.

Paragraph 33 currently reads 'The existing car parks are open between 9-6pm Monday to Saturday. The restaurant which had a later opening is no longer in operation.

That paragraph should read: '*The opening hours of the car parks vary according to the season (summer 8.30am-9pm, Winter 8.30am – 5pm. The restaurant which had a later opening is no longer in operation. If the restaurant were to open later then it is likely that the north car park adjacent to the restaurant would be used, rather than the south car park.*

#### **Alterations to conditions:**

Condition 11 is added to accommodate details of the tensile canopy;

A plan of the proposed tensile canopy at 1:100 scale shall be submitted to and approved in writing by the local planning authority. The stated tensile canopy shall be implemented in accordance with such details as may be approved.

*Reason: for clarity and in the interest of the character of the area. Relevant policy: NPPF Section 4 (Sustainable Transport) and Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.*

#### **New resident comments:**

A total of 54 objections to the proposal have been received (35 since the report was published). The comments made in addition to those stated in the officer's report are set out below:

- The proposal would result in less country park / loose quiet appeal of the park/ would urbanise it (See **paragraph 22 – 27** of the committee report)
- Too many bays for the demand (see **paragraph 13** of the committee report)
- Disabled bays are located away from park amenities (Officer comment: there are disabled bays in all of the proposed car parks to enable disabled access to the multiple locations/facilities in the Country Park).
- Why aren't trees being moved rather than being replaced (Officer comment: Moving trees is risky and often limits their growth in subsequent years. Most of the trees

*removed are on the edge of the existing woodland and the excavation required to move them would like to damage the roots of the retained trees).*

- Has an environmental assessment been completed (Officer comment: An ecology report was submitted to the council and was assessed by the councils Ecologist, who recommended permission subject to condition).
- I don't want another Dinton Pastures (Officer comment: see the 'summary' section of the committee report for a background to the proposal)
- More cars would threaten the users of the Greenway – and the safe route for Bohunt School. (see **paragraph 17** of the committee report)
- Not including principle stakeholders is short sighted. (Officer comment: the council has followed its statutory procedures in consulting the surrounding residents as defined by the consultation plan which is online and placing an advert in the newspaper).
- Issues of highway safety with bind corners. (See **paragraph 17** of the committee report)
- What is the MPH for the park and how is it enforced (*Officer comment: it is understood to be 10Mph and enforced by speed bumps*).

#### **Online Petition:**

A petition has also been submitted and at the time of writing this update the number of signatures totalled 97 signatures. The petition states;

- The building of these new parking spaces will remove much needed green space in the park and increase the amount of traffic using Nine Mile Ride and the access road to the park.
- It would also appear that no consideration has been given to the usage of the country park by 1st Finchampstead Scout Group who hold Scout meetings at their hut in the park six days a week.
- The addition of these parking spaces will remove green space that the scouts use for outdoor activities such as tent pitching pioneering and outdoor games. It will also create a safeguarding issue as more traffic will pass by the scout hut when young people aged 6 - 18 are using the facility.
- At a time when the country and government are challenged with increased pollution through the use of cars let's encourage people to use the park more by accessing it through walking or on bikes rather than increased traffic flow

---

**Site Address: Land to the north of Wood Lane (west of Meadow Croft) Wood Lane Barkham**

**Application No: 162321, Pages 111-128**

#### **Clarification:**

The application site is on the boundary between the Parishes of Barkham and Arborfield. The site actually falls within Arborfield and not Barkham as stated within the report. Notwithstanding this, both Parishes were consulted and neither Council objected to the application.

---

**Site Address: Engineering Building, Whiteknights Campus, Reading University**

**Application No: 163315, Pages 129 - 156.**

#### **Further Information:**

*Cycle provision:* It is noted there is a shortfall regarding cycle provision. Due to the minimal amount required, it is considered a condition requiring monitoring of the situation through the University Travel Plan would be most appropriate. This would

allow for additional provision if deemed necessary and is balanced against the compliance with Reading Borough Council's standards.

*Sustainable Design and Construction:* A modelling report has been submitted to demonstrate the carbon emissions of the building could be reduced by 17% through solar panels and connection to the CHP system. The Policy Officer is satisfied that this is acceptable.

*Ecology:* A bat mitigation strategy has been submitted to demonstrate how the demolition of the Harborne building would take place. The Ecology Officer is satisfied this is acceptable.

**Alterations to conditions:**

Following discussions with the applicant, some alterations to the conditions have occurred. This relates to the trigger point at which the information is submitted to allow for the demolition of the Engineering building to take place.

- **Condition 3** - Before any works other than demolition of the Engineering Building and groundworks are commenced...
- **Condition 4** - Before any external lighting is installed...
- **Condition 5** - Before the development hereby permitted is commenced, excluding any works of demolition...

