



WOKINGHAM BOROUGH COUNCIL

A Meeting of the **PLANNING COMMITTEE** will be held at the Civic Offices, Shute End, Wokingham, RG40 1BN on **WEDNESDAY 29 MARCH 2017 AT 7.00 PM**

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

Andy Couldrick
Chief Executive
Published on 21 March 2017

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

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

ITEM NO.	WARD	SUBJECT	PAGE NO.
108.		APOLOGIES To receive any apologies for absence.	
109.		MINUTES OF PREVIOUS MEETING To confirm the Minutes of the Meeting held on 1 March 2017.	5 - 14
110.		DECLARATION OF INTEREST To receive any declaration of interest	
111.		APPLICATIONS TO BE DEFERRED AND WITHDRAWN ITEMS To consider any recommendations to defer applications from the schedule and to note any applications that may have been withdrawn.	
112.	Emmbrook	APPLICATION NO 163058 - HEWDEN PLANT HIRE, OLD FOREST ROAD, WOKINGHAM Recommendation: Conditional Approval, subject to Legal Agreements	15 - 46
113.	Maiden Erlegh	APPLICATION NO 170368 - LODDON JUNIOR SCHOOL, HILLSIDE ROAD, EARLEY Recommendation: Conditional Approval	47 - 74
114.	Charvil	APPLICATION NO 170317 - LAND TO THE REAR OF 72 OLD BATH ROAD, CHARVIL Recommendation: Refusal	75 - 86
115.	Arborfield	APPLICATION NO 170217 - 3 BARKER CLOSE, ARBORFIELD Recommendation: Refusal	87 - 104
116.	Hawkedon; Maiden Erlegh; Winnersh	FOOTPATH EARLEY 11 - EXTINGUISHMENT OF FOOTPATH AT FINBECK WAY Recommendation: Confirm Extinguishment	105 - 110

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 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 Sealam, 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 wit 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 wit 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 wit 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 whitt 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.

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Development Management Ref No	No weeks on day of committee	Parish	Ward	Listed by:
163058	21/13	Wokingham Town	Emmbrook	Major

Applicant	Ashill Land Ltd		
Location	Hewden Plant Hire, Old Forest Road	Postcode	RG41 1HY
Proposal	Full application for proposed erection of 43 dwellings (7 x 1 bedroom apartments, 11 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.		
Type	Full		
PS Category	7		
Officer	Daniel Ray		

FOR CONSIDERATION BY	Planning Committee on 29 st March 2017
REPORT PREPARED BY	Head of Development Management and Regulatory Services

SUMMARY

The application proposes the erection of 43 dwellings, including 18 apartments, with associated parking, access improvements and landscaping as well as cycle parking and refuse storage area following the demolition of the existing plant hire buildings.

The application site is within the major settlement of Wokingham and therefore the principle of development is acceptable subject to all other material planning considerations. The site is within a sustainable location within good transport links.

It is proposed that the site will provide 20% affordable housing units within the site (9 units) that would be secured through a S106 Agreement.

The site would provide 77 parking spaces within the site as well as sufficient cycle storage facilities that would exceed the Borough Parking standards. A parking management plan shall be submitted as required by details within the S106.

The property types, sizes and designs give a variety of housing for a wide mixture of future occupants with units ranging from 1 bed apartments to 4 bedroom homes.

TPO's on the eastern boundary shall be managed by way of management company throughout the life time of the development and this shall be secured through the requirements of the S106.

Overall the application site lends itself well to residential development and the proposal is acceptable. The proposal would result in a significant reduction in the amount of hardstanding on this Brownfield Site by virtue of the proposed private rear gardens and landscape areas. Currently the site has 100% coverage in hardstanding and buildings.

PLANNING STATUS

- | |
|---|
| <ul style="list-style-type: none"> • Major Settlement • Contaminated Land Consultation Zone |
|---|

- TPO (western boundary)
- Groundwater Protection Zone
- Wind Turbine Safeguarding Zone
- Adjacent to Railway

RECOMMENDATION

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

A. Prior completion of a legal agreement to ensure the provision of 20% (9 units) affordable housing is provided on site, a car park management plan and a maintenance plan for the trees covered by a TPO.

B. Conditions and informatives:

Conditions:

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

Reason: In pursuance of 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:

- 2465-A-1005 – Rev Q
- 2465-A-3000 - Rev E
- 2465-A-3001 - Rev E
- 2465-A-3005 - Rev E
- 2465-A-3006 - Rev E
- 2465-A-3010 - Rev E
- 2465-A-3011 - Rev E
- 2465-A-3015 - Rev E
- 2465-A-3020 - Rev G
- 2465-A-3021 - Rev G
- 2465-A-3030 - Rev E
- 2465-A-1010 - Rev C
- 2465-A-1011 - Rev C

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. Prior to the commencement of the development, full details of both hard and soft landscape proposals shall be submitted to and approved in writing by the local planning authority. These details shall include, as appropriate, proposed finished floor levels or contours, means of enclosure, car parking layouts, other vehicle and pedestrian access and circulation areas, hard surfacing materials and minor artefacts and structure (e.g. furniture, play equipment, refuse or other storage units, signs, lighting, external services, etc). Soft landscaping details shall include planting

plan, specification (including cultivation and other operations associated with plant and grass establishment), schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate, and implementation timetable.

All hard and soft landscape works shall be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a timetable approved in writing by the local planning authority. Any trees or plants which, within a period of five years after planting, are removed, die or become seriously damaged or defective, shall be replaced in the next planting season with others of species, size and number as originally approved and permanently retained.

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

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

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

5. Before any above ground work is commenced details of all boundary treatment(s) shall first be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented prior to the first occupation of the development or phased as agreed in writing by the local planning authority. The scheme shall be maintained in the approved form for so long as the development remains on the site.

Reason: In the interests of amenity and highway safety. Relevant policy: Core Strategy policies CP1, CP3 and CP6.

6. Before any above ground work is commenced details of any proposed external lighting scheme shall be submitted to and approved in writing by the local planning authority. The scheme shall set out the steps that will be taken to ensure that external lighting does not cause a nuisance to local residents including future residents of the site and shall include details of location, direction and level of illumination.

Reason: To protect the amenity of local residents. Relevant policy: Core Strategy policy CP3.

7. 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 any of the elevations of the building 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*

8. No works related to the development hereby approved, including works of demolition or preparation prior to building operations, shall take place other than

between the hours of 8.00am and 6.00pm Monday to Friday and 8.00am to 13.00pm on Saturdays and at no time on Sundays or Bank or National Holidays unless otherwise agreed in writing with the Local Planning Authority

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

9. No development shall commence until further gas monitoring and a revised risk assessment has been carried out on the site in accordance with CIRIA C665: 2007 'Assessing the risks posed by hazardous ground gases to buildings' to adequately characterise the gas regime at the site. A written report of the findings must be submitted to the Local Planning Authority for approval.
Reason: To protect future occupiers of the site from the risks associated with landfill gas.
10. No development shall commence until a revised remediation scheme has been submitted to the Local Planning Authority for written approval. The revised remediation scheme shall include detailed proposals on the installation of suitable gas protection measures into all new dwellings following completion of the additional gas monitoring on the site as well as additional detailed proposals on the installation of vapour protection measures and engineered capping layers in all new dwellings. The revised remediation scheme shall also include the proposed remediation objectives and remediation criteria, details of all works to be undertaken, the timetable of works and site management procedures. The remediation scheme shall ensure that the site cannot be declared as being contaminated under part 2A of the Environmental Protection Act 1990, in relation to the intended use, after remediation works are completed.
Reason: To ensure that future users of the site are protected from the harmful effects of contamination
11. The approved remediation scheme shall be implemented before other groundworks or construction works commence unless a phased approach has been agreed as part of the approved remediation scheme or unless written approval is given by the Local Planning Authority. The applicant or contractor must give at least two weeks written notice before remediation works commence. Following completion of remediation works at the site, and prior to occupation of the site, a verification report shall be submitted to the Local Planning Authority for written approval.
Reason: To ensure that future users of the site are protected from the harmful effects of contamination
12. If unexpected contamination is found at any time during development this shall be reported in writing as soon as possible to the Local Planning Authority. An investigation and risk assessment shall be carried out and where remediation work is necessary a remediation scheme must be prepared and submitted for written approval to the Local Planning Authority. Following the completion of measures set out in the approved remediation scheme, and prior to occupation of the site, a verification report shall be submitted to the Local Planning Authority for written approval.
Reason: To ensure that future users of the site are protected from the harmful effects of contamination
13. Before development commences the applicant shall submit for written approval to the Local Planning Authority a scheme of works that sets out the measures that will

be taken to minimise dust arising from the development. The dust mitigation measures identified in the scheme shall be carried out and maintained until construction is complete.

Reason: To protect the amenity of local residents during the construction period

14. The development shall not begin until a scheme for protecting the proposed development from noise and vibration from the railway line and roads adjacent to the proposed development has been submitted to and approved in writing by the local planning authority. Any works which form part of the scheme approved by the Authority shall be completed before any dwelling is occupied unless an alternative phased approach is agreed in writing by the Authority.

Reason: As occupiers of the development, without such a scheme, are likely to suffer from noise caused by nearby railway and roads to a degree which would be unacceptable and to protect future residents of the proposed development from road and rail traffic noise and vibration.

15. No development shall take place until full details of the drainage system for the site have been submitted to and approved in writing by the LPA. The details shall include:

- Results of intrusive ground investigation demonstrating seasonal high groundwater levels for the site and infiltration rates in accordance with BRE365.
- Demonstration that the base of SuDS features are at 1m above seasonal groundwater level.
- Full calculations demonstrating the performance of soakaways or capacity of attenuation features to cater for 1 in 100 year flood event with a 40% allowance for climate change and runoff controlled at Greenfield rates, or better.
- A maintenance arrangement for the SuDS features throughout the lifetime of the development.

Reason: To ensure that the development does not increase flood risk on or off site.

16. No development shall take place within the site until the applicant, or their agents or their successors in title, has secured and implemented a programme of archaeological work (which may comprise more than one phase of work) in accordance with a written scheme of investigation, which has been submitted to and approved in writing by the Local Planning Authority. The development shall only take place in accordance with the detailed scheme approved pursuant to this condition.

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

17. Prior to the commencement of the development there shall be submitted to and approved in writing by the local planning authority, details of off-street parking space within the site for 73 spaces. The dwellings shall not be occupied until the parking space so-approved has been provided in full accordance with the approved details. The parking space shall thereafter be retained in accordance with the approved details and shall remain available for the parking of vehicles at all times.

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

18. Prior to the commencement of the development hereby permitted details of secure and covered bicycle storage/ parking facilities for the occupants of [and visitors to] the development shall be 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.

19. Prior to the commencement of the development there shall be submitted to and approved in writing by the local planning authority, details of the proposed vehicular access to include visibility splays of 22m. The access shall be formed as so-approved and the visibility splays shall be cleared of any obstruction exceeding 0.6 metres in height prior to the occupation of the development. The access shall be retained in accordance with the approved details and used for no other purpose and the land within the visibility splays shall be maintained clear of any visual 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.

20. 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.

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

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

22. 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 12 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.

23. Construction method statement :

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

- a) the parking of vehicles of site operatives and visitors,
- b) loading and unloading of plant and materials,

- c) storage of plant and materials used in constructing the development,
- d) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate,
- e) wheel washing facilities,
- f) measures to control the emission of dust and dirt during construction,
- g) a scheme for recycling/disposing of waste resulting from demolition and construction works.
- h) phasing of construction
- i) lorry routing and potential numbers
- j) types of piling rig and earth moving machinery to be utilized

In addition the plan should make note of any temporary lighting that will be used during the construction phase of the development. The plan shall be implemented in full and retained until the development has been constructed. Any deviation from this Statement shall be first agreed in writing with the Local Planning Authority.

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

Relevant policy: Core Strategy policies CP3 & CP6.

24. Highway construction details:

Prior to the commencement of development, full details of the construction of roads and footways, including levels, widths, construction materials, depths of construction, surface water drainage and lighting shall be submitted to and approved in writing by the local planning authority. The roads and footways shall be constructed in accordance with the approved details 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.

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

Informatives:

1. The Head of Highways at the Council Offices, Shute End, Wokingham [0118 9746000] should be contacted for the approval of the access construction details before any work is carried out within the highway (including verges and footways). This planning permission does NOT authorise the construction of such an access or works.
2. Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on adjacent highways. For further information contact the Highway Authority on tel.: 0118 9746000.
3. The developer's attention is drawn to the fact that this permission does not authorise the physical construction of the proposed off-site highway works and site access connections to the public highway. A separate legal agreement made with the Council under s.278 of the Highways Act 1980 is required. No work within or affecting the public highway shall commence until the agreement has been completed and the Council, as local highway authority, has approved all construction and installation details together with a programme of works.

4. Any works/ events carried out by or on behalf of the developer affecting either a public highway or a prospectively maintainable highway (as defined under s.87 New Roads and Street Works Act 1991 (NRSWA)), shall be co-ordinated and licensed as required under NRSWA and the Traffic Management Act 2004 in order to minimise disruption to both pedestrian and vehicular users of the highway.

Any such works or events, and particularly those involving the connection of any utility to the site must be co-ordinated by the developer in liaison with the Borough's Street Works team (0118 974 6302). This must take place AT LEAST three months in advance of the intended works to ensure effective co-ordination with other works so as to minimise disruption.

5. Information and comments received from Network Rail have been passed on to the applicant whom has been made aware their responsibilities.
6. Information, comments and plans have been forward to the applicants from Southern Gas Network. The applicants/developer have been made aware their responsibilities relating to the gas network.

PLANNING HISTORY

- None relevant to this application.

SUMMARY INFORMATION

Site Area	0.8ha
Proposed density	53.75 dwellings per hectare
Existing units	0
Proposed units	43
Existing parking spaces	NA
Proposed parking spaces	77

CONSULTATION RESPONSES

WBC Drainage	No objection subject to condition (15)
WBC Environmental Health	No objection subject to conditions (9 to 13)
WBC Highways	No objection subject to conditions (17-24)
WBC Tree & Landscape	No objection subject to condition (3)
WBC Waste Services	No objection
Thames Water	Initial Objection regarding capacity, a portable water capacity flow and pressure investigation was subsequently submitted which concluded sufficient capacity was present in the network. No further objection received.
SGN	No objection - Informative
Network Rail	No objection - Informative

REPRESENTATIONS

- Wokingham Town Council:**
Object for the following reasons:
- Too high a density (para. 6)

- The parking allocation should not include tandem parking in back gardens (Tandem parking in the back gardens has been removed following officer advice)
- Insufficient parking on the estate road or Old Forest Road, while the application may meet the guideline parking standards, these are minimum and not maximum. On-street parking will lead to little or no room for emergency vehicles. (para's. 17 – 20)
- Parking spaces and road are too narrow to allow cars to manoeuvre in or out when adjacent spaces are occupied. (para's. 17 – 20)
- Depth of parking bays would appear to be below the standard at 4.75m which may cause vehicles to protrude into the shared surface. (para's. 17 – 20)
- Gardens fail to meet the minimum length specified in the Borough Design Guide. (para's 31-35)
- Small gardens will lead to pressure from future residents to remove the TPO trees. (para. 31-35)

Winnersh Parish Council:

No objection

Neighbours:

19 letters have been received from neighbours over the course of the application.

- 6 letters support the application – High Quality Development, improvement to the depot, needed housing.
- 2 letters objection on the grounds that there are too many houses and high density. (para. 6)
- 8 letters of objection raised specific concerns with traffic and highway safety issues. Concern regarding the existing bottleneck that is Old Forest Road is not acceptable and likely to get worse during the construction of other development in the nearby area. (para's 15 to 20)
- 1 letter also included concern regarding the initial objection (subsequently removed) from Thames Water regarding existing capacity.
- 1 letter outlined that the development is out of character with the adjoining properties and will put further strain on the existing road and rail infrastructure. (para's 3-10)
- A number of letters were received from a neighbouring resident raising concerns that can be summarised as follows:
 - The TPO'd trees are in a poor condition and are dangerous, branches have fallen in to neighbouring gardens at various times of the year.
 - The retention of the TPO trees shall lead to an unacceptable loss of light to the gardens of plots along the south-eastern boundary.
 - Concern has been raised regarding the quality of the tree report which rates four trees as category A and have a life expectancy of at least 40 years. The trees have dropped a number of branches and no management has taken place.
 - A solution would be to remove the existing trees and replace them with more suitable trees.
 - The inclusion of bat boxes on the trees is not supported as this would affect the future management of these trees if retained.
 - No information on the mix, tenure or location of affordable housing on the site (para's 45 and 46).

Following revisions to the scheme a further letter was received that sought clarification whether the buffer strip for the maintenance of the TPO's be fenced off/gated and secure from the rest of the site to ensure safety and security to the boundary. Further concerns were raised that the 3m strip will not provide enough space for the eventual removal of the trees. No mention of who will manage the maintenance of the boundary fences, the trees and the land within the strip and this will take place for the lifetime of the trees.

In addition to the neighbour letters Emmbrook Residents Society raised the following concerns:

- The proposal is far too high a density (para. 6)
- The proposal is out of character with surround area, no four storey flats are present, and 3 floor terraced houses are also not present in the area. (para's 3-10)
- The architecture of the large blocks to the front of the site are out of step with the local vernacular. (para's 3-10 and 27 to 30)
- No need for a gateway feature for a small, linear development and doesn't conform to building lines. (para's 3-10)
- Plots 30 to 36 would not benefit from acceptable light given the large number of recesses from the front gables. (scheme amended)
- No private or communal garden for plots 1 – 11. (a total of 141sqm of communal garden space is being provided)
- A number of gardens fall short of 11m. (para's 31-35)
- Shading issues for the southernmost plots due to the protected trees (para 35)
- Tandem parking spaces will lead to inappropriate off plots parking (tandem parking to the rear of properties has been removed from the scheme although tandem parking remains however is considered acceptable by highways)
- The current location of the access should be moved further away from the bridge to improve the safety of the junction. (para. 15 and 16)

PLANNING POLICY		
National Policy	NPPF	National Planning Policy Framework
Adopted Core Strategy DPD 2010	CP1	Sustainable Development
	CP3	General Principles for Development
	CP4	Infrastructure Requirements
	CP5	Housing mix, density and affordability
	CP6	Managing Travel Demand
	CP7	Biodiversity
	CP9	Scale and Location of Development Proposals
	CP17	Housing Delivery
	Adopted Managing Development Delivery Local Plan 2014	CC01
CC02		Development Limits
CC03		Green Infrastructure, Trees and Landscaping
CC04		Sustainable Design and Construction

	CC09	Development and Flood Risk (from all sources)
	CC10	Sustainable Drainage
	TB05	Housing Mix
	TB07	Internal Space standards
	TB21	Landscape Character
Supplementary Planning Documents (SPD)	BDG	Borough Design Guide – Section 4
	NISS	DCLG – National Internal Space Standards

PLANNING ISSUES

Description of Development:

The application proposes to demolish the existing buildings within the brownfield site that was formerly the Hewdens Plant Hire Depot off Old Forest Road. The site has become vacant during the determination of this application as Hewdens Plant Hire now ceases to trade.

The application proposes to introduce 43 dwellings, which comprises 7 x 1 bedroom apartments and 11 x 2 bedroom apartments as well as 17 x 3 bedroom houses and 8 x 4 bedroom houses). In addition to the dwellings, parking is to be provided, communal gardens, landscaping and the inclusion of cycle and refuse storage. Access improvements would be made and a parcel of land to be transferred to the Local Authority to ensure that future infrastructure projects can be met.

Affordable housing is proposed at 20% which has been deemed viable by an independent assessment which would comprise of 9 units. A parking management plan and a tree management plan would be secured, along with the affordable housing contribution through a S106.

The site is accessed off Old Forest Road and two blocks of three storey apartment buildings are proposed at the entrance of the site. Communal gardens and landscaping along with additional planting would be introduced around the flats along with an area for cycle storage and refuse collection. Two parking areas would be present for the residents of the flats to the rear of these blocks.

A planted avenue would run in a south easterly direction from the access to the site with two blocks of terraced housing on either side of the road being present. The northern two blocks would comprise 8 x 3 bedroom houses that would be 2.5 storey in height. To the southern 2 blocks would comprise 8 x 4 bedroom homes that would also be 2.5 storey in height. Each dwelling would benefit from 2 parking spaces per household.

9 further 3 bedroom dwellings are proposed at the end of the avenue to the south east and are presented in 3 terraces of 3 houses.

Landscaping and planting is proposed within the site that currently benefits from no green space at all.

Principle of Development:

1. The National Planning Policy Framework has an underlying presumption in favour of sustainable development which is carried through to the local Development Plan. The Managing Development Delivery Local Plan (MDD) Policy CC01 states that planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise.
2. Policy CC02 of the MDD sets out the development limits for each settlement as defined on the policies map and therefore replaces the proposals map adopted through the Core Strategy, as per the requirement of policy CP9. Policy CP9 sets out that development proposals located within development limits will be acceptable, having regard to the service provisions associated with the major, modest and limited categories. As the site is within a major development location, the proposal is acceptable in principle.

Character of the Area:

3. The area is characterised by a wide variety of house types, sizes, designs and materials. To the south of the site large detached dwellings front Reading Road, with long gardens with mature planting on the boundary between the properties and the development site. To the south fronting Old Forest Road is Arnwood, a block of 14 flats/apartments over 2.5/3 storeys. To the north west is Lenham Close which comprises a mix of detached and terraced 2 storey housing as well as Forest Lodge, a 2.5/3 storey block of apartments.
4. To the north, the site is adjacent to the railway line beyond which is the Emmbrook Sports Club grounds. Opposite the sports club is Wayside, a relatively high density development with a mix of detached, semi-detached and terraced housing which are 2 to 3 storey's in height. To the south west is Landen Grove which is a small cul-de-sac estate with a mix of 2 storey detached and semi-detached dwellings.
5. The site is bound by mature planting on all sides however the entire site is currently wholly given over to hardstanding and buildings at present which was associated with the former Hire Plant Depot.
6. The proposed development is a relatively high density development within an existing residential area. Notwithstanding this, the development at Wayside is a 36 dwelling development with no landscaping that includes terracing and flats that results in a density of 46dph with a mix of 2 and 3 storey units. The proposed development would introduce a new aspect to the street scene by way of two blocks of flats of a modern design the scale and height of the proposal is broadly in line with that of other blocks within the area (Arnwood and Forest Lodge). The two blocks of flats would have an overall height of 11m to ridge at the highest point which is the same height as the 2.5storey block at Arnwood which is adjacent to the site. It is accepted that both blocks are closer to the street than that of Arnwood or Forest Lodge opposite, however the application gives an opportunity to improve the planting to the front of the site and contribute further to the sylvan character that characterises this area. The application as originally submitted proposed four stories for plots 1-11, however removed two units and brought this block down to 3 storeys and 9 units following negotiations with the applicant.
7. Once within the site, an avenue would run south easterly towards three blocks of

three terraced house. Two terraces of four 3 bedroom houses are on the north side of the main road within the site with parking to the front. These houses would be 2.5 stories in height. The properties to the south of the main road are larger and link-detached to create two blocks of 4 x 4 bedroom houses over 2.5 storeys. A physical gap of 3m between the two blocks helps to break up the massing and this was again revised following negotiations with the applicant.

8. Whilst the overall height and massing of the buildings throughout the site is substantial, the site is largely viewed independently from the surrounding area and would create its own character within an existing residential area. The layout is considered acceptable as a street scene within the site would be created with acceptable parking and turning as well as areas for defensible space to provide soft landscaping features. A mixed palate of surfacing materials helps to define parking spaces, shared spaces and act as natural traffic calming measures within the site.
9. The application proposes a mix of materials and design features to give the application site its own sense of place. A mix of brick and render as well as a variety of dormer types, various sizes of gables and dormers bring a variety to the proposed vernacular which, whilst not necessarily taking a particular feature from the immediately adjacent dwellings, is present within the Wokingham Borough area. When looking in to the site, observers will see a mix of red brick, and render with protruding bay windows that give a variation of depths and design detailing within the block of flats that front the site. Although views will be diminished by both the existing tree planting and the additional planting that shall be introduced. Views into the site would be limited with only views of the northern most plots on the west side (plots 32, 34 and 36) being visible. A number of gables would be visible along with a two storey bay window on plot 36 which gives further depth, character and variation to the appearance of the buildings.
10. Within the Section 106 agreement that shall accompany any planning permission granted, a tree management plan would ensure the long term maintenance of the TPO trees on the eastern boundary of the site.

Residential Amenities:

11. The proposed development has been designed to ensure that there are no overlooking, overshadowing or overbearing issues for future occupiers of the site. The site as designed meets the Borough Design guide standards to ensure that there is no direct overlooking between properties and between opposing windows between properties within the site.
12. Furthermore, there would be no overlooking, overshadowing or overbearing issues for neighbouring residents at Landan Grove to the east, with the nearest properties some 26m between rear elevations (plots 22 and no. 40 Landan Grove) as well as properties fronting Reading Road due to the large gardens these properties benefit from. The nearest opposing elevations are plot 34 and no 237 Reading Road which are approximately 42m from each other.
13. As such, the proposal is considered acceptable in this regard.

Noise and Vibration

14. A noise and vibration assessment was submitted by the applicant to address any potential issues caused by noise emanating from the road and railway network.

Environmental Health have raised no objection regarding noise and vibration subject to the inclusion of a condition that requires a scheme for protecting the proposed development from noise and vibration from the railway line and roads adjacent to the proposed development has been submitted to the local authority.

Access and Movement:

15. **Traffic Impact:** The applicants have provided a trip rate assessment with figures higher than those contained in the Borough Strategic Model Forecasting report and therefore the traffic studies findings are considered acceptable. The estimated increase in traffic generated by the development over existing would be 6 vehicles in and 18 vehicles out for the AM peak hours and 17 in and 8 out for the PM peak hour. This level of traffic would not have an adverse impact on the highway network and as such the development is considered acceptable on this basis.
16. It is accepted that there are existing traffic issues around Old Forest Road however the overall trip rate generated from the site would not adversely impact upon the highway network. It is also considered that the entrance and exit of cars from this site, rather than the large and substantial vehicles that entered and exited the site in association with the depot is far more in keeping with the residential nature of the immediate area.
17. **Parking:** It is proposed that there will be 33 allocated spaces, 34 unallocated spaces (including 3 disabled bays) and 5 visitor spaces, giving a total of 73 spaces at a ratio of 1.7 parking spaces per dwelling. The proposed development has been assessed through the Borough's parking calculation which resulted in a total of 66 spaces (33 allocated and 33 unallocated). Therefore the proposed parking is above Borough requirements and is acceptable. However, due to the level of unallocated spaces a parking management plan will be required.
18. It is noted that Borough standards require 7 visitor parking spaces (rather than the proposed) however as an excess of unallocated spaces has been provided, these 2 visitor spaces can be taken from the unallocated spaces.
19. Within the S106, a Car Parking Management Plan shall be required that shall ensure that this takes place as well as the long term management of the parking maintained.
20. Revisions to the scheme have ensured that 3m wide access to enable cycles to access the rear gardens for plots 27 to 34. This has been amended and is now acceptable.
21. **Sustainability:** As the site is within development limits, the sustainability in highway terms has already been considered acceptable through the adoption of the MDD.

Highways Conclusion

22. Subject to a number of conditions (conditions 17 to 24) the proposed development is considered acceptable and in accordance with adopted policy and standards and that highway safety is not at risk as a result of this proposal. In addition, a future infrastructure project has been identified adjacent to the railway bridge, the applicants have agreed to transfer a small area of land on the northern boundary to WBC to ensure that this project can go forward in the future. This is included within the S106.

Flooding and Drainage:

23. The site is within Flood Zone 1 and there are no known flooding issues associated with the site. As such no objection has been made by the Council's Flood Risk team. However, in line with good practice and surface water drainage requirements, a condition has been included (condition 15) that requires further details regarding ground infiltration and SuDS measures to ensure that the development does not increase flood risk on or off the site.

Contamination:

24. The Environmental Health Officer has not raised specific objections to the proposal however has noted the contents of the Geo-environmental Site Assessment and Outline Remedial Strategy that was submitted with the application. The report noted that pollutant linkages were found on site and as such intrusive investigation work was undertaken. As a result a number of contaminants were located at concentrated levels within the site that would present a risk to the end user. The report therefore concludes that the remediation of the site will be required and further gas monitoring required to refine the risk assessment.

25. A detailed remediation strategy was submitted, however further gas monitoring is required prior to the remediation strategy being deemed acceptable or appropriate for the risks already identified within the report. As a result further gas monitoring is advised and a new remediation scheme submitted to ensure that appropriate measures are undertaken.

26. The inclusion of conditions 9 to 12 would ensure that the required information is submitted, a suitable remediation strategy agreed and the works undertaken in accordance with the submitted details.

Trees and Landscape:

27. The landscape proposals within the application propose an interesting form of landscaping with the site that helps give the site a positive identity. The use of espalier hedges and lavender planting, climbers against walls and the use of pergolas in the communal gardens along with swale and infiltration basin are positive design features as well as providing an opportunity for biodiversity which is to be encouraged.

28. The reduction in the height of the blocks of flats to 3 storeys at a height that is comparable to that of nearby blocks of flats (Arnwood) ensures that the flats aren't overly dominant or out of keeping with the surrounding area. Whilst the site is rectangular and angle, the rows of dwellings are much more permeable than what was originally proposed as tree planting to the front of the dwellings is now proposed to the front of the dwellings on both sides of the road which leads the eye through development and extends the sylvan character in to the site from Old Forest Road.

29. Defensible spaces to the front of the dwellings helps soften the built form and create character. Permeable boundaries between the narrower gardens includes trellis and native hedgerow as well as having permeable gravel boards.

30. The protected trees are to be maintained and managed throughout their life time thus ensuring that the positive amenity the trees already contribute to the area is

retained. Condition 3 shall ensure that an appropriate more detailed landscape proposal is submitted and agreed and 5 shall ensure that appropriate boundary fencing is installed.

Amenity Space for Future Occupiers:

31. The Borough Design Guide advises that all dwellings should have access to some form of amenity space preferably in the form of private or communal garden space. The proposed flats have access to communal garden space which fronts the site and this is deemed appropriate. In addition, there is an allotment gardens within walking distance to the north west of the site and the Emmbrook Sports Club to the north east which gives future occupiers the choice to use local facilities for leisure activities.
32. It has been noted by Wokingham Town Council that a number of properties do not benefit from gardens that are 11m in length. In the case of plots 27 to 34 the garden depth measures approximately 10.3m in length however, the thinnest garden is 8.1m wide giving the future occupiers some 83.43sqm of useable amenity space. Indeed plot 31 measures 10.3m by 10.4m giving the future occupier 107sqm of garden space. These garden sizes are considered appropriate for four bedroom dwellings despite the garden length being slightly short of the required 11m.
33. Plot 18 has a maximum depth of 10m, however the garden was originally proposed to extend a further 2m in depth to the boundary to the east. However, the guidance within the Borough Design Guide has been balanced against an aspect of the development which provides for the long term management of the TPO'd trees and this was considered more important than the garden achieving the required 11m. Post and rail fencing to the rear of the gardens (plots 18 to 26) would allow for the garden to appear longer however and provide visual amenity whilst still ensuring the maintenance and access to the trees is managed by a management company and plan that is secured through the S106.
34. Plots 19 to 26, all meet the 11m in depth. As such adequate amenity space is provided as well as having a further 2 metres visual amenity at the bottom of the garden subject to appropriate fences being introduced. Condition 5 would ensure that this takes place.
35. Concern had been raised that the TPO'd trees would block light in to the rear of properties 18 and 19 and 21 to 23, however the trees themselves do not benefit from a large canopy, are being reduced and managed and as the trees are to the south and east of the gardens, direct sunlight will reach the gardens after the sun meets its zenith as it moves on its southern axis through the day. As a result, no concern has been raised regarding loss of light to these properties.

Internal Space Standards:

36. Internal space standards are set nationally and the requirement for each household type being provided on site is prescribed as follows:

- 1bed 2 person flat – 50sqm
- 2bed 3 person flat – 61sqm
- 2bed 4 person flat – 70sqm
- 3bed 4/5 person house – 84/93sqm
- 4bed 5/6 person house – 97/106sqm

37. Each of the property types proposed meet the national internal space standards – the 7 single bedroom 2 person flats range from 50sqm to 54sqm whilst the 2 bedroom 3 and 4 person flats range from 62sqm to 74sqm.
38. The dwellings all exceed the minimum space standards with the 3 bedroom households ranging between 91sqm and 120.5sqm which gives a wide range of house types and spaces.
39. The 4 bedroom dwellings again far exceed the minimum standard with properties ranging from 133.5sqm to 173sqm.
40. Overall, the proposed dwellings all meet or exceed the minimum space standards and as such is in accordance with national requirements and no objection is raised on this basis.

Archaeology:

41. An archaeological desk based assessment was submitted in support of the application that concluded that due to past intrusive impacts caused by the existing use on the site, the site has a low potential for archaeology.
42. The Historic Environment Records holds few records for the search area however, two sites are located at the edge of the search area including an Iron Age iron working feature at Sadlers End, Sindlesham and evidence for Iron Age and Roman occupation at Matthews Green Farm. There are however fewer records closer to the site.
43. The submitted assessment confirms the presence of modern made ground with the site being truncated with the archaeological horizons being truncated. However variation in the depth of the modern made ground across the site suggests that there is the potential that some areas have not been truncated. Berkshire Archaeology have therefore requested that trial trenching is undertaken in order to clarify the extent of past disturbance within the site and any surviving archaeological potential. As such the proposal is only acceptable subject to condition 16.

Community Infrastructure Levy:

44. As the proposal is for new residential floor space, it would be a CIL liable development. CIL is charged at a rate of £365 per square metre. A CIL liability notice would be issued in the event of the application being approved.

Affordable Housing:

45. As per policy CP5 of the Core Strategy, a 40% provision of affordable housing is required however the applicants have provided an affordable housing viability study that concludes that the development is not viable should an affordable housing contribution be made.
46. The Council have had the viability study independently assessed which concludes that a 20% affordable housing contribution is reasonable while providing the developer with an acceptable profit margin. The applicants have agreed to this, which would equate to 9 units being provided on the site, however at the time of writing this report, the exact tenure has yet to be agreed. It is however proposed that the affordable units shall be contained within the flats to the front of the site.

WBC's Housing team accept that there is a need for smaller units within the area and have agreed that 4 x 1 bed apartments and 5 x 2 bed apartments is acceptable and appropriate. Any updates to this shall be reported by way of member update and shall be reflected in the S106.

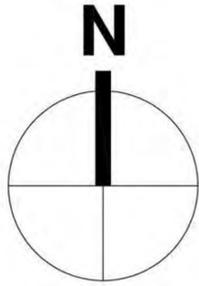
CONCLUSION

The application is considered to be acceptable in terms of the impact on the character of the area, highway impact and the residential amenity of neighbouring properties and future occupiers.

As such, the proposal is recommended for conditional approval and signing of a S106 to ensure that tree management, parking management and affordable housing contributions are met and that the an area of land on the northern edge of the site is transferred to Wokingham Borough Council to ensure that future infrastructure projects are deliverable.

CONTACT DETAILS

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



OLD FOREST ROAD

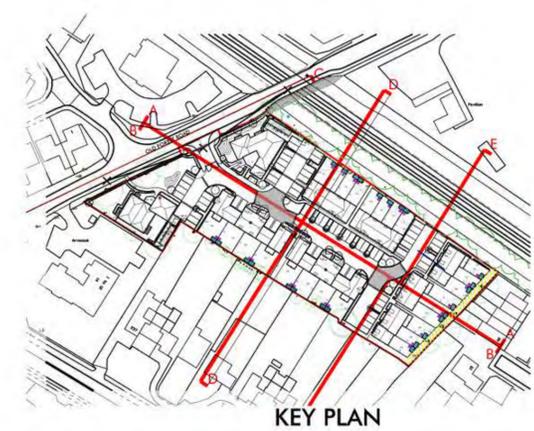
Pavilion

KEY

- MY-3 HOUSE TYPE REFERENCE
- 13 PLOT NUMBER AND UNIT REFERENCE
- EXISTING TREE TO BE RETAINED
- ⊕ INDICATIVE NEW TREE
- ⊕ INDICATIVE NEW PLANTING
- TREE TO BE REMOVED
- LL 1800mm HIGH LARCH LAP FENCE
- SITE BOUNDARY
- /// POTENTIAL 3M CYCLE WIDENING
- ▨ 3M WIDE MANAGED BUFFER STRIP
- CB 1800mm HIGH CLOSE BOARD FENCE
- BW 1800mm HIGH BRICK WALL
- BM BRICK WALL WITH METAL RAILINGS
- CYCLE STORAGE LOCATION
- REFUSE STORAGE LOCATION
- ☐ CYCLE SHED
- ☐ SHEFFIELD VISITOR CYCLE STAND
- ☐ INFILTRATION BASIN
- SITE AREA: 0.8 Ha

GENERAL NOTE:
FFL FOR ALL BUILDINGS WILL BE +300mm A.O.D







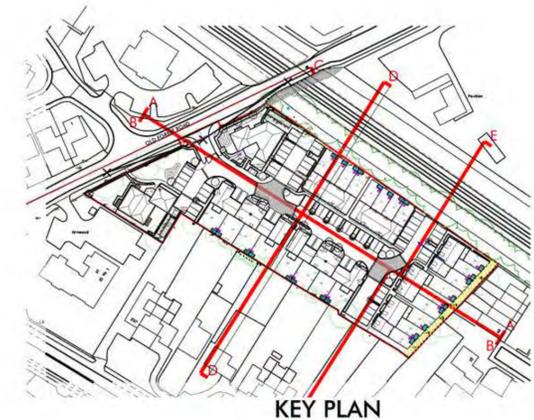
SECTION C-C (ALONG OLD FOREST ROAD)



SECTION D-D



SECTION E-E



KEY PLAN

REV	DATE	CHANGES	BY	CHK	ISSUE FOR
A	26.09.16	FIRST ISSUE	JA	TJ	COMMENT
B	18.10.16	AMENDMENTS	RK	TJ	COMMENT
C	21.10.16	AMENDMENTS	RK	TJ	COMMENT
D	26.10.16	FINAL ISSUE	RK	TJ	PLANNING
E	12.01.17	AMENDMENTS	RK	TJ	PLANNING



ELEVATION - A



ELEVATION - B

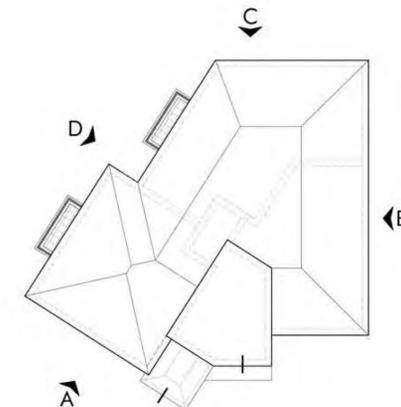
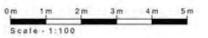


ELEVATION - C



ELEVATION - D

PLOTS	UNIT TYPE	AREA sq.m	AREA sq.ft
1, 4	2BF3 (3P)	65	700
2, 5	2BF7 (4P)	75	807
3, 6, 9	1BF4 (2P)	50	538
7	2BF2 (3P)	62	667
8	2BF6 (4P)	72	775
TOTAL NO. OF UNITS			9



ROOF PLAN - 1:200

OMEGA PARTNERSHIP

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Unit 6, AC Court, High Street, Thames Ditton, Surrey, KT7 0SR
T: 01372 470 313 W: www.omegapartnership.co.uk

client
ASHILL LAND LTD

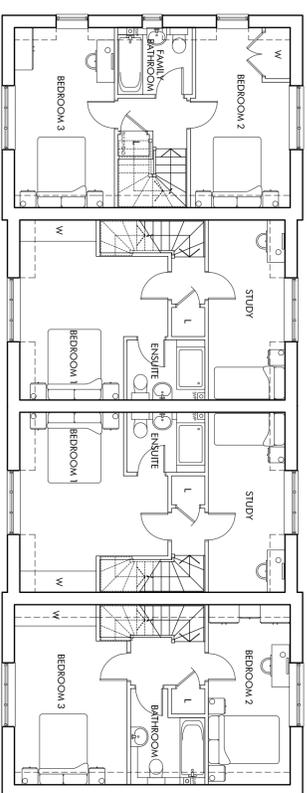
project
HEWDEN DEPOT, OLD FOREST ROAD WOKINGHAM

description
FLAT BLOCK ELEVATIONS PLOTS 1-9

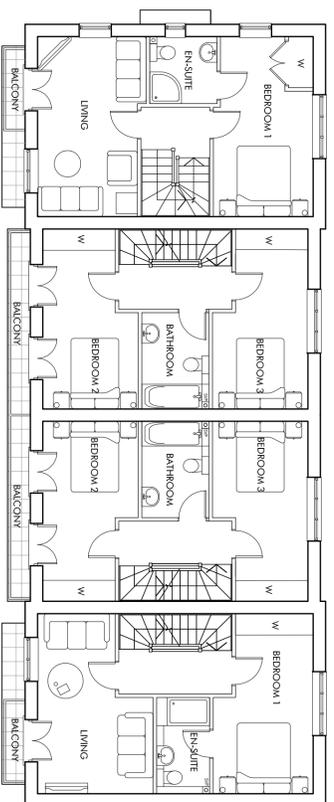
project number	drawing number	revision
2465	C-3001	E
scale	date	
1:100 @ A1	JAN 2017	
1:200 @ A3		
status	PLANNING	

2465-C-3001-E

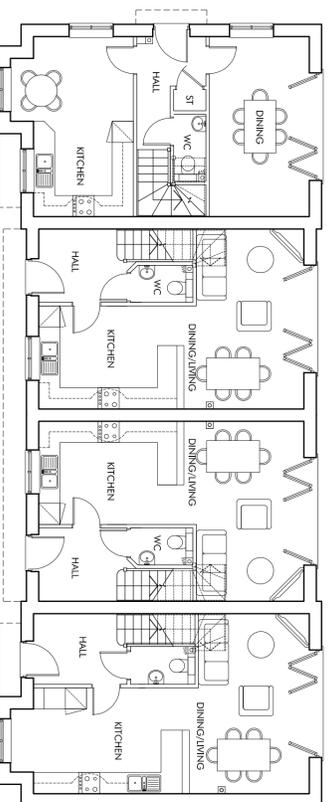
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A	26.09.16	PREP ISSUE	AM	TJ	COMMIT
B	21.10.16	REVISIONS	RS	TJ	COMMIT
D	26.10.16	FINAL	RS	TJ	PLANNING
E	12.01.17	REVISED A6AS	MT	TJ	PLANNING



SECOND FLOOR PLAN



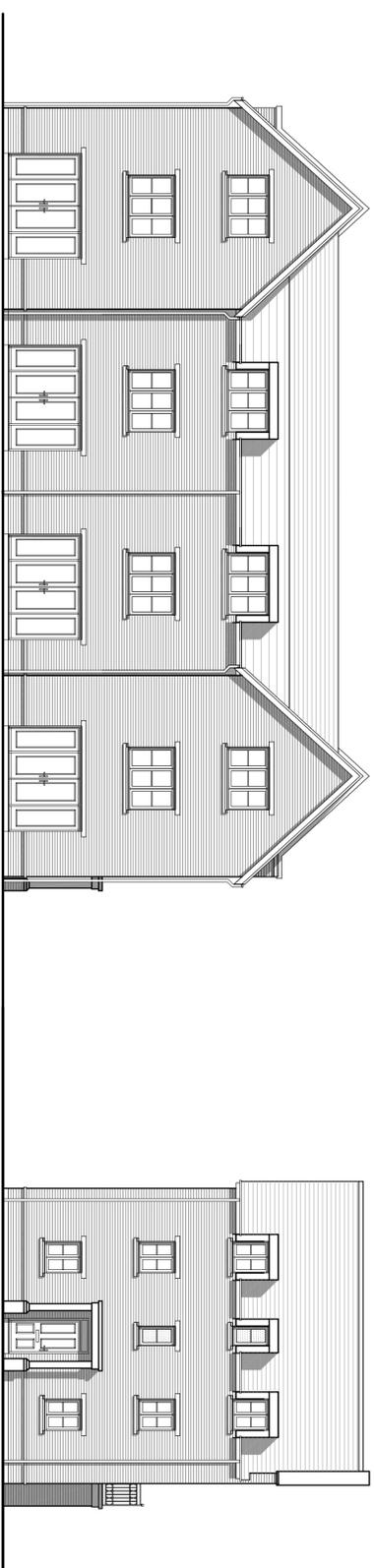
FIRST FLOOR PLAN



GROUND FLOOR PLAN

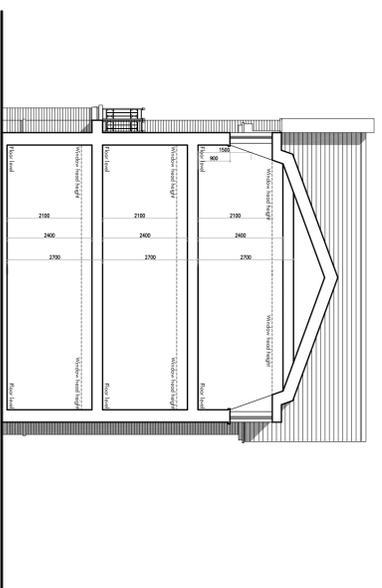


FRONT ELEVATION - A

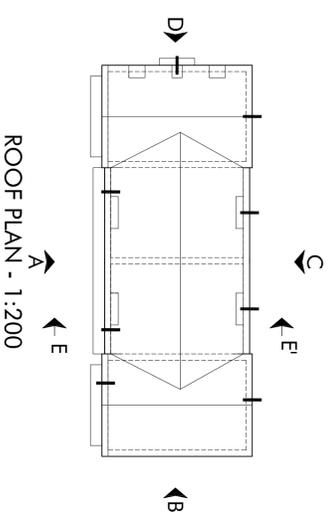


REAR ELEVATION - C

SIDE ELEVATION - D



SECTION - EE



ROOF PLAN - 1:200

PLOTS	UNIT TYPE	AREA sq. m	AREA sq. ft
10	3BH4	120.5	1297
11,12	3BH3	114.75	1235
13	3BH3+	120.5	1297



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client
ASHILL LAND LTD

project
**HEMDEN DEPOT, OLD FOREST ROAD
WOKINGHAM**
description
**HOUSE TYPES 3BH3, 3BH3+ & 3BH4
FLOOR PLANS & ELEVATIONS
PLOTS 10 - 13**

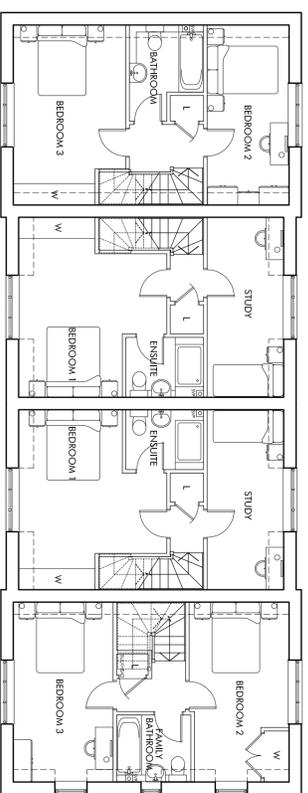
project number drawing number revision
2465 A-3005 E

scale date
**1:100 @ A1 JAN 2017
1:200 @ A3**

80105
PLANNING

2465-A-3005-E

REV	DATE	CHANGES	BY	CHK	ISSUE FOR
A	26/09/16	PREP ISSUE	AM	TJ	COMMENT
B	21/10/16	REVISIONS	RS	TJ	COMMENT
C	26/10/16	REVISIONS	RS	TJ	COMMENT
D	26/10/16	FINAL	RS	TJ	PLANNING
E	12/01/17	REDUCED AREA	MT	TJ	PLANNING