An additional condition relating to demotion to be inserted at **condition 6**:

No works of demolition shall be undertaken until a Demolition Method Statement has been submitted to and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the demolition period and 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 demolishing the existing building,
- 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 demolition,
- vii) a scheme for recycling/disposing of waste resulting from demolition works.

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

An additional condition relating to cycle provision to be inserted at **condition 12**:

Within 3 months of the occupation of the building hereby approved, the university travel shall be updated to include the application site and also monitoring of cycle and car parking provision and this shall be submitted to both local planning authorities to be agreed in writing. If cycle parking monitoring shows there is an over-demand for spaces, then additional cycle parking spaces will need to be provided, the location of which will need to be agreed in writing with both local planning authorities.

*Reason: To ensure that appropriate cycle parking is provided on site. Relevant policy: Core Strategy policy CP6.*

**Condition 12 (existing)** to be updated to include the following tree pit detail plans: 1459939-STL-XX-00-DR-L-6020-04001 PL11; 1459939-STL-XX-00-DR-L-6020-04002 PL11.

An additional condition relating to sustainable design and construction to be inserted at **condition 14**:

The development hereby approved shall not be carried out unless in accordance with the submitted sustainable design and construction details (University of Reading, Health and Life Sciences building – preliminary part I2a (2013) criteria 1 and 3 assessment, AECOM, February 2017) received by the Local Planning Authority on 24<sup>th</sup> February 2017. The details shall be implemented in full unless otherwise approved in writing by the local planning authority.

*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*

An additional condition relating to bat mitigation to be inserted at **condition 15**:

The submitted bat method statement for the Harborne Building at University of Reading (WSP | Parsons Brinckerhoff, 27 February 2017) shall be implemented in full in accordance with the approved plan unless otherwise approved in writing by the local planning authority.

*Reason: To ensure that bats, a European Protected Species, are not adversely impacted upon as a result of the development.*

**Condition 17 (existing)** to be updated to confirm noise does not exceed 10dB (A) below the existing background level following further information from the applicant.

**Condition 18 (existing)** to be reworded to allow for materials to be re-used in construction:

All materials arising from the demolition of existing buildings on the site shall either be re-used in the construction of the proposed building or shall be permanently removed from the site.

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

**Condition 19 (existing)** to be updated to include the following wording in order to take into account the 'exam period' that the University operates: During the University 'Quiet Period' (which typically operates from mid-April to mid-June) in each Academic Year the Local Planning Authority will permit a variation to allow work to commence at 07.00 or to finish at 19.00 on receipt of a written notification from the applicant.

---

### Pre-emptive site visits

#### **Ref: 16310 – Belscot, Reading Road, Finchampstead**

Full application for the proposed change of use of the land and buildings from Use Class B1 (Business) and B8 (Storage & Distribution) to Use Class B1 (Business), B2 (General Industrial) and B8 (Storage & Distribution)

*Reason: - to assess the impact of the development on the character of the area and neighbouring properties*

#### **Ref: 163058 - Hewden Plant Hire, Old Forest Road, Wokingham**

Full application for proposed erection of 45 dwellings (8 x 1 bedroom apartments, 12 x 2 bedroom apartments, 17 x 3 bedroom houses and 8 x 4 bedroom houses) together with associated access improvements, parking and refuse storage following the demolition of existing buildings.

*Reason: - to assess the impact of the development on the character of the area*

**Ref: 170317 - Land to the rear of 72 Old Bath Road Charvil**

Full application for the proposed erection of two link detached bungalows at the land at the rear of 70-72 Old Bath Road

*Reason: - request from Councillor Hobbs to assess the impact of the development on the character of the area*

---

**Non-householder appeal decisions**

Date	Decision	Main planning issues identified/addressed
26/01/17	Dismissed (enforcement appeal)	<ul style="list-style-type: none"><li>• Harm to the character of the area objection upheld</li><li>• Accepts that the Council has sufficient gypsy and traveller sites at present</li><li>• Temporary permission not warranted</li></ul>
08/02/17	Dismissed (160849)	<ul style="list-style-type: none"><li>• Harm to the character of the area objection upheld</li><li>• Considered that harm to trees could be overcome through conditions</li></ul>
09/02/17	Allowed (161522)	<ul style="list-style-type: none"><li>• Change to opening and delivery hours would not significantly harm residential amenity</li></ul>
13/02/17	Dismissed (enforcement appeals)	<ul style="list-style-type: none"><li>• Impact upon listed building</li></ul>
21/02/17	Dismissed (160510)	<ul style="list-style-type: none"><li>• Harm to the character of the area objection dismissed</li><li>• Failure to properly mitigate against impact upon SPA</li></ul>
24/02/17	Allowed (161539)	<ul style="list-style-type: none"><li>• Harm to the character of the area objection dismissed</li><li>• Neighbour impact controlled through conditions</li><li>• Legal Agreement provided to ensure annexe remains ancillary</li></ul>

This page is intentionally left blank