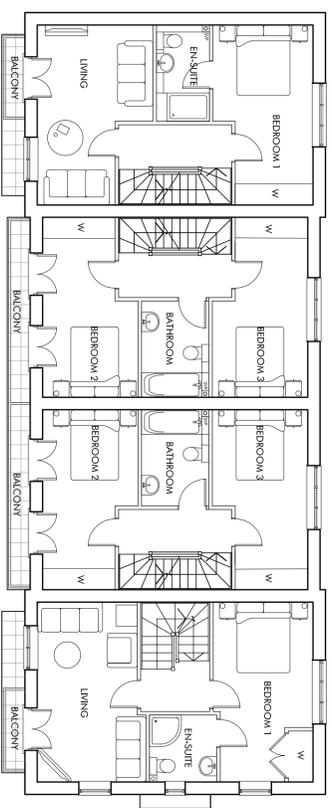


SECOND FLOOR PLAN

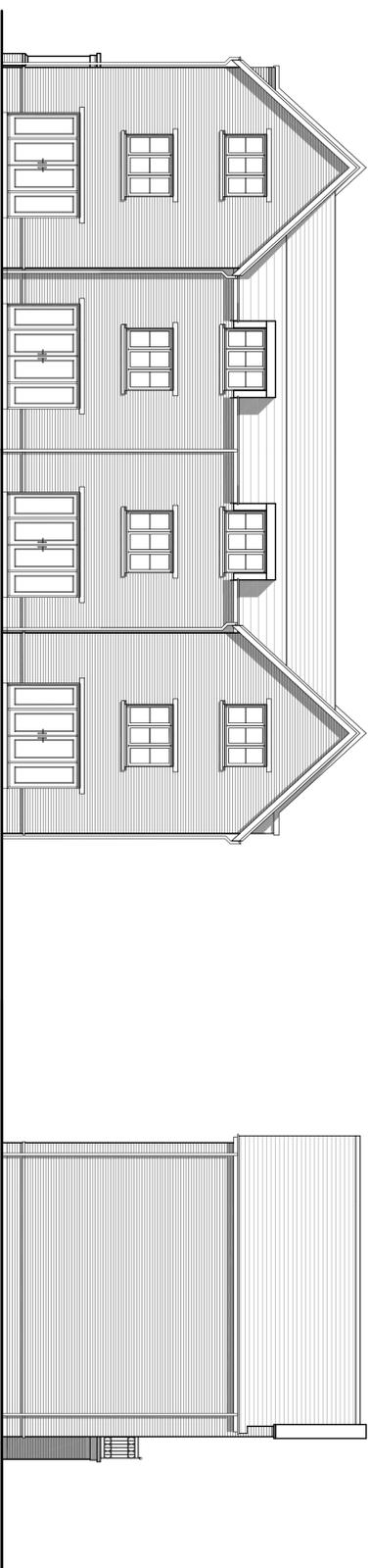


FRONT ELEVATION - A

SIDE ELEVATIONS - B

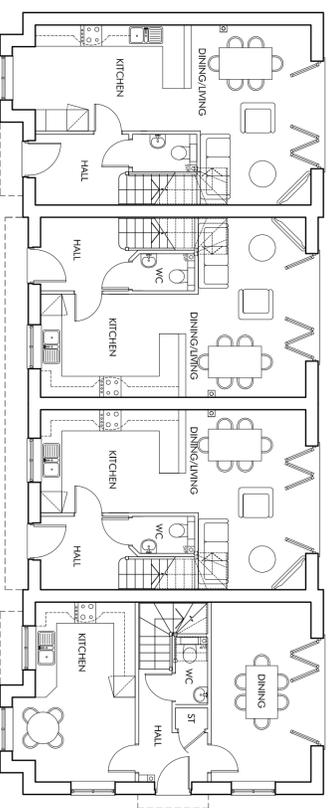


FIRST FLOOR PLAN

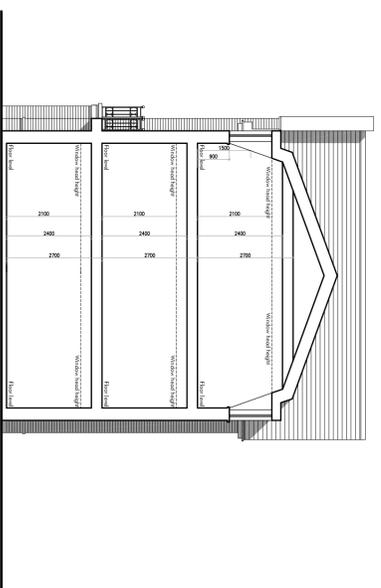


REAR ELEVATIONS - C

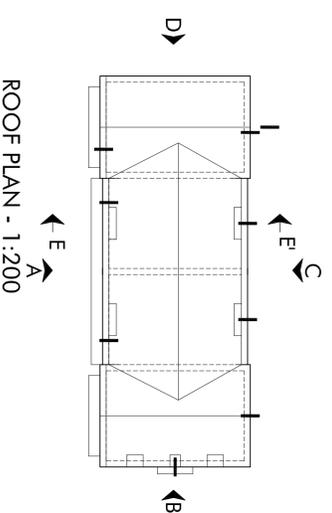
SIDE ELEVATIONS - D



GROUND FLOOR PLAN



SECTION - EE



ROOF PLAN - 1:200

PLOTS	UNIT TYPE	AREA sq. m	AREA sq. ft
14	3BH3+	120.5	1297
15, 16	3BH3	114.75	1235
17	3BH4	120.5	1297



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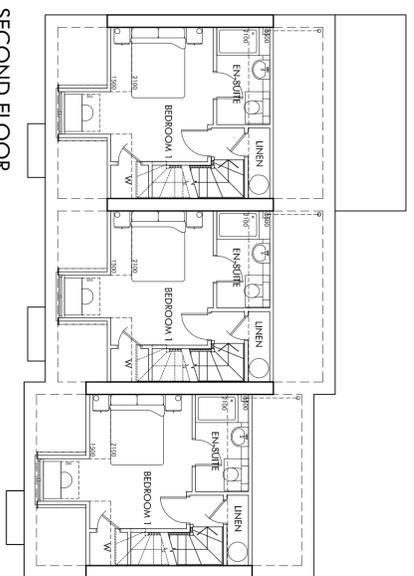
Omega Partnership Limited, Architects and Urban Designers
Unit 6, A/C Court, High Street, Thames Ditton, Surrey, KT7 6SR
T: 01372 470 313 W: www.omegapartnership.co.uk

client
ASHILL LAND LTD
project
**HEMDEN DEPOT, OLD FOREST ROAD
WOKINGHAM**
description
**HOUSETYPE 3BH3, 3BH3+ & 3BH4
FLOOR PLANS & ELEVATIONS
PLOTS 14-17**

project number 2465 drawing number A-3006 revision E
scale 1:100 @ A1 1:200 @ A3 date JAN 2017
80115
PLANNING

2465-A-3006-E

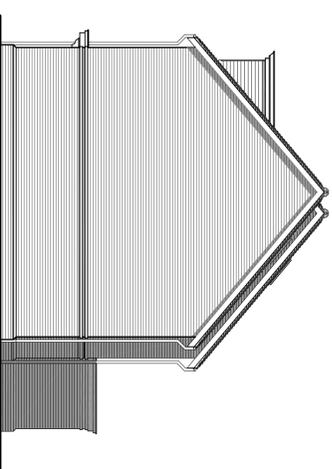
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B	18/10/16	REVISED ELEVATIONS	AM	TI
C	21/10/16	MINOR AMENDMENTS	AM	TI
D	26/10/16	FINAL ISSUE	AM	TI
E	17/01/17	AMENDMENTS	AM	TI



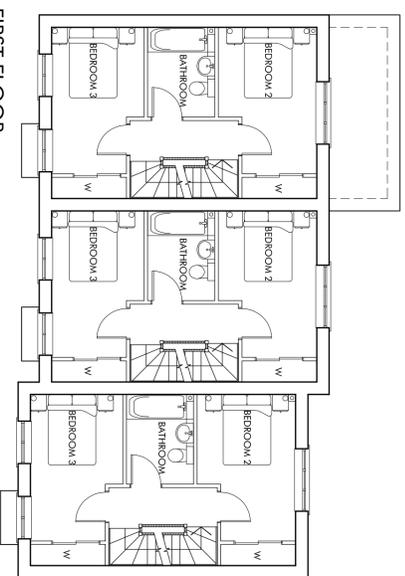
SECOND FLOOR



FRONT ELEVATION - A



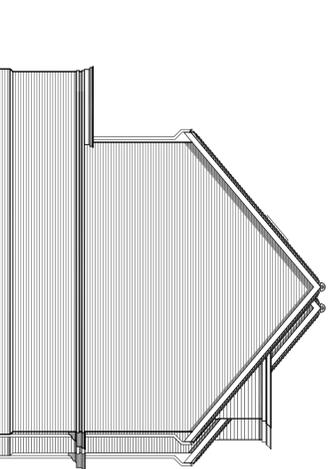
SIDE ELEVATION - B



FIRST FLOOR



REAR ELEVATION - C



SIDE ELEVATION - D



Scale

PLOTS	UNIT TYPE	AREA sq.m	AREA sq.ft
20	3BH1+	105.9	1140
21,22	3BH1	96.1	1035

OMEGA PARTNERSHIP

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T: 01372 470 513 W: www.omegapartnership.co.uk

client
ASHILL LAND LTD.

project
HEWDEEN DEPOT, OLD FOREST ROAD
WOKINGHAM

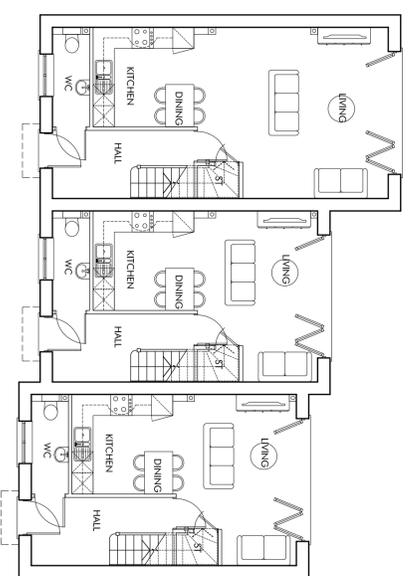
description
3BH1 & 3BH1+
FLOOR PLANS & ELEVATIONS
PLOTS 18-20

project number	drawing number	revision
2465	A-3010	E

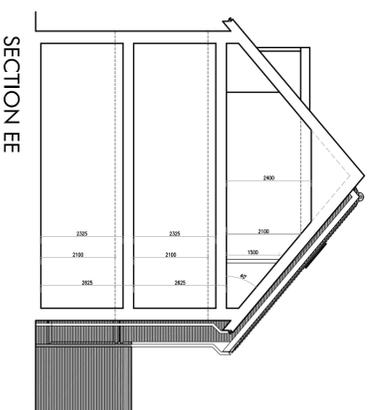
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date
JAN 2017

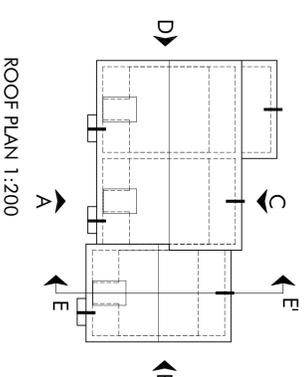
studs
PLANNING



GROUND FLOOR

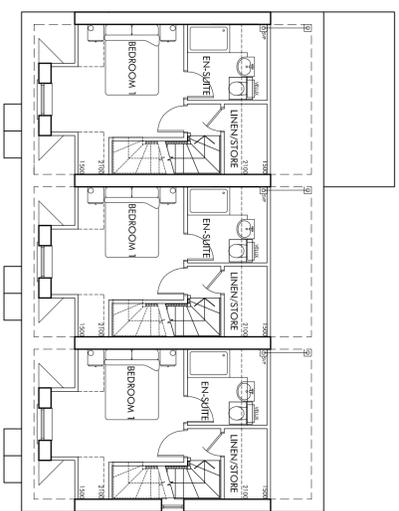


SECTION EE

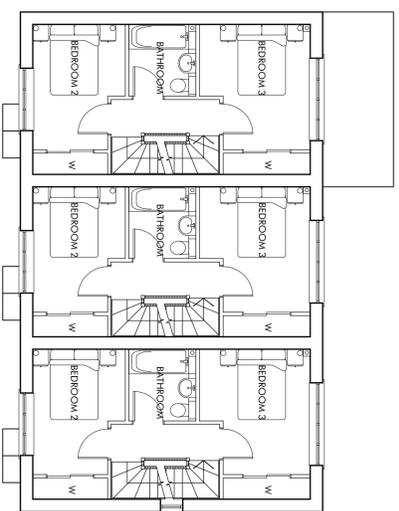


ROOF PLAN 1:200

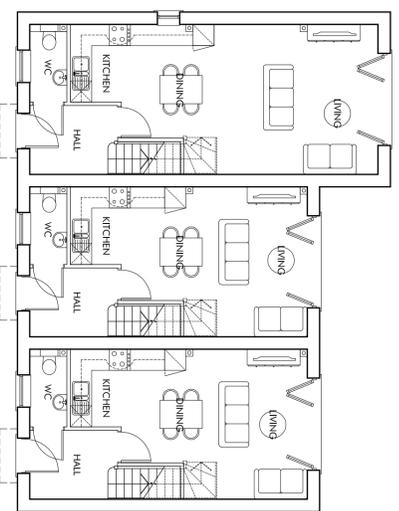
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B	18.10.16	ROOF ARRANGEMENTS	AM	TI	COMMENT
C	21.10.16	MINOR AMENDMENTS	AM	TI	COMMENT
D	26.10.16	FINAL ISSUE	AM	TI	PLANNING
E	17.01.17	PILOT NUMBER CHANGE	AM	TI	PLANNING



SECOND FLOOR



FIRST FLOOR

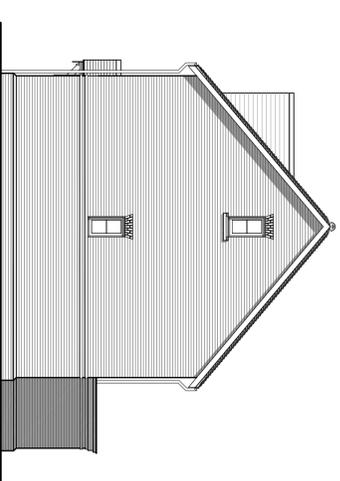


GROUND FLOOR

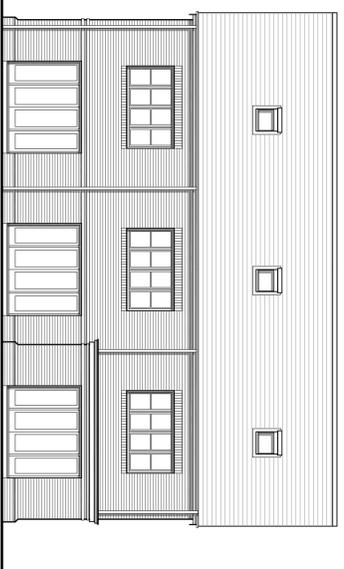


FRONT ELEVATION - A

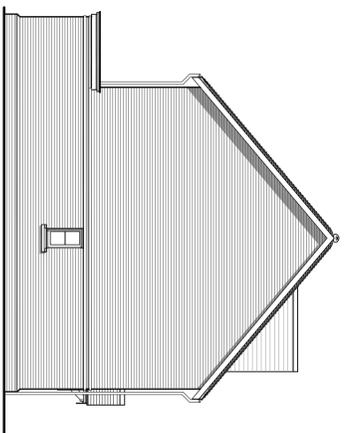
3BH2+ PLOT 23
3BH2 PLOT 24
3BH2 PLOT 25



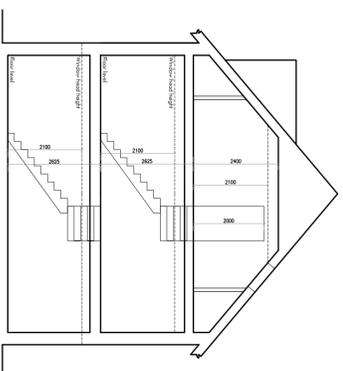
SIDE ELEVATION - B



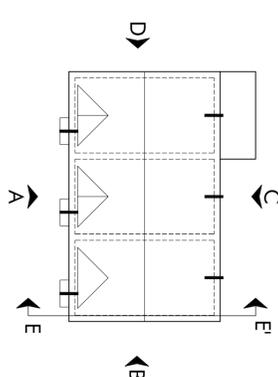
REAR ELEVATION - C



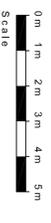
SIDE ELEVATION - D



SECTION EE



ROOF PLAN 1:200



PLOTS	UNIT TYPE	AREA sq.m	AREA sq.ft
22,23	3BH2	90.84	977
21	3BH2+	99.33	1069

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client
ASHILL LAND LTD.

project
HEVDEN DEPOT, OLD FOREST ROAD
WOKINGHAM

description
3BH2 & 3BH2+
FLOOR PLANS & ELEVATIONS
PLOTS 21-23

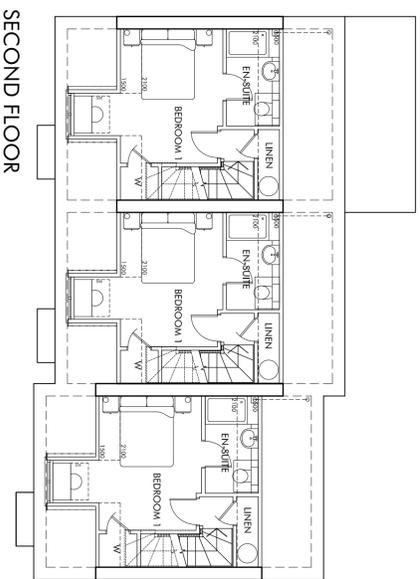
project number	drawing number	revision
2465	A-3015	E

scale
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1:200 @ A3

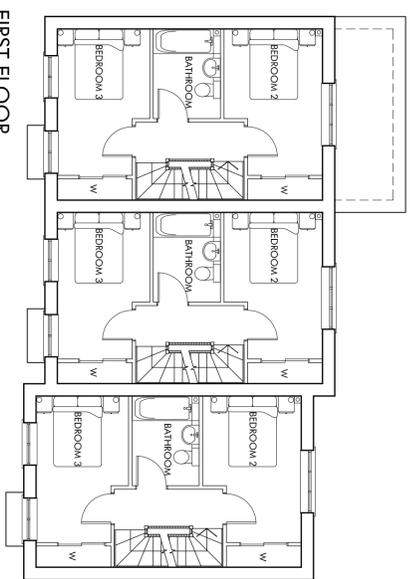
date
JAN 2017

status
PLANNING

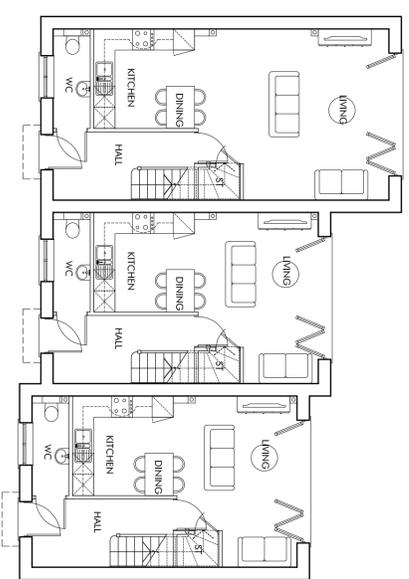
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B	18/10/16	REVISED ELEVATIONS	AM	TJ	COMMENT
C	21/10/16	MINOR AMENDMENTS	AM	TJ	COMMENT
D	26/10/16	FINAL ISSUE	AM	TJ	PLANNING
E	17/01/17	AMENDMENTS	AM	TJ	PLANNING



SECOND FLOOR



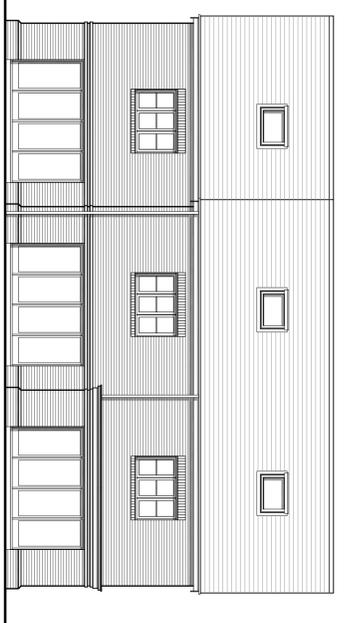
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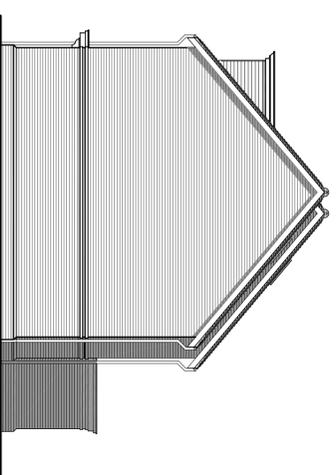
GROUND FLOOR



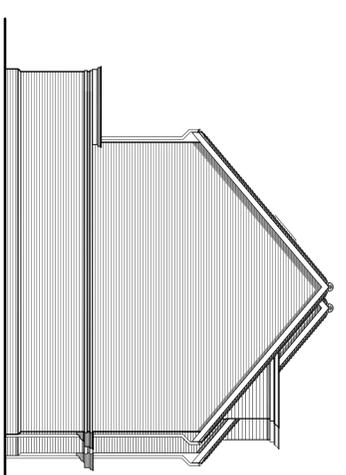
FRONT ELEVATION - A



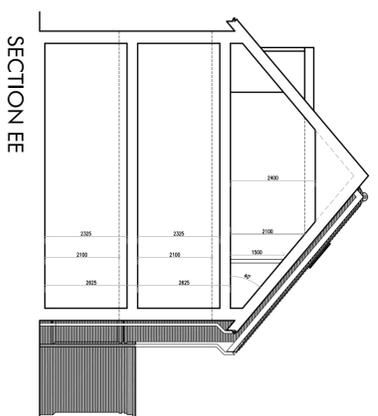
REAR ELEVATION - C



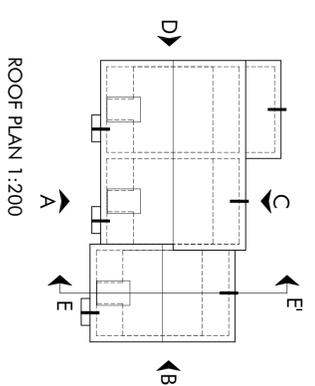
SIDE ELEVATION - B



SIDE ELEVATION - D



SECTION EE



ROOF PLAN 1:200



Scale

PLOTS	UNIT TYPE	AREA sq.m	AREA sq.ft
26	3BH1+	105.9	1140
27/28	3BH1	96.1	1035

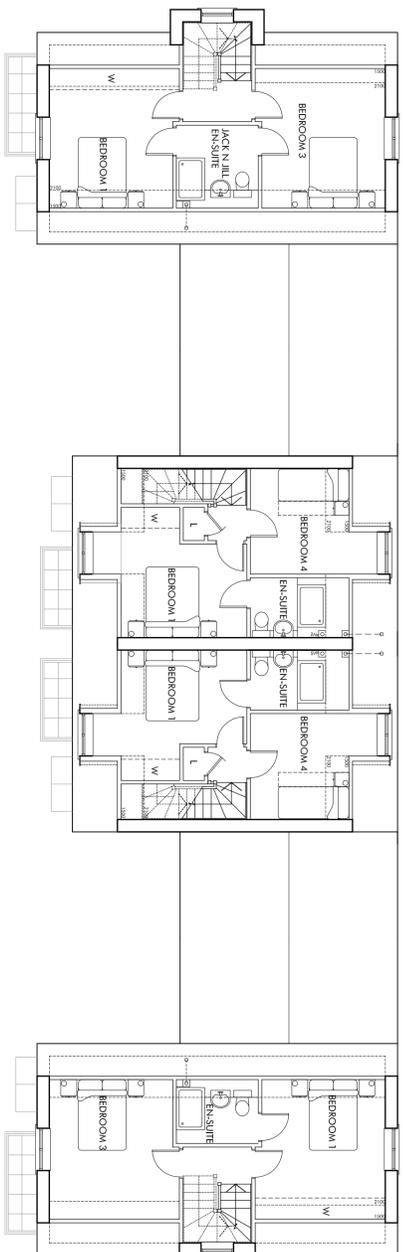
OMEGA PARTNERSHIP

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 T: 01372 470 313 W: www.omegapartnership.co.uk

client
ASHILL LAND LTD.
 project
HEWDEEN DEPOT, OLD FOREST ROAD WOKINGHAM
 description
3BH1 & 3BH1+ FLOOR PLANS & ELEVATIONS PLOTS 24-26

project number	drawing number	revision
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scale	date	
1:100 @ A1	JAN 2017	
1:200 @ A3		

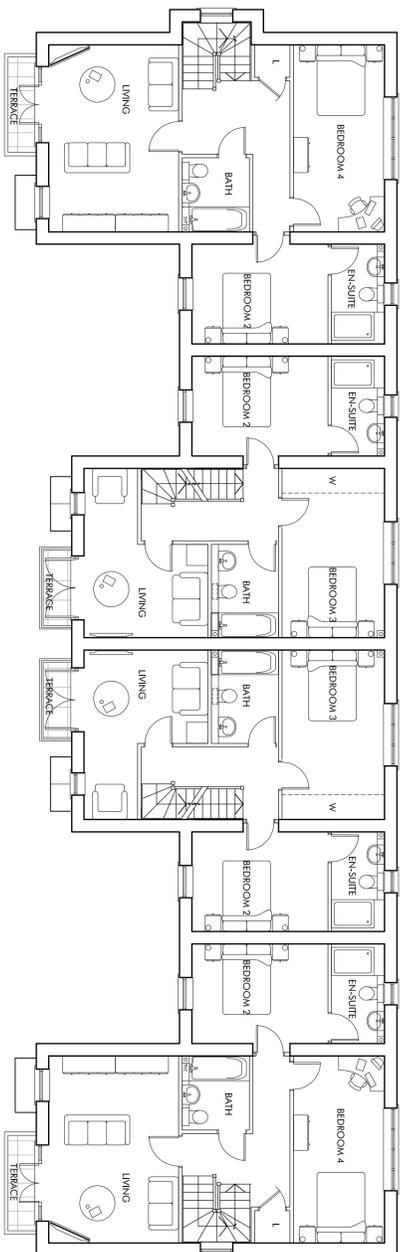
studs
 PLANNING



SECOND FLOOR PLAN



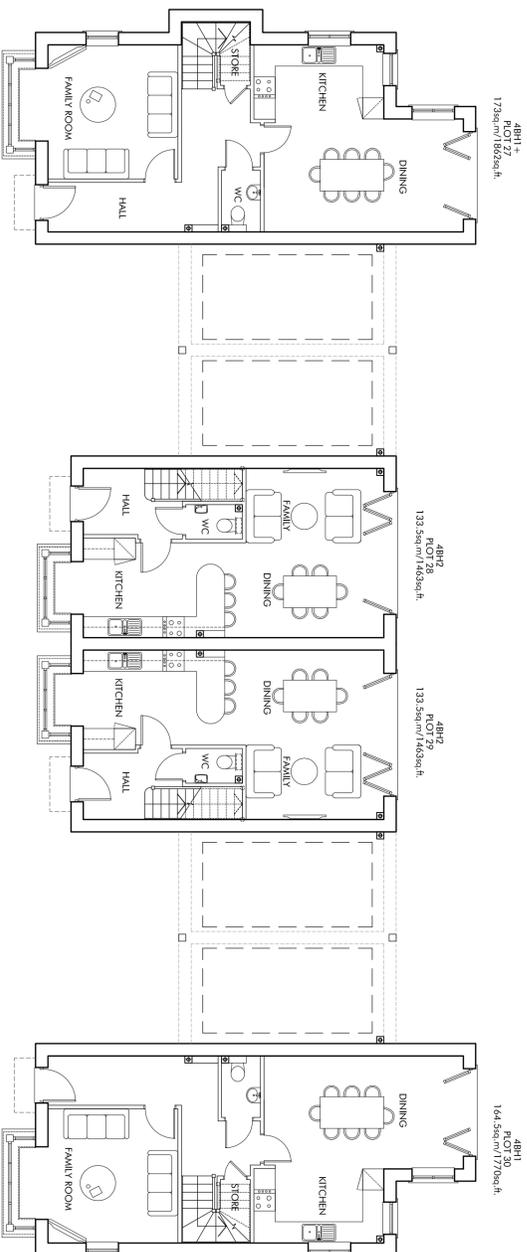
FRONT ELEVATION - A



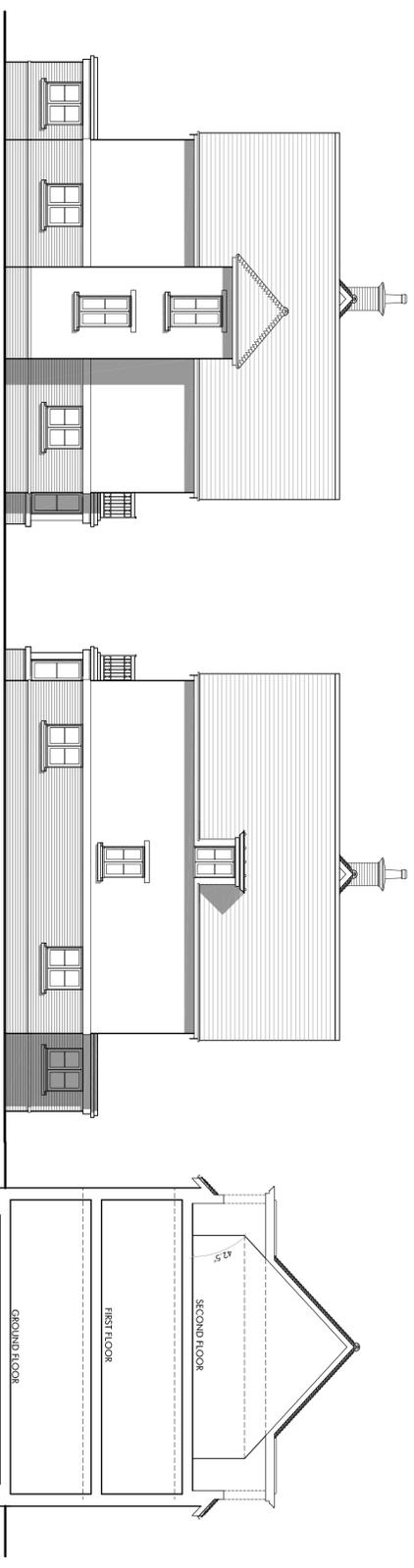
FIRST FLOOR PLAN



REAR ELEVATION - C



GROUND FLOOR PLAN



SIDE ELEVATION - D

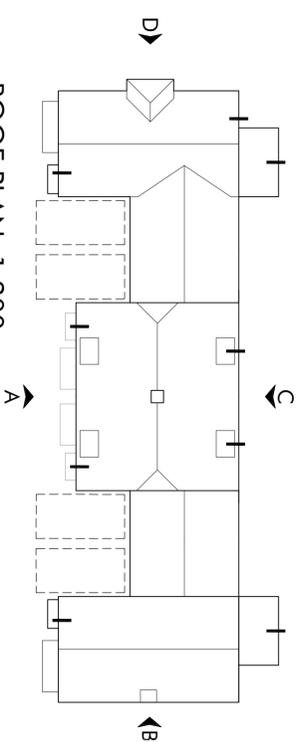
SIDE ELEVATION - B

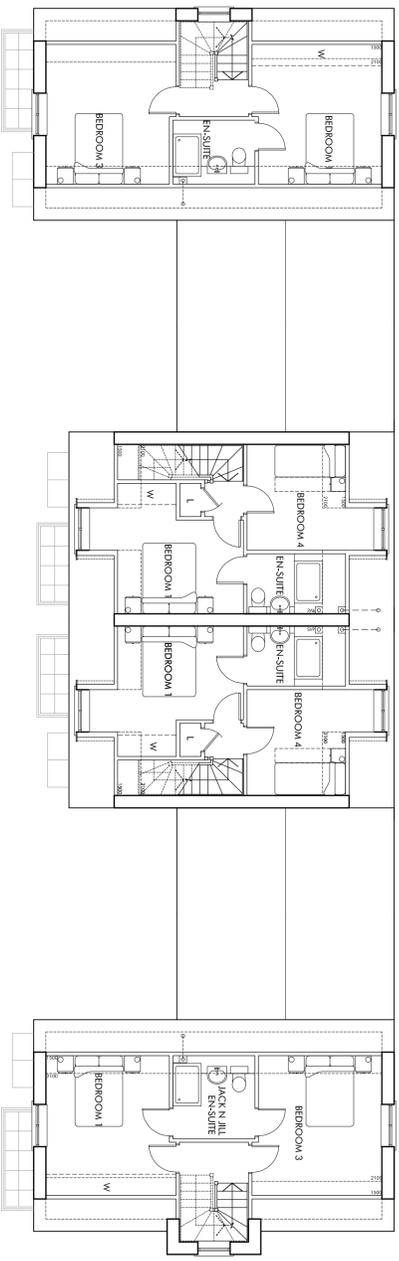
4BH2 SECTION

4BH1 SECTION

LOTS	UNIT TYPE	AREA sq.m	AREA sq.ft
27	4BH1+	173	1862
28,29	4BH2	133.5	1436
30	4BH1	144.5	1770

ROOF PLAN 1:200

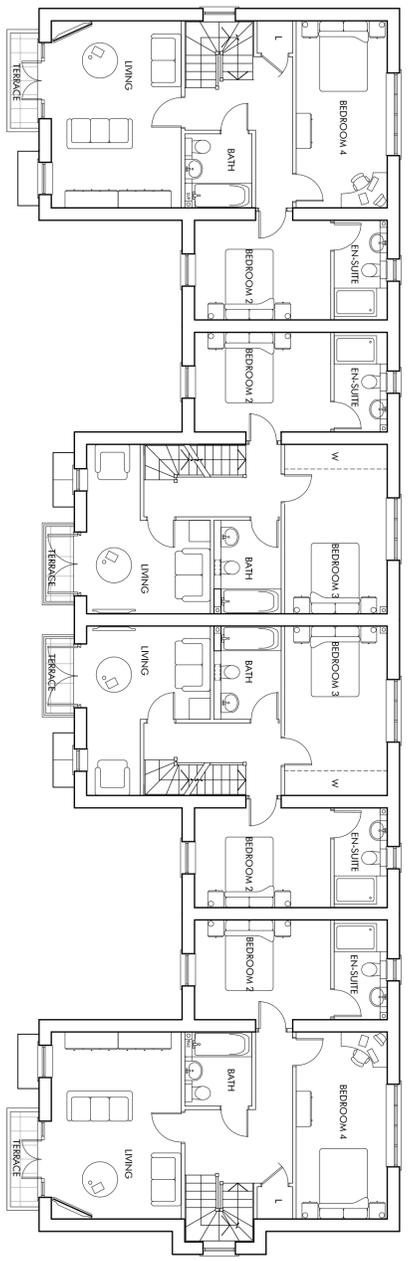




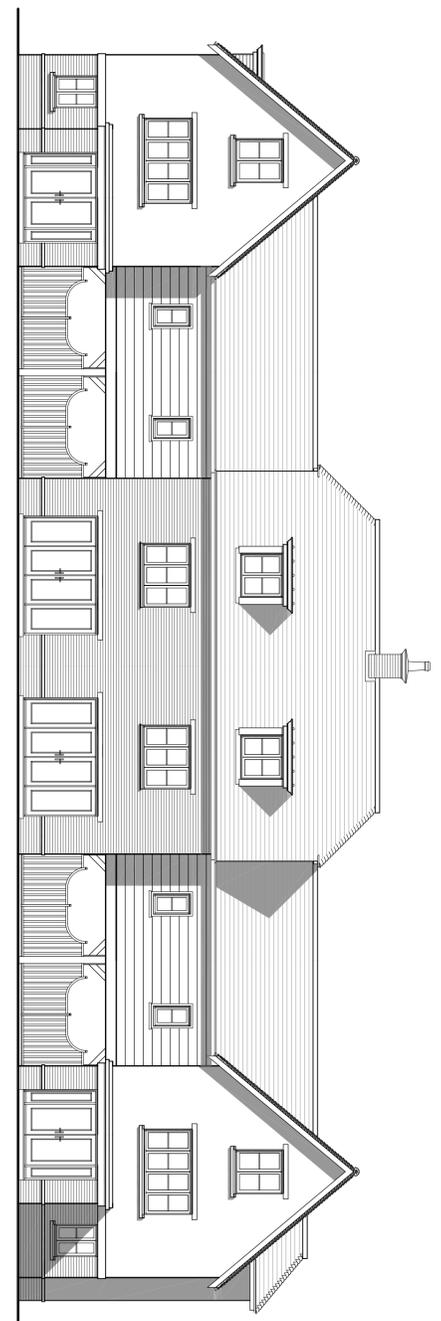
SECOND FLOOR PLAN



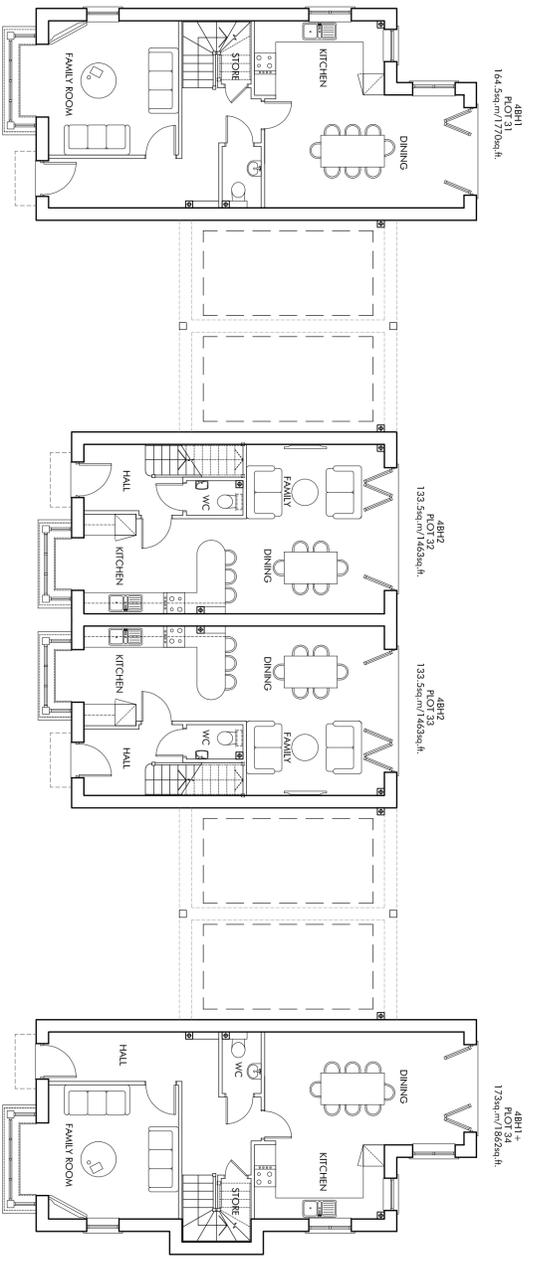
FRONT ELEVATION - A



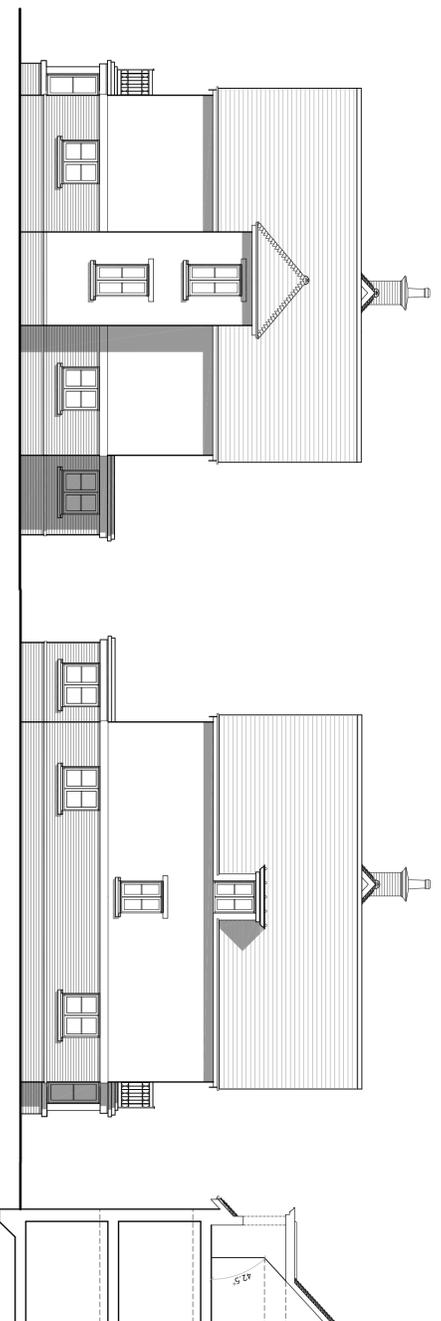
FIRST FLOOR PLAN



REAR ELEVATION - C



GROUND FLOOR PLAN



SIDE ELEVATION - B

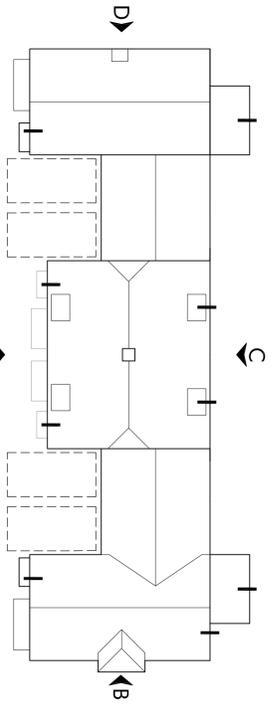
SIDE ELEVATION - D

4BH2 SECTION

4BH1 SECTION

LOTS	UNIT TYPE	AREA sq.m	AREA sq.ft
34	4BH1+	173	1862
32,33	4BH2	133.5	1436
31	4BH1	164.5	1770

ROOF PLAN 1:200



From: Mike Dunstan
To: [Planning Enquiries](#)
Cc: [Daniel Ray](#)
Subject: Comments on 163058 Hewden Plant Hire, Old Forest Road, Wokingham
Date: 22 December 2016 08:55:04

163058 Hewden Plant Hire, Old Forest Road

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.

Planning Officer: Daniel Ray

Wokingham Town Council objects on the following grounds:

- The housing density of 56dph represents an overdevelopment of the site, contrary to policy CP3 of the adopted Core Strategy
- The parking arrangements fail to comply with policy CC07 of the adopted MDD because:
 - The parking allocation should not include tandem parking in back gardens
 - Insufficient parking provision because there is no potential for parking on the estate road or Old Forest Road. While the application may meet the guideline parking standards these are minimum and not maximum. On-street parking will undoubtedly occur leaving little or no room for emergency vehicles.
 - Parking spaces and road width are too narrow to allow cars to manoeuvre in or out when adjacent spaces are occupied. This is especially true for the bays provided at the bottom of the site where it is suggested cars could not safely enter and exit these bays.
 - It is also noted that the depth of parking bays would appear to be below standard at 4.75m which may cause vehicles to protrude into the shared surface
- Most of the gardens fail to meet the minimum length specified in the Borough Design Guide
- Small gardens will lead to pressure from future residents to remove the TPO trees

Regards

Mike Dunstan
Planning & Transportation Officer

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Wokingham
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☞ My working days are Monday to Thursday ☜



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2013-16 Silver Gilt Winner in Thames and Chilterns in Bloom

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Agenda Item 113.

Development Management Ref No	No weeks on day of committee	Parish	Ward	Listed by:
170368	6/13	Earley	Maiden Erlegh	Major & Council's own application

Applicant	Wokingham Borough Council		
Location	Loddon Junior School, Hillside Road, Earley	Postcode	RG6 7LP
Proposal	Full application for the proposed erection of a part single, part two storey (double height hall) extension to the south of the existing main block. Refurbishment of existing reception/administration offices; alterations to existing hall to create classrooms, WCs and store; and conversion of existing PE store to group teaching room. Alterations to parking layout to north and south of site and alterations to playing field to include installation of a MUGA (multi-use games area) with ball fence.		
Type	Major		
PS Category	006		
Officer	Pooja Kumar		

FOR CONSIDERATION BY	Planning Committee on 27 th March 2017
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 with vehicular and pedestrian access on both Silverdale Road and Hillside Road. The existing school was founded in the late 1940's and constructed in the 1950's. The school site comprises of two single storey teaching blocks, with play grounds and playing fields surrounding the built form.

The application is seeking full permission for the erection of a part single, part two storey hall extension to the northern block, internal alterations to the existing hall and administration offices to create additional classrooms; alterations to both car parks to accommodate 12 additional vehicle parking spaces, extensions to the existing cycle storage and installation of a MUGA (multi use games area) to the southern area of the playing field.

The proposed development would facilitate the expansion of the school to provide new classrooms, enlarged staff and administration rooms and a new school hall. Over a 7 year period the proposal would facilitate an increase in pupil numbers from 564 to 714 (inclusive of nursery and crèche pupils) and increase the number of full time equivalent staff from 53 to 65 in line with the Council's Primary School Places Strategy approved by the Council's Executive on 28th January 2016.

With regards to other aspects, parking would be in accordance with the Council's adopted parking standards and no adverse impact on residential amenity would occur. There would be no harm in ecology terms and any impacts with regards to Environmental Health would be controlled through conditions. As such the scheme is considered to accord with national and local plan policies and subject to conditions 1-16 is recommended for approval.

PLANNING STATUS

- Major development location

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 1001-S2-PL1; 1010-S2-PL1; 1012-S2-PL1; 1002-S2-PL1; 1011-S2-PL1; 1006-S2-PL1; 1014-S2-PL1; 1007-S2-PL1; 1005-S2-PL1; 1009-S2-PL1; 1015-S2-PL1; 1008-S2-PL1; 2904-S3-PL1; 1616-S2-PL1; 2902-S3-PL1; 2901-S3-PL1; 2903-S3-PL1; Head teachers Statement 24th January 2017; Parking Provision; Statement of Community Involvement; Planning Statement; Design & Access Statement; Transport Statement; Arboricultural Survey; Preliminary Ecological Appraisal; Landscape Statement and; Background Noise Test (6550/DO/w) received by the local planning authority on 06/02/2017, Parking Addendum; 1004-S2-PL2 and; 1003-S2-PL2 received by the local planning authority on 03/03/2017 and Drainage Strategy with Attachments 1-10 received by the local planning authority on 07/03/2017. 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. Before any above ground works commence, samples and details of the materials to be used in the construction of the external surfaces of the building/s shall have first been submitted to and approved in writing by the local planning authority. Development shall not be carried out other than in accordance with the so-approved details.
Reason: To ensure that the external appearance of the building is satisfactory.
Relevant policy: Core Strategy policies CP1 and CP3
4. No development shall take place, including any works of demolition, until a final Construction Method and Management 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:
 - a) phasing of construction and demolition,
 - b) the access and parking of vehicles of site operatives and visitors,
 - c) segregation of construction, deliveries and construction traffic from users of the site,
 - d) types of piling rig and earth moving machinery to be utilized,
 - e) storage of plant and materials used in constructing the development,
 - f) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate,
 - g) wheel washing facilities,

- h) measures to control the emission of dust, dirt and noise during construction,
- i) a scheme for recycling/disposing of waste resulting from demolition and construction works,
- j) no deliveries between the hours of 8am and 9am and 2.30pm to 4pm Monday to Friday,
- k) requirements of wheel washing/street sweeping
- l) details of any temporary lighting that will be used during the construction phase of the development.

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

Relevant policy: Core Strategy policies CP3 & CP6.

5. No development shall take place until full details of the drainage system for the site have been submitted to and approved in writing by the LPA. The details shall include:

- a) Full calculations demonstrating the performance of soakaways or capacity of attenuation features to cater for 1 in 100 year flood event with a 40% allowance for climate change and runoff controlled at 2l/s or better.
- b) Calculations demonstrating that there will be no flooding of pipes for events up to and including the 1 in 100 year flood event with a 40% allowance for climate change.
- c) A drainage strategy plan for the proposed development, including pipe details with invert levels.

Reason: This is to prevent increased flood risk from surface water run-off. Relevant policy: NPPF Section 10 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Core Strategy policy CP1 and Managing Development Delivery Local Plan policies CC09 and CC10

6. 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 are. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21.

7. Prior to the commencement of the development, full details of both hard and soft landscape proposals shall be submitted to and approved in writing by the local planning authority. These details shall include, as appropriate, proposed finished floor levels or contours, means of enclosure, car parking layouts, other vehicle and pedestrian access and circulation areas, hard surfacing materials and minor artefacts and structure (e.g. furniture, play equipment, refuse or other storage units, signs, lighting, external services, etc). Soft landscaping details shall include a detailed 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).

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

9. Prior to the commencement of the development hereby permitted details of secure and covered bicycle storage facilities for the occupants of [and visitors to] the development shall be 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. No part of any building(s) hereby permitted shall be occupied or used until the vehicle parking space has been provided in accordance with the approved plans. The vehicle parking space shall be permanently maintained and remain available for the parking of vehicles at all times.

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

11. Prior to the occupation of the extensions hereby approved an updated Travel Plan shall be submitted to and approved in writing by the local planning authority. The travel plan shall include a programme of implementation and proposals to promote alternative forms of transport to and from the site, other than by the private car and provide for periodic review. The travel plan shall be fully implemented, maintained and reviewed as so-approved.

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

12. 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.

13. No work relating to the development hereby approved, including works of demolition or preparation prior to building operations, shall take place other than between the hours of 08:00 and 18:00 Monday to Friday and 08:00 to 13:00 Saturdays and at no time on Sundays or Bank or National Holidays.

Reason: To 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.

14. 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: Core Strategy policies CP1 and CP3

15. The MUGA (multi-use games area) hereby approved shall not be used outside of the hours of 8am to 6pm Monday to Friday, and between 9am and 4pm on Saturday, and shall not be used at all on Sundays, Public and Bank Holidays.

Reason: To safeguard the residential amenities. Relevant policy: Core Strategy policy CP1 and CP3 and Managing Development Delivery Local Plan policy 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. The requisite Travel plan would need to comply with the latest national and local guidance:

- a) NPPF Section 4 (Sustainable Transport)
- b) The Essential Guide to Travel Planning (DfT, March 2008)
- c) Delivering Travel Plans Through the Planning Process (DfT, April 2009)
- d) A Guide on Travel Plans for Developers (DfT)
- e) 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.

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

4. The applicant is advised to contact the Royal Berkshire Fire and Rescue Service to discuss the installation of suitable safety supplies to meet Royal Berkshire Fire and Rescue service requirements. They can be contacted on 0118 945 2888 and details can be found on their website www.rbfrs.co.uk.

5. 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:

- a) a pre-application process was undertaken by the applicant; and
- b) additional information in respect of Traffic & Highways safety and Drainage was provided by the applicant;

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.

6. Whilst it would appear from the application that the proposed development is to be entirely within the curtilage of the application site, the granting of planning permission does not authorise you to gain access or carry out any works on, over or under your neighbour's land or property without first obtaining their consent, and does not obviate the need for compliance with the requirements of the Party Wall etc. Act 1996.

PLANNING HISTORY

The site has an extensive planning history relating to various extensions at the school. None of the history is relevant to the current application.

SUMMARY INFORMATION

Site Area	2.8 hectares
Existing Pupils	540
Proposed Pupils	714 (over a period of 7 years)
Existing Staff	53 FTE
Proposed Staff	65 FTE
Existing parking spaces	46
Proposed parking spaces	58
Existing & Proposed Scooter Spaces	36
Existing Cycle spaces	56
Proposed Cycle spaces	78

CONSULTATION RESPONSES

Sport England	No objection
Royal Berkshire Fire and Rescue Services	No objection subject to informative (4)
WBC Biodiversity	No objection subject to informative (3)
WBC Drainage	No objection subject to condition (5)
WBC Education	No objection
WBC Environmental Health	No objection subject to conditions (4, 13, 14 & 15)
WBC Highways	No objection subject to conditions (4, 9, 10, 11 & 12 and informative 2)
WBC Tree & Landscape	No objection subject to conditions (6, 7 & 8)
WBC Waste Services	No comments received

REPRESENTATIONS

Earley Town Council: Concerns raised on the increase in traffic and parking in the area that would arise following the expansion of the school. Parish have requested that approval of the application be conditional upon this issue being addressed.

Local Members: No comments received

Neighbours: 6 letters of **objection** on the following:

- Traffic & congestion in the local area during school run hours;
- Loss of privacy, overlooking as a result of the installation of the MUGA;
- Unattractiveness of properties along Roman Road as a result of the installation of the MUGA;
- Loss of light and overshadowing from the extension to; and,
- Drainage concerns due to the school being on a raised land level.

1 Letter of **support** for the application.

3 Letters of **comment** on the following:

- Highways safety during school run hours
- Use of Brookside Church car park by parents is unacceptable
- Gipsy Lane field could be converted into parking for parents

APPLICANTS POINTS

- The extensions are acceptable in respect of their size and scale, with no adverse impact on the character of the site

- The proposal would provide additional space within the school to create school spaces for children within the local area
- The proposal would not harm the residential amenities of neighbouring properties

PLANNING POLICY			
National Policy	NPPF	National Planning Policy Framework	
Adopted Core Strategy DPD 2010	CP1	Sustainable Development	
	CP2	Inclusive Communities	
	CP3	General Principles for Development	
	CP6	Managing Travel Demand	
	CP7	Biodiversity	
	CP9	Scale and Location of Development Proposals	
	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 & Construction	
CC06		Noise	
CC07		Parking	
CC09		Development and Flood Risk	
CC10		Sustainable Drainage	
TB21		Landscape Character	
Supplementary Planning Documents (SPD)		BDG	Borough Design Guide

PLANNING ISSUES
<p><u>Description of Development:</u></p> <ol style="list-style-type: none"> 1. The scheme is for extensions at Loddon Junior School to provide additional classrooms, a new hall and a MUGA (multi-use games area) to facilitate an expansion of the School from a 2.0FE to a 3.0FE. This has already been achieved in phase 01 with the Nursery, Reception and Year 1 classrooms at 3FE. The increase in remaining years 2-6 will result in the current capacity of primary year pupils increasing to 630 pupils (714 inclusive of Nursery and Creche). The proposed extensions will accommodate the increasing intake of 30 pupils per year in years 2-6. 2. The extensions would comprise of a part single, part two storey extension to the south of the northern teaching block on site. The extension would extend a total of 27 metres south and would have a width of 30 metres. The height of the proposed extension would be 9.2 metres to accommodate the double height hall, which is an increase of 3.7 metres from the height of the existing hall. The proposed single storey element of the extension would be 4.5 metres in height compared with the existing height of the teaching block ranging between 3.2 and 4 metres due to the changes in the level of the land.

3. Additional parking would be provided in both the north car park (accessed from Hillside Road) and the south car park (accessed from Silverdale Road). Additional staff and pupil secure cycle parking will also be made available on site as well as associated works to extend an existing playground and installation of MUGA with a ball fence.
4. There would be no extensions to south teaching block, only external alterations to the windows and installation of a canopy.

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. Paragraph 72 of the NPPF states that great importance should be attached to ensuring that sufficient choice of school places are available to meet the needs of existing and new communities. It also states that Local Planning Authorities should take a proactive, positive and collaborative approach to meeting this requirement, and should look to approve development that will widen choice in education. The NPPF states that weight should be given to the need to create, expand or alter schools.
7. The site is located within a major development location and within a settlement boundary and as such the development should be acceptable providing that it complies with the principles stated in the Core Strategy. Policy CP3 of the Core Strategy states that development must be appropriate in terms of its scale of activity, mass, layout, built form, height, materials and character to the area in which it is located and must be of high quality design without detriment to the amenities of adjoining land uses and occupiers and this is discussed below.
8. Given the national and local policy context, it is considered that the proposal would be acceptable subject to the assessment of other material considerations. These include no adverse impact on character of the area, the retention of suitable play space, and no adverse impacts on traffic, highways safety, neighbouring amenity, biodiversity, or sustainability.

Education background:

9. On 28th January 2016 Executive approved the Primary Strategy 2016 to 2019 and the Primary Strategy Implementation Plan Phase 1. This authorised the development of schemes for the expansion of Aldryngton, Loddon, Beechwood and Highwood primary schools and for the opening of a new school in Shinfield.
10. The purpose of the Primary Strategy is to ensure there are sufficient primary school places to meet need in identified priority areas. There is an estimated need at Loddon Junior School for 30 places from 2017; which has informed the application before us.

Character of the Area:

11. The existing building is a single storey brick built building with a flat roof. The school

was built in the 1950's and has had various alterations and extensions to both the northern and southern teaching block. The playing field is located to both sides (east and west) of the site, and currently provides a netball court to the west, football pitch to the west along with informal play areas.

12. The school is located in a predominantly residential area of Earley. The site is well landscaped with mature landscaping to the site's south west and north-west boundary with Silverdale Road and properties located along Hillside Road.
13. Although the original building is single storey in height there is a two storey sports hall already within this building. The existing hall has a height of 5.5 metres with windows at first floor level to allow in natural light. It must be noted that all classrooms, both existing and proposed, will be located at ground floor and no first floor classrooms would be introduced as a result of the alterations and extensions.
14. The proposed hall would be located 47 metres from the nearest common boundary with a residential property (24 Roman Road) and would have a height of 9.2 metres with vertical glazed panels to allow sufficient light into this area. It is considered that the siting and design of the proposed extension would allow for the creation of a new and modern focal point on site which will have a positive impact on the character and appearance of the school site.
15. Although the extension would be taller than the existing buildings it is considered that it would not result in any harm to the existing built fabric on site, and would not appear out of character for the school site. The proposed extension combined with the waiting court for parents and entrance canopies is considered to enhance the character and appearance of the site. Moreover, the retention of the mature trees to the south of the new building would soften the appearance of the taller building from views along Silverdale Road.
16. The proposal includes a number of internal alterations to the northern building to accommodate the creation of additional classrooms. The existing hall and adjacent PE store would be converted into 3 classrooms and a group room as well providing a WC and resource/store room. As a result of the internal reconfiguration there would be an insertion of higher windows in the existing hall to allow light into the classrooms; this is considered not to have an adverse impact on the character and appearance of the site.
17. The existing entrance and administration offices would be extended into the new extension to allow for the additional space required for the addition in staff numbers. During the construction phase, the office and administration area would be relocated to the east of the north building. This is not considered to result in any harm to the appearance of this building as it would not require any external alterations, and moreover this area would be returned back to being classrooms once the construction work is complete.
18. Alterations to the south building include the lowering of window sills due to the lower height of the younger pupils. This would allow for views outside of the classrooms into the adjacent playground, and is considered to be acceptable in respect of character and appearance. In addition to this, an external canopy would be installed to the south elevation of the southern building. It is considered that this would not have any detrimental visual impact on the building

19. In respect of character and appearance the proposed extensions and alterations would relate to the existing use and are considered not to result in any harm or detriment to the character of the site and its locality. The proposed extension would be brick built with a flat roof and pre-fabricated windows which are considered appropriate for the site. The size and scale of the proposed extension is considered to be appropriate for a school within settlement limits and would be well proportioned to the existing buildings and play space. A condition ensuring that external finishes are agreed prior to commencement of above ground works shall be attached to planning permission (3) to ensure no harm in this respect.
20. The alterations to the parking layout and additional cycle parking spaces are considered suitable alterations on site. The reconfiguration of the car park is not considered to have an adverse impact on the character and appearance of the site.
21. In respect of the playing field, it is proposed to retain the existing sports pitches whilst also installing a MUGA (with ball fencing and no lighting around the same) to the south east corner of the site. To accommodate the MUGA it is necessary to remove one tree and insert a formal footpath from the playground to allow easy and access to the MUGA. Due to the sloping land level, the MUGA would be cut into the bank by approximately 0.7 metres (from the north point of the MUGA) to create a flat area for the pitch with benching along this side.
22. The proposed works to the playing field to accommodate the MUGA are not considered to result any harm to landscape character of the playing field. The proposed works are in relation to the school use only and would promote the use of the playing field and MUGA and would not adversely affect the character and setting of the site.
23. The extensions and alterations would overall increase built form on site by 454sqm; however this would not be out of character for a school site, nor would it result in any harm to the appearance or usage of the site. Although the new hall would be taller than the original building, this would not detract from the character of the school site. The landscaping treatment around the site's boundaries would remain largely unaltered and therefore it is considered that the proposal would accord with policy CP3 of the Core Strategy.

Residential Amenities:

Extensions:

24. **Overlooking:** The proposed extension would be located a distance of 47 metres from the nearest residential property along Roman Road and 70 metres from the nearest residential property along Hillside Road. The extension would comprise of a sports hall and therefore first floor windows would not serve classrooms. As such, the proposed development is considered not to result in any harm in respect of overlooking and loss of privacy.
25. **Loss of Light & Overbearing:** The two storey height of the extension is noted however due to its siting significantly away from the site boundaries, it is considered that the proposal would not result in any harm in respect of loss of light and overbearing to surrounding residential properties. As such the proposal is considered to accord with policy CP3 of the Core Strategy in this respect.

Multi Use Games Area:

26. **Overlooking:** Due to the siting of the MUGA adjacent to common residential boundary with properties along Roman Road a neighbour has objected on the basis of overlooking and loss of privacy. Although the MUGA would be located adjacent to the common boundary with no.28, the MUGA would be built into the bank and therefore at a lower land level (approximately 1.2 metres) than the existing field level of the football pitch, also located adjacent to the common boundary. This can be seen in Proposed Section A-A and B-B on plan number DR-A-1015-S2-PL1. Moreover, the existing boundary treatment of 1.8metre high close boarded fencing would remain in place and therefore not allowing any new views from the school site to adjacent gardens.
27. The proposed MUGA would be restricted in its hours of use (15) and limited only to pupils of the junior school. It is noted that the objector has advised that school PTA and Governors change over time and have different wishes, however the restriction is imposed as a condition which would need to be varied by a section 73 planning application. As such it is considered that the proposed development would not result in any harm in respect of overlooking and loss of privacy.
28. **Loss of Light:** The installation of the MUGA would not result in any loss of light to residential neighbours, as such the proposed development accords with Core Strategy policy CP3 in this respect.
29. **Overbearing:** An objection has been received on the basis that the proposed ball fence around the MUGA would have an overbearing impact on the adjacent neighbour at no.28 Roman Road. The ball fence would have a total height of 3 metres from the ground level of the MUGA, which would be built into the bank due to the changes in the levels of the land. As stated above the close boarded fencing would remain in place and therefore only approximately 1 metre of the ball fence would be visible above the boundary treatment between the school and the residential property. The ball fence is not a close boarded fence which is solid in appearance, it is a mesh fence which is a light structure and would not have a dominating appearance. As such it is considered that the erection of a ball fence would not have a harmful impact on the residential amenities of adjacent neighbours, and would accord with policy CP3 of the Core Strategy on this basis.

Noise:

30. The proposed development would result in a 32% increase in pupils over a 7 year period. WBC Environmental Health officers have advised that the increase in pupil numbers on site would not have a detrimental impact on residential amenity in respect of noise, especially given that the school would be closed outside of anti-social hours.
31. In respect of the proposed MUGA, WBC Environmental Health officers advise that a condition to control the hours of use of the MUGA has been included, subject to which the proposal is considered to accord with policy CP3 of the Core Strategy in respect of neighbour amenity (14).

Multi Use Games Area (MUGA):

32. A 5 a side playing pitch in the form of a MUGA (multi use games area) is proposed to be located to the southern end of the existing playing field. Due to the sloping land level of the playing field, the north side of the MUGA pitch would be cut into the

land by 0.7 metres, creating a retaining wall along the courts northern side, to allow for a flat pitch; along this side will be bench seating. A 3000mm high wire mesh ball fence will surround the MUGA to limit balls going into the gardens of nearby residential properties.

33. The proposed MUGA would measure 15000mm x 30000, which is a standard 5-a-side pitch. It is proposed that the MUGA would be used by pupils only, and during school hours. This is further secured by condition (15). No external lighting is proposed to the MUGA which would also be secured by condition (14).
34. Sport England have been consulted on the proposed development and have raised no objection. As such the proposed development is considered to accord with policy CP2 of the Core Strategy and National Guidance on Sports facilities.

Access and Movement:

35. **Traffic Generation:** The proposal would increase the number of students and staff; WBC Highways officers have advised that the traffic generation in relation to the increase of 150 students over 7 years and 12 full-time members equivalent of staff would result in a limited increase of traffic generation in the local area. Based on existing travel modes to school the Transport Statement concluded that there would be an increase of 34 pupils and 8 staff arriving by car. This is based on current mode share for pupils and staff.
36. It is acknowledged that there are existing traffic issues in relation to the local area, during the school-run hours; however although this would increase the number of people in the local area, it would be phased over 7 years and would not be to the extent that there would be a significant increase that would result in excessive traffic generation to warrant a refusal on this basis. Moreover, a Travel Plan has already been drafted for the site which will be in place prior to development commencing on site.
37. **Highway Safety and Access:** The existing vehicular access points are considered acceptable and the increase in parking spaces will not have an adverse impact on highways safety in this respect. As such, the proposal is considered not to result in any harm to warrant refusal on this basis.
38. **Parking:** The proposed development requires an addition of 12 parking spaces on site, which the applicant has demonstrated by way of revised parking layout (received by the local planning authority on 03/03/2017). This amended layout shows one tandem parking space next to parking space number 17. Highways have advised that this space is acceptable and its use can be monitored by the School via the Travel Plan.
39. The proposal accords with parking standards for the proposed extension however the existing parking on site does not accord with current parking standards. The site would fall short by 3 parking spaces. Whilst it is not a matter for the current application to deal with existing issues, the parking survey undertaken by the applicant demonstrates that only 65% staff travel to school by private car and therefore it is considered acceptable that the number of vehicle spaces is monitored under the updated Travel Plan.
40. Concerns raised by comments received by members of the public on the application

relate to parking on adjacent roads by parents dropping and collecting children. Inconsiderate parking would be monitored via the Travel Plan and measures to dissuade parents from this activity would be promoted by the school and annually reviewed.

41. As the Borough is due to take over local parking enforcement, any inconsiderate parking would be enforceable by the Council's highways department. In addition the applicant has proposed a planning condition to be added to any approval which will monitor parking on the highway' however it is considered more appropriate for this to be monitored through the Travel Plan which is to be updated and monitored under condition 11.
42. **Cycle:** As existing there are 92 cycle and scooter spaces on site. The result of recent site surveys concludes that there is a current over supply of 22 spaces. The proposed extension requires 53 spaces (for pupils and staff); however the application proposes an addition of 22 spaces based on current usage trends, leaving an under provision of 31 cycle spaces.
43. WBC Highways officers have discussed this with the applicants directly and asked for this to be reviewed as part of the Travel Plan update. In addition to this, the applicant has advised that should there be a need to increase secure cycle parking on site, an area adjacent to the proposed cycle storage shed has been identified to accommodate additional need.
44. On the basis of condition 9 providing additional details on the cycle storage space and condition 11 requiring the submission of the update Travel Plan; it is considered that the proposal, in this instance, would accord with policy CC07 of the MDD Local Plan in this respect.
45. **Sustainability:** The site is already well served by public transport and is within suitable distance to rail and road links and as such, no objection is raised in this regard.
46. **Travel Plan:** The applicants are currently working with the Local Highways Authority on updating their Travel Plan which should be in place by Easter 2017. A copy of the draft Travel Plan has been submitted for review to which the Highways officers have advise that 'the updated Travel Plan will include the monitoring of cycle spaces and increase of storage should demand require this. In addition to this the Travel Plan will monitor vehicle parking spaces'. As such, subject to condition 11, the proposed development is considered to accord with policy CP6 of the Core Strategy.

Flooding and Drainage:

47. The site is located in flood zone 1 and the applicant has submitted a drainage strategy which has been designed to the climate change factor of 40% as per the Council's requirements. This is considered acceptable; however additional details are required around the strategy in respect of discharge to Thames Water pipes which run through the site. As such, WBC Flood Risk and Drainage officer advises a bespoke condition (5) is attached to planning permission, subject to which the proposed development is considered not to result in any harm in respect of flood risk and drainage.

Landscape and Trees:

48. The proposed development would sit within an established school. Views into the school are restricted due to the heavy screening around some of the site's boundaries, which will remain unchanged as a result of the proposal and therefore the public perception of the character of the school will remain largely unaltered. Other boundaries comprise of close boarded fencing which would also remain unaltered. As such there is no objection to the overall scheme, however conditions are recommended to ensure that full landscape details are provided prior to commencement of development.
49. The proposal would require the removal of 3 trees; one in the location of the MUGA, one in the location of the proposed extension and; one in the north end car park. It is proposed to replace these trees with 2 replacement trees proposed to be planted along the southern boundary of the site. The agent has advised that they will work in conjunction with WBC Trees and Landscape officers to include additional landscaping within the site.
50. The submitted Landscape Statement has been assessed and is considered acceptable by WBC Trees and Landscape officers, however conditions are suggested to be attached to require the submission of an Arboricultural Method Statement and tree protection (7 & 8). It is also advised that a landscape proposals plan is submitted to build on the details submitted in the Landscape Statement which is secured by condition 6, this is in order to enhance the landscape character of the site and allow for the additional planting of trees on site.
51. A number of parking spaces will be located under the canopies of trees in the southern car park. It is appropriately proposed that these parking spaces are constructed of Geoweb and gravel infill material so as not to result in any long-term harm, to which the Trees and Landscape officer has raised no objection.
52. Subject to conditions 6, 7 and 8 it is considered that the proposal would accord with policies CC03 and TB21 of the MDD Local Plan and would not detrimentally alter the character and appearance of the site.

Environmental Health

53. Due to the location of the site within a residential area, the Council's Environmental Health officers have advised that a Construction management plan should be submitted to ensure that the development does not harm residential amenities during the construction phase. As such a condition (4) has been attached requiring the submission of Construction Management Plan. In addition to this a condition to limit working hours (13) has also been recommended.

Ecology:

54. **Bats:** Due to the isolation of the site from suitable bat foraging habitat, it is unlikely that this application will have an adverse effect on the local bat population. However an informative (3) should be attached to planning permission if granted. As such the proposal is considered to accord with policy TB23 of the MDD Local Plan.
55. There is little opportunity to include wildlife enhancements within the proposal, such as Stag Beetle log pyramid as there is very little removal of shrubs and trees. Should the school be interested in incorporating any enhancements, then the

applicant is advised to contact the Council's Ecology Officer and Countryside Services team directly.

Community Infrastructure Levy:

56. As the proposal is for the construction of extensions at a school, it would not be CIL liable development.

Other:

57. *Royal Berkshire Fire & Rescue*: Water Officers from the Royal Berkshire Fire and Rescue Services advise that the applicant should consider the installation of sprinklers into the building and suitable private fire hydrant(s), or other suitable emergency water supplies to meet Royal Berkshire Fire & Rescue requirements. Condition 4 of officer's recommendation advises the applicant to contact the service for further information.

58. **Attractiveness of Residential Properties:** An objector has advised that the proposed development will have a detrimental impact on the 'attractiveness' of their property. It is considered that the proposed development would not harm neighbouring properties given the extensions distance and design of the proposed MUGA. Moreover, the extension would be visible from limited views from the public realm.

59. **Alternative location for the MUGA:** An objector has raised questions around the siting of the MUGA and if other locations have been considered. The applicant advises that this was chosen to be the most suitable siting due to the limited loss of tree's and limited impact on existing activities undertaken on other areas of the playing field.

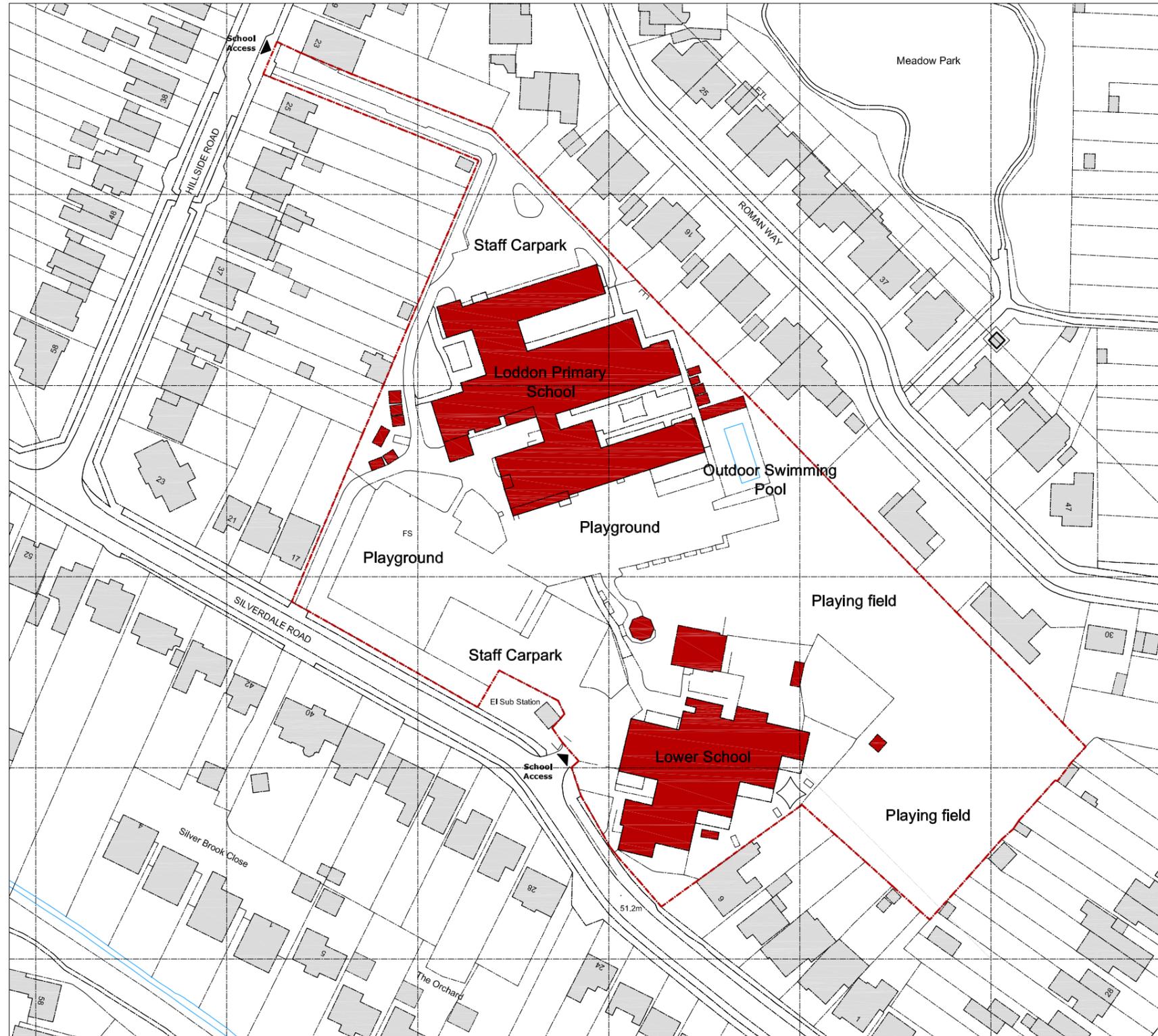
60. **Additional parking for Parents:** An objector has advised that part of the Gipsy Lane playing field could be used for parent parking to alleviate congestion at busy times. The applicant has not put this forward as a scheme and parent parking is not included in the Council's parking standards. Any issues in relation to parent parking will be looked at through the Travel Plan condition and additional measures for control will be in place later this year when the Council is able to enforce on parking regulations.

CONCLUSION

The principle of the proposed development is considered to be acceptable and in line with national and local policies. There are considered to be no adverse impacts on character and appearance and the proposal is considered and concerns relating to residential amenity and traffic will be addressed by way of condition by requiring the creation of a Travel Plan and controlling the hours of use of the proposed MUGA. As such, subject to conditions the proposal is 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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PL1	24.01.17	JR	AC	PLANNING ISSUE
Rev	Date	By	Chk	Comment

BRINGING IDEAS TO LIFE



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LONDON OFFICE 3rd Floor, Baird House, 15-17 St Cross St, London. EC1N 8UW T: 020 7651 0790	HAYWARDS HEATH OFFICE 1st Floor, 21 Perrymount Road, Haywards Heath, RH16 3TP T: 01444 444900

Client:
 Wokingham Borough Council

Project Title:
 Loddon Primary School
 Silverdale Road
 Earley, Reading
 Berkshire. RG6 7LR.

Drawing Title:
 Location Plan

Status:
PLANNING ISSUE

Drawn By:	Designed By:	Checked By:	Approved By:
JR	FCG	AC	AC

Original Issue Date:	Scale @ A3:
27/07/2016	1:1250

Job No/ File Ref	Originator	Zone	Level
612635	FCG	ST	XX
Type	Discipline	Number	Suitability
DR	A	1001	S2
			Revision
			PL1

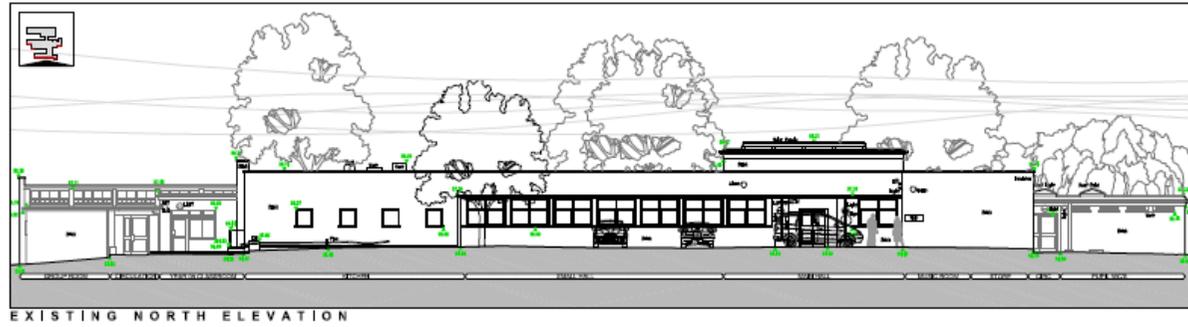


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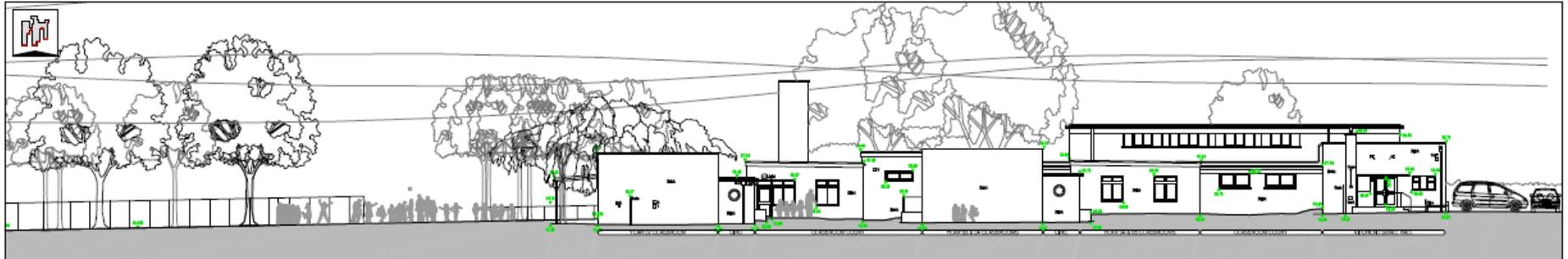
PROPOSED
EXISTING
STREETS



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EXISTING NORTH ELEVATION



EXISTING EAST ELEVATION



EXISTING SOUTH ELEVATION



EXISTING WEST ELEVATION

Meadow Park

ROADWAY

SILVERDALE ROAD

Shaw Brook Cove

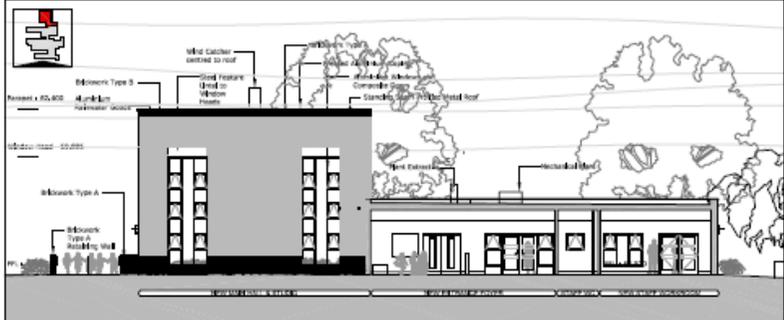
The Orchard

51.2m

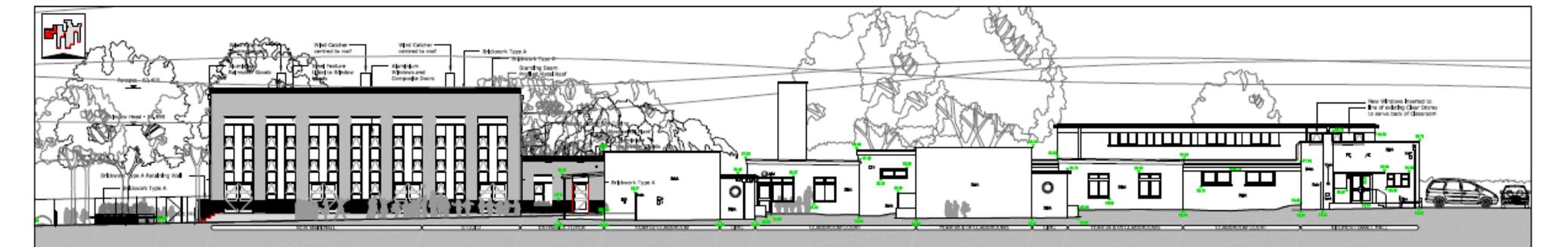




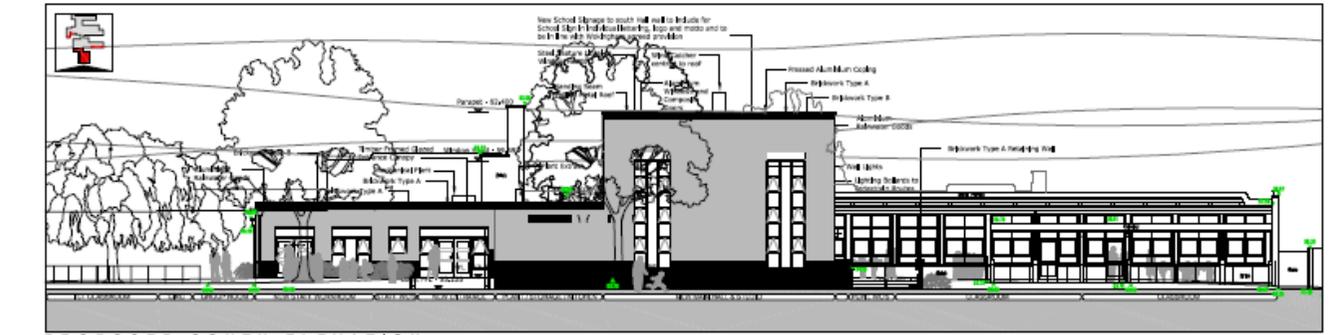
PROPOSED NORTH ELEVATION



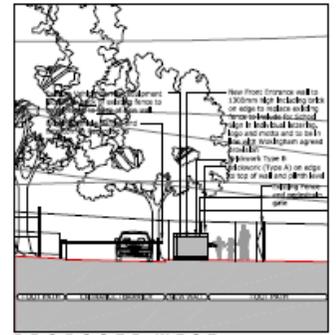
PROPOSED NORTH ELEVATION - NEW STUDIO & MAIN HALL



PROPOSED EAST ELEVATION



PROPOSED SOUTH ELEVATION



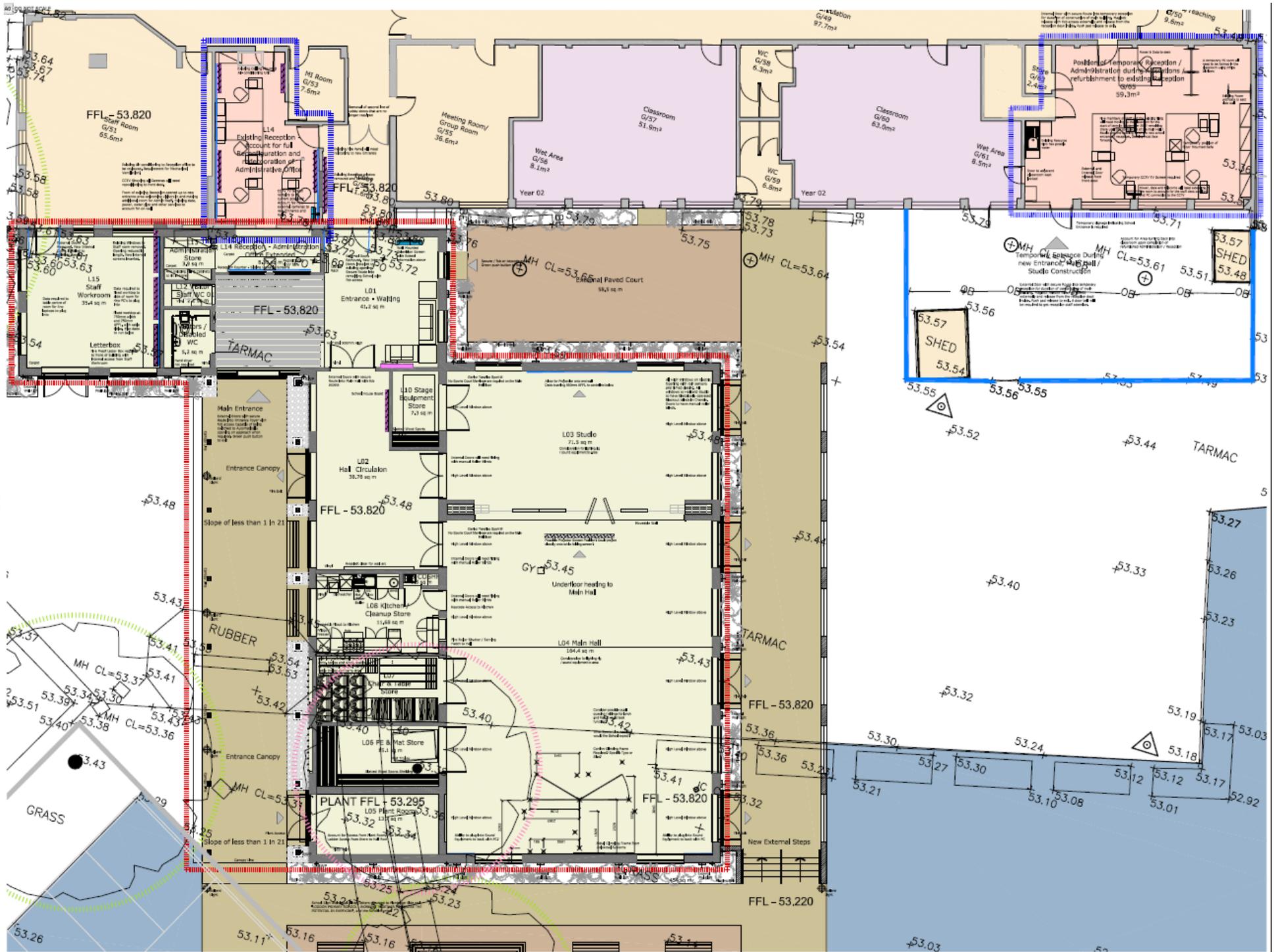
PROPOSED WEST ELEVATION - NEW ENTRANCE WALL

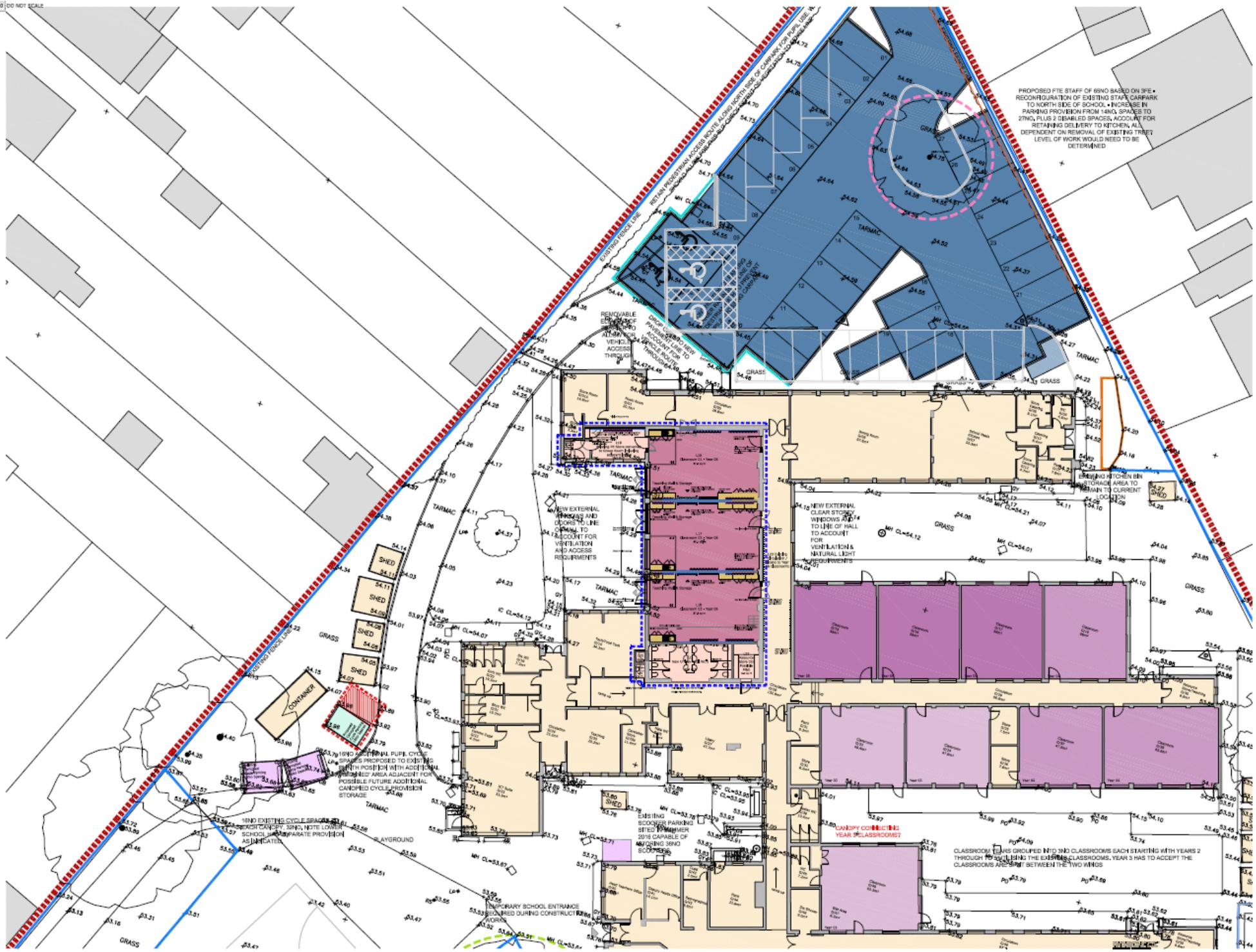


PROPOSED SOUTH ELEVATION - NEW CANOPY TO EXISTING



PROPOSED WEST ELEVATION





PROPOSED FTE STAFF OF 89ND BASED ON SFE
 RECONFIGURATION OF EXISTING STAFF CARPARK
 TO NORTH SIDE OF SCHOOL. INCREASE IN
 PARKING PROVISION FROM 14ND SPACES TO
 27ND, PLUS 2 DISABLED SPACES. ACCOMMODATE
 RETAINING DELIVERY TO KITCHEN, ALL
 LEVEL OF WORK WOULD NEED TO BE
 DETERMINED

REMOVABLE EXTERIOR PRESERVED
 ATION VEHICLE ACCESS THROUGH

NEW EXTERNAL WINDOWS AND DOORS TO LINE
 TO ACCOUNT FOR VENTILATION AND ACCESS
 REQUIREMENTS

NEW EXTERNAL CLEAR STORES
 WINDOWS AND DOORS TO LINE OF HALL
 TO ACCOUNT FOR VENTILATION & NATURAL LIGHT
 REQUIREMENTS

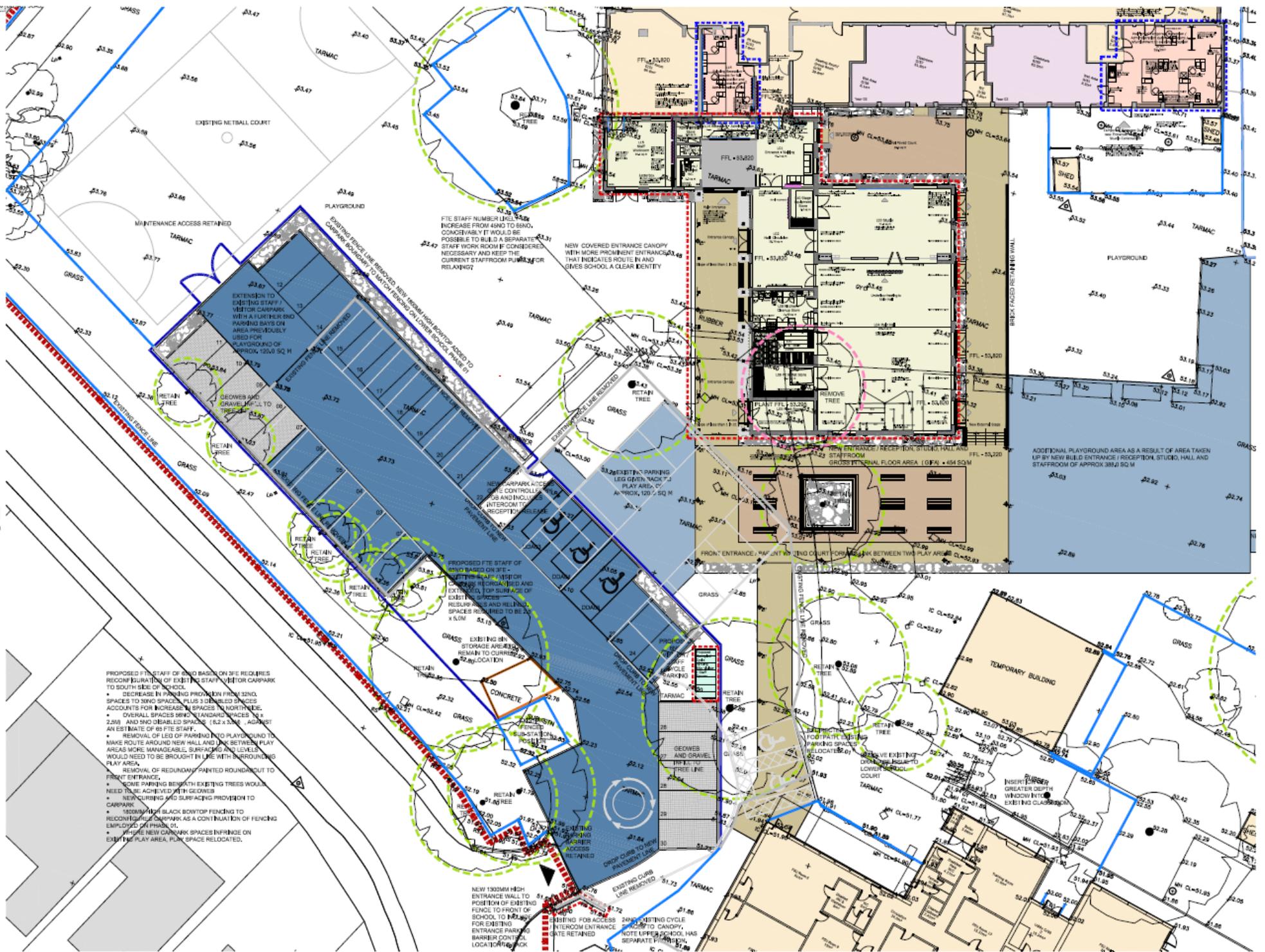
REMOVAL OF EXISTING CYCLE SPACES
 PROPOSED TO EXISTING
 WITH POSITION WITH ADDITIONAL
 STORAGE AREA ADJACENT FOR
 POSSIBLE FUTURE ADDITIONAL
 CANOPIED CYCLE PROVISION
 STORAGE

REMOVAL OF EXISTING CYCLE SPACES
 PROPOSED TO EXISTING
 WITH POSITION WITH ADDITIONAL
 STORAGE AREA ADJACENT FOR
 POSSIBLE FUTURE ADDITIONAL
 CANOPIED CYCLE PROVISION
 STORAGE

TEMPORARY SCHOOL ENTRANCE
 TO BE USED DURING CONSTRUCTION

CANOPY COVERING
 YEAR 3 CLASSROOMS

CLASSROOMS ARE GROUPED INTO 3ND CLASSROOMS EACH STARTING WITH YEARS 2
 THROUGH 4ND YEAR. THE EXISTING
 CLASSROOMS ARE SPLIT BETWEEN THE TWO WINGS



PROPOSED FTE STAFF OF 4800 BASED ON 31% DECREASE IN PARKING PRODUCTION FROM 3200 SPACES TO 2400 SPACES. PLUS 1000 SPACES ACCOUNTS FOR INCREASE IN SPACES IN NORTH SIDE.

- OVERALL SPACES 2400 (STANDARD SPACES 162 x 3.0M, 1408) + 2300 (2.0M AND 2.5M DISABLED SPACES 162 x 3.0M, 1408) + 100 (STANDARD SPACES 162 x 3.0M, 1408) = 4800 SPACES
- REMOVAL OF LEG OF PARKING INTO PLAYGROUND TO MAKE ROUTE AROUND NEW HALL AND LINK BETWEEN PLAY AREAS MORE MANAGEABLE. SURROUNDING LEVELS WOULD NEED TO BE BROUGHT IN LINE WITH SURROUNDING PLAY AREA.
- REMOVAL OF REDUNDANT PAINTED ROUNDABOUT TO FRONT ENTRANCE.
- SOME PARKING BESIDE EXISTING TREES WOULD NEED TO BE ACHIEVED WITH GEOWES.
- NEW CURBING AND SURFACING PROVIDED TO CARPARK.
- REMOVING HIGH BLACK BOWTOP FENCING TO RECONFIGURE CARPARK AS A CONTINUATION OF FENCING EMPLOYED ON PLAYGROUNTS.
- NEW CARPARK SPACES INFRINGE ON EXISTING PLAY AREA, PLAY SPACE RELOCATED.

PROPOSED FTE STAFF OF 4800 BASED ON 31% DECREASE IN PARKING PRODUCTION FROM 3200 SPACES TO 2400 SPACES. PLUS 1000 SPACES ACCOUNTS FOR INCREASE IN SPACES IN NORTH SIDE.

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- NEW CARPARK SPACES INFRINGE ON EXISTING PLAY AREA, PLAY SPACE RELOCATED.

NEW 1200MM HIGH ENTRANCE WALL TO POSITION OF EXISTING FENCE TO FRONT OF SCHOOL TO ALLOW FOR EXISTING CYCLE ENTRY TO CANOPY. NOTE UPPER SCHOOL HAS SEPARATE PARKING LOCATION

FROM: Pooja Kumar Telephone: 0118 974 6626

DATE: 15 February 2017

EARLEY TOWN COUNCIL PARISH CONSULTATION SHEET

Application Number: 170368

Proposal: Full application for the proposed erection of a part single, part two storey (double height hall) extension to the south of the existing main block. Refurbishment of existing reception/administration offices; alterations to existing hall to create classrooms, wc's and store; and conversion of existing PE store to group teaching room. Alterations to parking layout to north and south of the site and alterations to playing field to include the installation of a MUGA (Multi Use Games Area) with ball fence. .

Site Address: Loddon Junior School, Hillside Road, Earley, Wokingham, RG6 7LP.

Applicant: Mr Tim Searle.

Your observations are required in respect of this application **by 15/03/2017**.

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

170368

Councillors expressed concern with the increase in traffic and parking in the area that would arise following the expansion of the school and requested that approval of the application be conditional upon this issue being addressed.

CASE OFFICER	
PLANNING	
10 MAR 2017	
COPIES	
REPLIED	

SIGNED: 

DATE: 6-3-17

Clerk To Earley Town Council Parish/Town Council.

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Development Management Ref No	No weeks on day of committee	Parish	Ward	Listed by:
170317	8/8	Charvil	Charvil	Cllr Hobbs

Applicant	Mr J Frankham			
Location	Land to the rear of 72 Old Bath Road, Charvil	Postcode	RG10 9QL	
Proposal	Full application for the proposed erection of two link detached bungalows at the land at the rear of 70-72 Old Bath Road.			
Type	Full			
PS Category	7			
Officer	Daniel Ray			

FOR CONSIDERATION BY Planning Committee on 29th March 2017
REPORT PREPARED BY Head of Development Management and Regulatory Services

SUMMARY

This application proposes to introduce two single storey properties with access off Chiltern Drive in Charvil. The site comprises of former gardens to properties that front Old Bath Road and Cheviot Drive however the site has not been associated with these properties for a number of years and has become an overgrown un-used space and has declined in appearance.

It is proposed the dwellings would provide housing for the ageing/retired population however no mechanism to ensure that this would take place has been proposed. Policy TB06 of the MDD states that the Council will resist inappropriate development in residential gardens where development would cause harm to the local area. Residential gardens include land within the curtilage of former private residential gardens.

There have been a number of applications over the last 30 years for dwellings on this site, all of which have been refused for the same in-principle reason, that the introduction of residential dwellings in this location is out of character of the area and would introduce a new pattern of development that does not respect the character of the surrounding area. This view has been upheld by the Planning Inspectorate.

For the reasons given above as well a lack of information regarding flood risk and drainage, the application has been recommended for refusal as set out in this report.

PLANNING STATUS

- Limited development location
- Land Liable to Flood
- Flood Zone 2
- Wind turbine safeguarding zone
- Groundwater Protection Zone
- Landfill Gas Consultation Zone
- Contaminated land consultation zone

RECOMMENDATION

That the committee authorise the REFUSAL OF PLANNING PERMISSION for the following reasons:

1. The proposed development would erode the visual separation between the properties along Old Bath Road and Cheviot Drive, causing significant harm to the openness and spaciousness of the character of Chiltern Drive. The introduction of a new frontage on Chiltern Drive would not relate to any existing housing groups and would therefore appear isolated and discordant with the existing built form failing to create and/or reinforce local distinctiveness that would be to the detriment of the areas established character. The proposal is therefore contrary to the NPPF, Wokingham Borough Council's Core Spatial Strategy CP1 and CP3, Policy TB06 of the MDD local plan and the guidance set out in the Wokingham Borough Council Design Guide SPD.
2. The proposal fails to demonstrate whether underlying ground conditions are suitable for infiltration and therefore it is not possible to determine whether the proposals risk to the site is acceptable in terms of surface water flooding contrary to the aims of the MDD Local Plan Policy CC09 and Core Strategy Policy CS1 and the guidance contained within the NPPF.

PLANNING HISTORY

The site benefits from an extensive planning history dating back to the 1980s where an application for a house and garage was refused on 15th March 1989 (32499). Since 1989 a number of applications for dwellings were refused in the 1990's. Further applications have since been determined and are described below:

F/2002/7864 – application for one dwelling refused on 10th December 2002.

F2007/1219 – withdrawn application for a single dwelling

F/2008/1210 – application for a single dwelling, refused on 28th July 2008.

O/2011/0422 – application for a single dwelling, refused on 13th April 2011 and dismissed at appeal on 13th September 2011.

160682 - Full application for the proposed erection of two link detached bungalows at the land at the rear of 70-72 Old Bath Road. – Refused on 21st July 2016. The application before us is almost identical to this application; however the porches have been introduced with this scheme.

SUMMARY INFORMATION

Site Area	0.06ha
Existing units	0
Proposed units	2
Existing parking spaces	0
Proposed parking spaces	4

CONSULTATION RESPONSES

WBC Highways	No objection subject to conditions
WBC Flood Risk and Drainage	Objection
WBC Landscape and Trees	Objection

REPRESENTATIONS

Charvil Parish Council:

At the time of writing this report no representation has been made by the Parish

Council.

Local Members:

Cllr Hobbs has requested that the application be listed to committee as *the bit of land in question has been an eyesore for some 30 years, it is an ideal place to undertake dwellings that will be suitable for our aging population within Charvil.*

Neighbours:

From WBC consultation:

Six letters of support have been received from neighbours who support the application for the following reasons:

- The proposed development would tidy up an area that has become unkempt and does not contribute to the character of the area.
- The development would provide much needed housing for an ageing population.

APPLICANTS POINTS

- The site is a sustainable location for development
- Would provide housing for local needs
- Tidy up an area which has declined in appearance

PLANNING POLICY

National Policy	NPPF	National Planning Policy Framework
Adopted Core Strategy DPD 2010	CP1	Sustainable Development
	CP2	Inclusive Communities
	CP3	General Principles for Development
	CP4	Infrastructure Requirements
	CP5	Housing mix, density and affordability
	CP6	Managing Travel Demand
	CP7	Biodiversity
	CP9	Scale and Location of Development Proposals
	CP17	Housing Delivery
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
	CC09	Development and Flood Risk (from all sources)
	CC10	Sustainable Drainage
	TB05	Housing Mix
TB06	Development of Private Residential Gardens	
TB07	Internal Space standards	

	TB21	Landscape Character
Supplementary Planning Documents (SPD)	BDG	Borough Design Guide – Section 4
	NISS	DCLG – National Internal Space Standards

PLANNING ISSUES

Description of Development:

1. The site is located within the 'limited development settlement' of Charvil off Old Bath Road. The site as existing comprises the former gardens of 70, 72 and 72a Old Bath Road and also 1 Chiltern Drive. The application proposes to construct two single storey dwellings within the former gardens. The supporting statement states that these would provide suitable housing for retired persons, however no mechanism has been proposed in order to secure that these dwellings would be provided to this particular group of society.
2. The dwellings would be 8.7m wide with a depth of 6.8m with a porch that projects a further 0.85m to the front. The height of the eaves from the ground is 2.43m high with an overall ridge height of 5.35m. The properties would be attached by way of a car port. The properties would benefit from two off street parking spaces each.
3. The dwellings would have a brick plinth, rendered walls under a tiled roof. Both dwellings would have gardens to the rear.

Principle of Development:

4. 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.
5. The site is located within a limited development location and within a settlement boundary and as such residential redevelopment of the site should be acceptable providing that it complies with the principles stated in the Core Strategy. Policy CP3 of the Core Strategy states that development must be appropriate in terms of its scale of activity, mass, layout, built form, height, materials and character to the area in which it is located and must be of high quality design without detriment to the amenities of adjoining land uses and occupiers.
6. However, Policy TB06 of the MDD highlights that the Council will resist inappropriate development in residential gardens where development would cause harm to the local area. Residential gardens include land within the curtilage of former private residential gardens. Development would only be acceptable where the proposal makes a positive contribution to the character of an area in terms of the relationship of the existing built form and spaces, a layout is proposed that integrates with the surrounding area with regard to the built up coverage of each plot, building line, rhythm of plot frontages, parking areas etc. Development must not lead to unacceptable tandem development.
7. The proposed development would cause unacceptable harm to the character of the

area that would conflict with Core Strategy Policies CP1 and CP3 and would create a new building frontage that would not satisfactorily relate to the surrounding area. The proposed development would lead to a pair of isolated buildings that are unrelated to the neighbouring street-scenes and the local context, nor would they create or reinforce local distinctiveness to the detriment of the area's established character; this is contrary to Policies CP1 and CP3 of the Core Strategy and Policy TB06 of the Managing Delivery Local Plan and the advice set out in Wokingham Borough Council's Design Guide.

Character of the Area:

8. Policy CP1 outlines that development proposals should maintain and enhance the high quality of the environment; CP3 and the Wokingham Borough Design Guide SPD states that new development should integrate with its surroundings and contribute to a sense of place.
9. The appeal site is a plot of land which sits between parallel rows of mainly two storey housing in Old Bath Road and Cheviot Drive with a frontage onto Chiltern Drive. Whilst the site has been partitioned off they would have once formed part of the rear gardens of the southernmost pair of dwellings on Old Bath Road and Cheviot Drive and this is the most recent and lawful use of the land. There is a degree of separation between the houses on these two roads with the mature planting and vegetation that contributes to the overall character and spaciousness of this particular element of Chiltern Drive. Whilst it is not public open space, the character is defined by this spaciousness and 'breathing' room between two parallel residential roads and the built form.
10. Despite the single storey nature of the development, the proposed development would introduce a frontage in an excess of 16m of built form in a location that acts as a breathing space between Old Bath Road and Cheviot Drive. The proposed buildings would diminish this openness, creating a new frontage that is alien to this part of Chiltern Drive where there is currently no building frontage. As such the proposed dwellings would appear isolated and unrelated to any existing housing groups. Consequently the proposed development would not respect or respond to the local context nor create or reinforce local distinctiveness, to the detriment of the area's established character.
11. This view is reflected by and in accordance with appeal ref: 2153486 where the Inspector concluded the same and found that despite some local support, the introduction of a dwelling in this location would not bring about economic or social benefits that would outweigh the harm to the character of the area and further stating that the dwelling would not sit comfortably in the locality.
12. As such, the application should be refused as the proposed dwellings would cause unacceptable harm to the area's character such that it would conflict with Core Strategy Policies CP1 and CP3, Managing Development Delivery Local Plan Policy TB06 and the advice and guidance set in Wokingham Borough Council's Borough Design Guide SPD.

Impact on Neighbouring Residential Amenity:

13. The proposed positioning of the two dwellings on the site ensures that the development would be unlikely to have a detrimental impact in terms of overlooking, overshadowing or overbearing issues to properties on Old Bath Road and Cheviot

Drive. The single storey nature of the dwellings ensures that there would be no direct lines of sight between opposing elevations. As a result, the proposed development would not lead to any harm relating to the private residential amenity of neighbouring occupiers.

Access and Movement:

14. It is proposed to create a new access onto Chiltern Drive to serve both dwellings and this is considered acceptable subject to appropriate consent and specification to be agreed with the council's highway operations team.
15. Two parking spaces have been provided for each dwelling – one in the car port and one in the form of a driveway parking space were the scheme acceptable. A condition would be required that prohibits any form of doors/enclosure to the front of the car port (i.e. to convert to a garage). On this basis the level of parking complies with the council's parking guidance.
16. Secure covered cycle storage has been indicated and this is considered acceptable.

Flooding and Drainage:

17. The sustainability statement proposes the use of permeable pavements within the development (which is a positive design feature) however this document also mentions that the dwellings are not in a flood risk area, which is not the case as the dwellings will be located in Flood Zone 2. The new dwellings will increase the impermeable surface within the site and there has been no mention of how runoff generated from the development is going to be managed to ensure that flood risk is not increased elsewhere.
18. The Council's drainage consultant would expect to see BRE 365 soakage test results demonstrating whether infiltration is possible or not, and if infiltration is achievable that soakaways have been appropriately sized. A drainage strategy plan for the site indicating how runoff from the site is would be managed is also required.
19. Given that the site is in Flood Zone 2, finished floor levels should be set no lower than the flood level for the 1 in 100 flood event with a 40% allowance for climate change.
20. As a result, the application should be refused on the basis that there is a lack of information to allow the Council to be confident the development would not lead to surface water flooding issues on and off the site. The above issues should be addressed to ensure that the development does not increase flood risk on or off site.
21. The documents submitted for application 170317 have not changed from what was submitted under 160682 and it is disappointing that this has not been addressed as part of this application. Therefore the proposal is in conflict with MDD Local Plan Policy CC09 and Core Strategy Policy CS1 and the guidance contained within the NPPF. It is however acknowledged that this refusal reason could be overcome should the details required be submitted.

Private Amenity Space:

22. Wokingham Borough Council Design Guidance states that a garden should have a minimum length of 11m to ensure that the dwelling benefits from adequate space to

undertake normal activities, such as the drying of clothes, gardening, relaxation etc.

23. Whilst Plot 1 would have a garden length measuring 9m, it is of a width of 12.4m wide thus providing sufficient garden space for everyday activities. Plot 2 would benefit from a rear garden that isn't uniform in shape, instead would be 15.5m wide at a depth of 9m with a small area that extends to further to a depth of 13.5m. Again, plot 2 would benefit from ample private residential garden space. Overall the proposed development would benefit from enough garden space sufficient for the occupiers use and is therefore considered acceptable in this instance.

CONCLUSION

The proposed development is not acceptable. It is not in accordance with adopted Local Plan policy, would have an unacceptable impact on the character of the area and introduce a form of development which is discordant with the pattern of development in the immediate area.

In addition, inadequate information has been submitted regarding flood risk and surface water drainage and as such should be refused on this basis.

CONTACT DETAILS

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

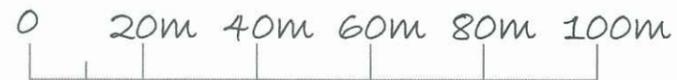
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170317



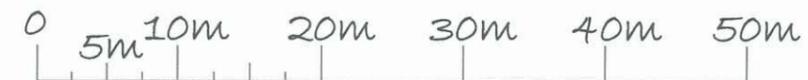
LOCATION PLAN

SCALE 1:1250



BLOCK PLAN

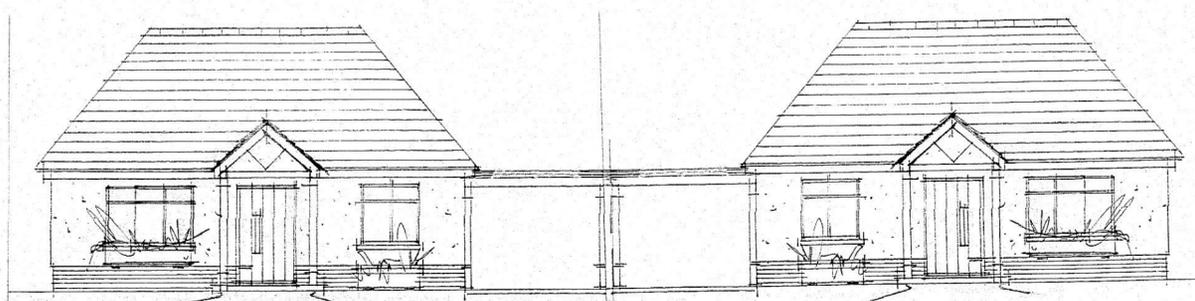
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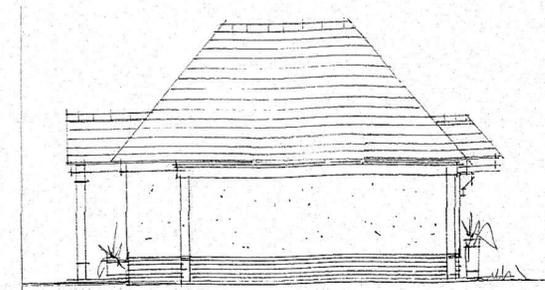
83

PROJECT:	70 - 72 OLD BATH ROAD CHARVIL RG10 9QL	DRAWING TITLE:	BLOCK AND LOCATION PLANS	CREATIVE DESIGN AND STRUCTURE	NEWTOWN HOUSE NEWTOWN ROAD HENLEY-ON-THAMES RG9 1HG Tel: 01491 411922	DRAWING NO.:	00616-20	REV.:	B
						SCALE: AS STATED	DATE: MARCH 2015		

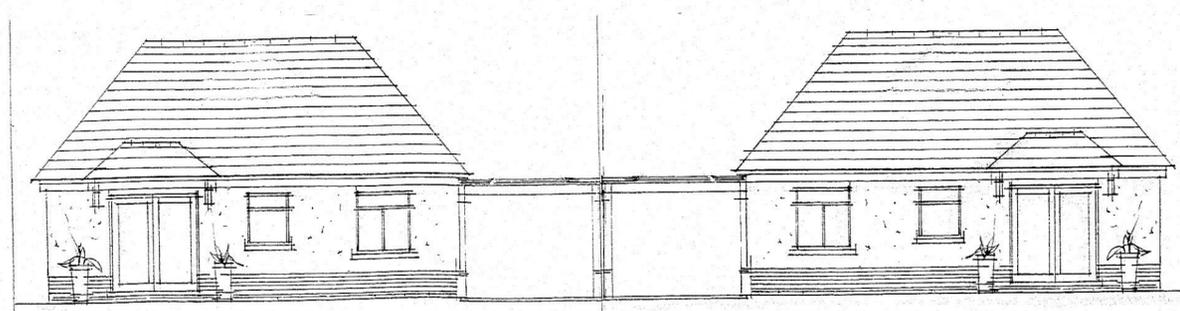
170317



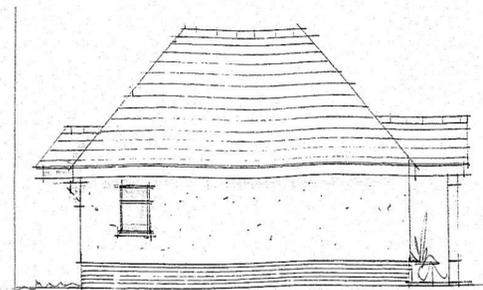
PROPOSED FRONT ELEVATION



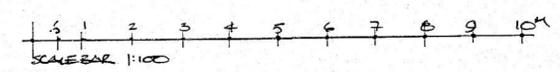
PROPOSED SIDE ELEVATION



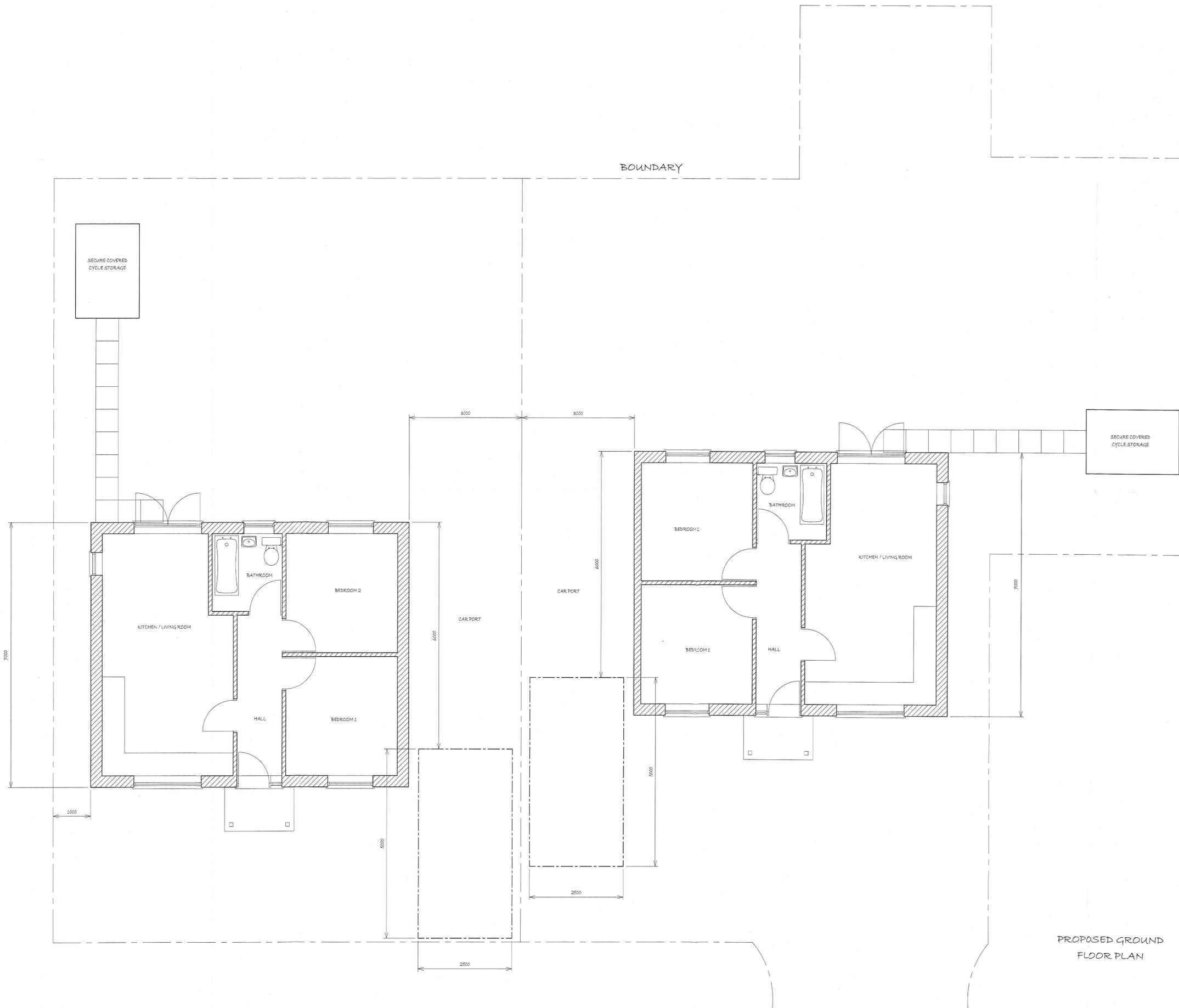
PROPOSED REAR ELEVATION



PROPOSED SIDE ELEVATION



PROJECT PROPOSED DEVELOPMENT AT ; 70 - 72 OLD BATH ROAD CHARVIL RG10 9QL	
TITLE PROPOSED ELEVATIONS	
 CREATIVE DESIGN & STRUCTURE Ltd. NEWTOWN HOUSE NEWTOWN ROAD HENLEY-ON-THAMES RG9 1HG TEL 01491 411922 <small>info@creativedesignandstructure.co.uk www.creativedesignandstructure.co.uk</small>	
DRAWN HC	SCALE @ A2 1:100
DATE FEBRUARY 2016	
DRAWING No. 00616-22	REV. A B



170317

PROPOSED GROUND FLOOR PLAN

PROJECT PROPOSED DEVELOPMENT AT ; 70 - 72 OLD BATH ROAD CHARVIL RG10 9QL	
TITLE PROPOSED GROUND FLOOR PLAN	
 CREATIVE DESIGN & STRUCTURE Ltd. NEWTOWN HOUSE NEWTOWN ROAD HENLEY-ON-THAMES RG3 1HG Tel. 01491 411922 <small>info@creativedesignandstructure.co.uk www.creativedesignandstructure.co.uk</small>	
DRAWN HC	SCALE @ A1 1:50
DATE FEBRUARY 2016	
DRAWING No. 00616-21	REV. A B

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Development Management Ref No:	No weeks on day of committee:	Parish:	Ward:	Listed by:
170217	9	Arborfield and Newland	Arborfield	Councillor Cowan

Applicant	Mr David George		
Location	3 Barker Close, Arborfield	Postcode	RG2 9NQ
Proposal	Householder application for the proposed two storey side extension to existing dwelling, raising of garage roof to provide first floor habitable accommodation and part conversion of garage to habitable accommodation.		
Type	Householder Application		
PS Category	21		
Officer	Stefan Fludger		

FOR CONSIDERATION BY	Planning Committee on 29 th March 2017
REPORT PREPARED BY	Head of Development Management and Regulatory Services

SUMMARY

The application site is a two storey dwelling located on Barker Close. The dwelling is semi-detached with No. 1 adjoining. The application site is within the settlement boundary. The proposal is a two storey side extension, including raising the roof of the existing garage and part conversion of the garage to habitable accommodation.

The report concludes that the proposed extension would result in an unacceptable overbearing impact and sense of enclosure to a neighbouring dwelling. The proposal is therefore not in accordance with Wokingham Borough Council Core Strategy Policies CP1 or CP3 or the Borough Design Guide. The application is before the committee as it has been listed by Councillor Gary Cowan in the event that it is recommended for refusal.

PLANNING STATUS

- Modest Development Location
- Strategic Development Location
- SPA Zone: 5KM
- Landfill Gas Consultation Zone
- Contaminated Land Consultation Zone
- Minerals Consultation Zone
- Farnborough Aerodrome Consultation Zone

RECOMMENDATION

That planning permission be refused for the below reason:

By virtue of the lack of appropriate separation distance to the boundary with the number 5 Barker Close and by protruding to the rear of that property, adjacent to and beyond the existing conservatory, the proposal would result in an unacceptable overbearing impact and sense of enclosure to the occupants of number 5 Barker Close, contrary to CP1 and CP3 of the Core Strategy and section 4 of the Borough Design Guide.

PLANNING HISTORY	
F/1996/64429	Proposed demolition of existing buildings and erection of 63 houses, construction of access road, provision of open space and associated works. – Approved on appeal – 08/01/1998
C/64429/14	Discharge of conditions application for archaeological report. – Approved – 12/12/1999

SUMMARY INFORMATION
<p>For Residential</p> <ul style="list-style-type: none"> • Site Area: 0.021 ha • Existing Bedrooms: 3 • Proposed Bedrooms: 4 • Existing parking spaces: Driveway • Proposed parking spaces: No change

CONSULTATION RESPONSES
<p>Parish/Town Council: No objection</p> <p>Local Members: This application was listed by Cllr Cowan in the event of a recommendation for refusal. The reason given for this is that there are several identical properties in the area and there would be no overlooking impact. One further comment received from Cllr Cowan confirming that the extension is proposed to provide living accommodation for an elderly relative.</p> <p>WBC Highways: No objection as existing level of parking is considered acceptable to serve the extended dwelling.</p> <p>WBC Environmental Health: Have raised no objection to the application, subject to conditions to mitigate any environmental health impacts.</p> <p>Neighbours: No objections received.</p>

REPRESENTATIONS
No representations received.

APPLICANTS POINTS
The applicant has pointed out that the Borough Design Guide is a guide only and the fact that the applicant's property is stepped back from the neighbouring property would be sufficient to mitigate any terracing impact.

PLANNING POLICY		
National Policy	NPPF	National Planning Policy Framework
Adopted Core Strategy DPD 2010	CP1	Sustainable Development

	CP3	General Principles for Development
Managing Development Delivery Local Plan	CC01	Presumption in Favour of Sustainable Development
	CC02	Development Limits
	CC03	Green Infrastructure Trees & Landscape
	CC04	Sustainable Design and Construction
	CC07	Parking
Supplementary Planning Documents (SPD)	BDG	Borough Design Guide SPD

PLANNING ISSUES	
<u>Principle of Development</u>	
<ol style="list-style-type: none"> 1. The National Planning Policy Framework has an underlying presumption in favour of sustainable development which is carried through to the Local Development Plan. The Managing Development Delivery Local Plan Policy CC01 states that planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise. 2. The site is located within the Modest Development Location of Arborfield and as such the development should be acceptable providing that it complies with the principles stated in the Local Development Plan. Policy CP3 of the Core Strategy states that development must be appropriate in terms of its scale of activity, mass, layout, built form, height, materials and character to the area in which it is located and must be of high quality design without detriment to the amenities of adjoining land uses and occupiers. 3. The application is before the committee as it has been listed by Councillor Gary Cowan in the event that the application is recommended for refusal. The planning reasons given are that Cllr Cowan considers that there are several similar properties on site and that there would be no impact on any overlooking of other properties so the application is compliant with existing planning policy. 	
<u>Description of Development</u>	
<ol style="list-style-type: none"> 4. The proposal is for the erection of a two storey side extension, which would involve both the raising of the roof of the existing side attached garage and its extension at two storey level to the rear of the existing garage. The garage would be part converted to provide additional habitable accommodation. The total height of the extension would be 8.5 metres, with an eaves height of 5 metres. Internally, there would be a new bedroom and an en-suite bathroom on the first floor and an extended dining room and access from the retained part of the garage to the rear garden on the ground floor. A new window would be inserted into the first floor front elevation, serving the bedroom and a further window would be inserted into the rear, serving the en-suite. An additional rooflight would be inserted in the rear 	

roofslope.

Impact on the Character of the Area

5. The application site is close to the Arborfield Garrison and development in the wider area is mixed in nature, style and form. Barker Close itself is a more modern estate road, with buildings laid out in an informal suburban style. The road is winding and houses take different forms, with some being detached and some semi-detached. The application property is semi-detached, with number 1 Barker Close adjoining. The property has a pitched roof with gable to the front. It is modest in scale, with an attached single garage (also with a pitched roof).
6. The Borough Design Guide recommends that extensions should be subservient by being stepped in from the front wall of the host dwelling and should set the roof ridge down. This can be clearly seen in the design of this extension and it is considered that given the variety of house styles on this street that this subservient addition would appear appropriate.
7. The Borough Design Guide states that a gap of one metre should be maintained between development and side boundaries. This is both to maintain privacy and limit a sense of enclosure (discussed in more detail in the neighbouring amenity section of this report) and to prevent terracing of properties. This being said, there are other examples on this road of properties running to the boundary at a two storey level. Examples of these include the properties on the opposite side of the road, which are detached and each is set against the side boundary. The presence of such a significant number of dwellings up to the boundary means that a character reason for refusal by virtue of a lack of a 1m set in from the boundary would not be justified. The property is also set back from the neighbour (number 5) and this would partially mitigate any terracing effect. In light of this, it is not considered that a reason for refusal based on the proximity to the boundary could be substantiated.
8. For the reasons outlined above, it is considered that the proposal is in accordance with Core Policy CP3 and the advice contained within the Borough Design Guide in terms of its impact on the character of the area.

Impact on Neighbours

Overlooking

9. The proposed extension would have new windows to the front and rear. The ground floor rear door would serve corridor leading to the garage. For this reason it is unlikely to overlook any neighbours. In any case, views would be restricted by existing boundary treatments. The front facing upstairs window would have a similar relationship to neighbouring properties as the existing front windows and therefore it would not be detrimentally overlooking. The new rear window would serve an en-suite and could therefore reasonably be conditioned to be obscure glazed and non-opening below 1.7 metres above ground level. This being said, it would not be considered necessary on this occasion due to the fact that the window would not be any further to the rear than the existing windows and therefore any views from it would be substantially similar to those from the existing upstairs rear windows. The rooflight would serve the en-suite bathroom, meaning it would be some distance from floor level and therefore it would not cause detrimental overlooking.

Overbearing

10. The proposed extension would run to the boundary at two storeys and therefore any overbearing impact must be considered carefully. This is further exacerbated by the fact that the application property is set back in its plot when compared to number 5 Barker Close. The existing garage protrudes beyond the rear wall of number 5 Barker Close by approximately 2.1 metres. This does not include an existing conservatory at number 5 which is not demonstrated on the received plans. As has been discussed, the Borough Design Guide recommends that a one metre gap is retained to the boundary to prevent a sense of enclosure. The two storey extension would extend approximately 2.1 metres beyond the rear wall of the existing garage to be flush with the existing rear wall of the host dwelling. This would result in the extension running to the boundary with number 5 to a distance of approximately 4.2 metres beyond the rear wall of that property. As has been mentioned, there is a conservatory present at number 5 which is not demonstrated on the plans. The proposed extension would protrude approximately one metre beyond the rear wall of the conservatory.
11. The resulting extension at two storey's (reaching a height of approximately 8.5 metres) and to the boundary would be detrimentally overbearing to the occupants of number 5 Barker Close by virtue of the increase in proximity, height, bulk, scale and mass of the application property. The combination of these factors would lead to a sense of enclosure to the users of the conservatory, as the extension would be clearly visible through the side wall. Also, the extension would lead to a sense of enclosure to the rear amenity space of number 5 through the increase in bulk, scale and mass.
12. The Planning Officer has recommended a reduction in the depth of the first floor of the extension in order to reduce the amount of wall against the boundary with the neighbour and therefore make the neighbour impact acceptable; however the applicant has declined to do so.
13. Overall, it is considered that the extension would be significantly and detrimentally overbearing to the occupants at number 5. Therefore the proposal is contrary to CP3 of the Core Strategy.

Loss of Light

14. Reference to BRE Loss of Light Guidelines using the 45 degree rule suggests that there may be a small loss of light to the closest upstairs window at number 5 Barker Close, as well as the closest downstairs window (inside the conservatory) as well as the conservatory its self. The loss of light to the bathroom appears to be borderline. In any case, as a bathroom window, any loss of light to it would not substantiate a reason for refusal of this application due to the fact that it is not habitable. The closest downstairs window serves the living room, which is a habitable room. However, the living room stretches across the full width of the rear of the house and has another window on the opposite side of the rear wall of the house. This is also within the conservatory. However, the other window would remain unaffected by the proposed extension and therefore a reason for refusal could not be substantiated. The above points are further supported by the fact that the application site lies to the north of number 5 Barker Close and therefore any light loss would be very minimal and there would not be any loss of direct sunlight. The guidelines demonstrate that there may be a marginal loss of light to parts of the conservatory, however again due to the aspect there would not be a loss of direct sunlight. The

opaque roof and other walls of the conservatory would remain a significant source of light and therefore a reason for refusal could not be substantiated.

Highways and Parking

15. The proposal would result in an additional habitable room and the reduction in size of the existing garage. The entire front garden is currently paved and provides parking for at least three vehicles which comply with the councils parking standard. The Council's Highways department have no objection to the application. For these reasons it is considered that the existing level of parking is acceptable.

Environmental Health

16. This application falls into the contaminated land consultation zone and the landfill gas consultation zone. The environmental health team have raised no objections but have recommended conditions to mitigate any environmental health impacts in the event of an approval.

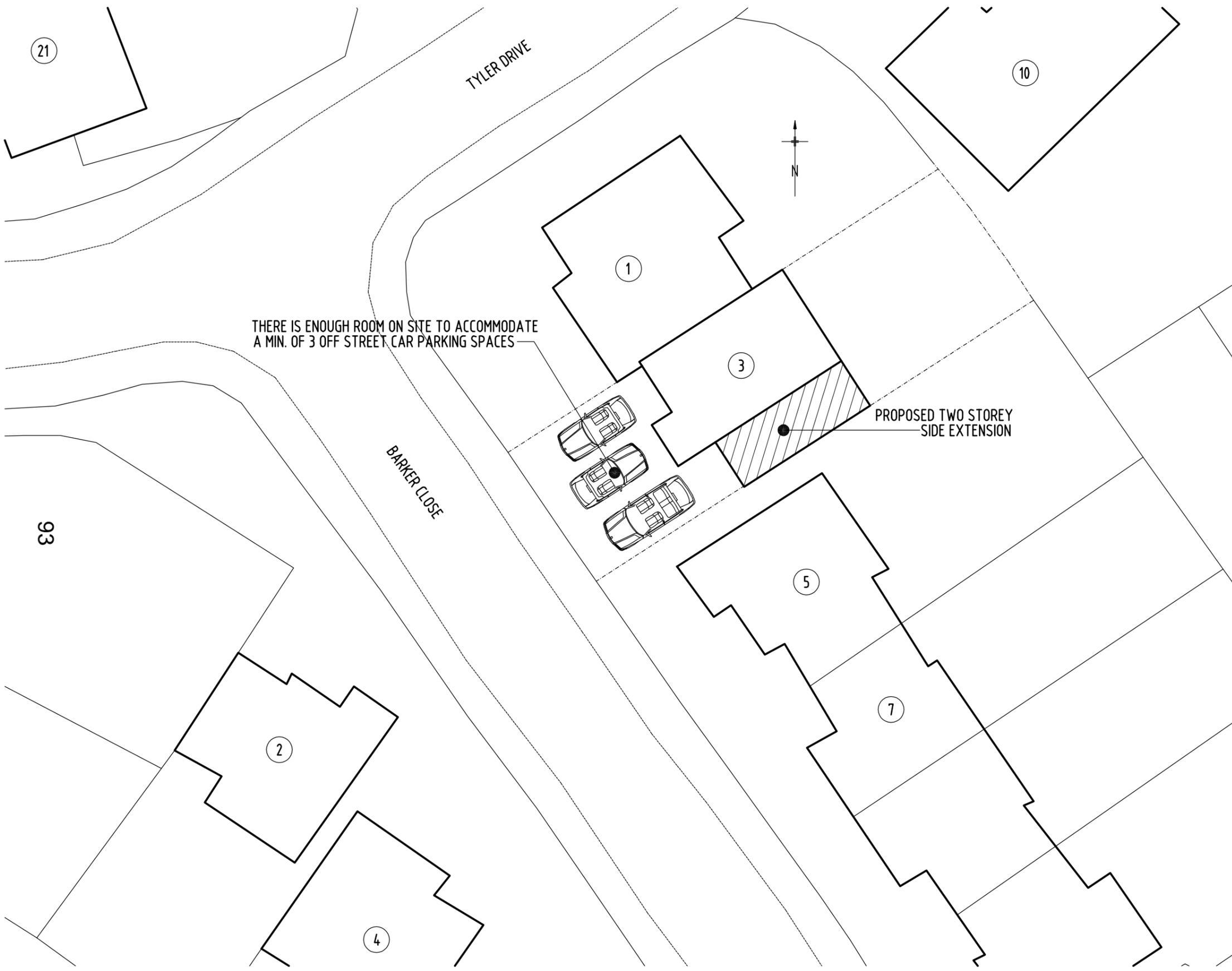
CONCLUSION

It is considered that the design of the dwelling is acceptable and that there would not be any significant highways impacts. Environmental health issues could be overcome by conditions. However, the lack of appropriate separation would result in an unacceptable overbearing impact and sense of enclosure to a neighbouring dwelling. The proposal is therefore not in accordance with Wokingham Borough Council Core Strategy Policies CP1 and CP3 or the advice contained within the Borough Design Guide.

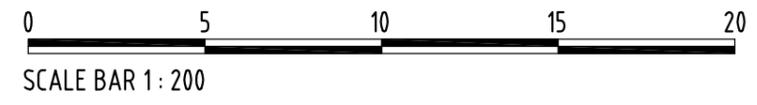
CONTACT DETAILS

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

NOTE
 ALL MATERIALS INTENDED TO BE USED ON
 NEW EXTENSION ARE TO MATCH EXISTING.
 THIS DRAWING HAS BEEN PREPARED WITHOUT
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SITE / BLOCK PLAN



REV.A. PROJECT DESCRIPTION CHANGED AT PLANNING
OFFICERS REQUEST. 6th FEBRUARY 2017



RICHARD FENN DESIGNS LIMITED
 11 HARRIER CLOSE, WOODLEY,
 READING, BERKSHIRE. RG5 4PE.
 Telephone READING (0118) 9691684
 E-Mail : architect@ntlworld.com

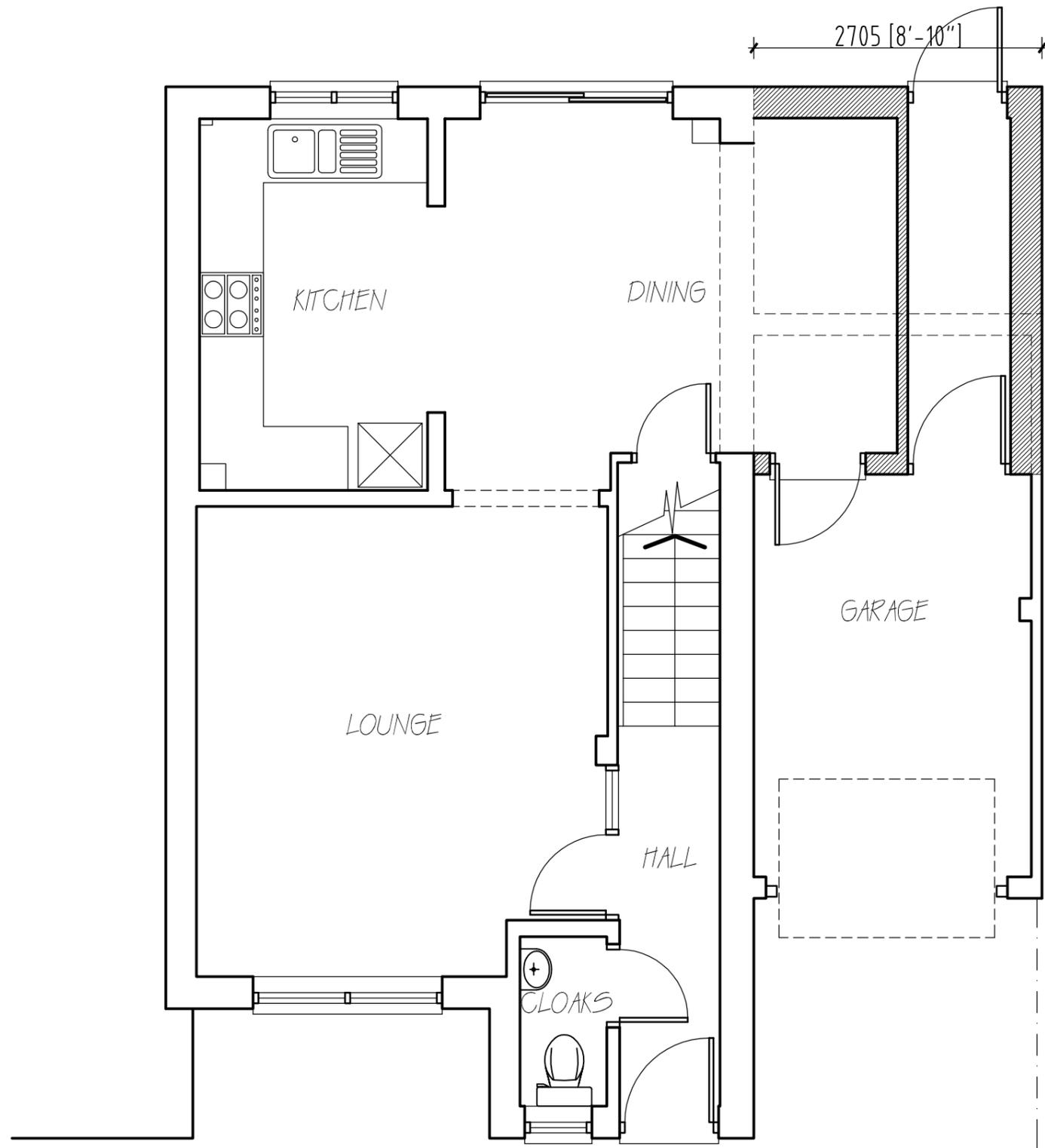
PROPOSED TWO STOREY SIDE EXTENSION TO
 EXISTING DWELLING, RAISING OF GARAGE ROOF TO
 PROVIDE FIRST FLOOR HABITABLE ACCOMMODATION
 AND PARTIAL CONVERSION OF GARAGE TO HABITABLE
 ACCOMMODATION AT 3 BARKER CLOSE, ARBORFIELD
 for MR DAVID GEORGE

SITE / BLOCK PLAN

DATE	SCALE
JANUARY 24th 2017	1 : 200
DRAWING No. DG101	REVISION A

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NOTE
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 KITCHEN AND SANITARY FITTINGS ARE INDICATIVE ONLY



PROPOSED GROUND FLOOR LAYOUT



SCALE BAR 1 : 50

95

REV.A. PROJECT DESCRIPTION CHANGED AT PLANNING OFFICERS REQUEST. 6th FEBRUARY 2017



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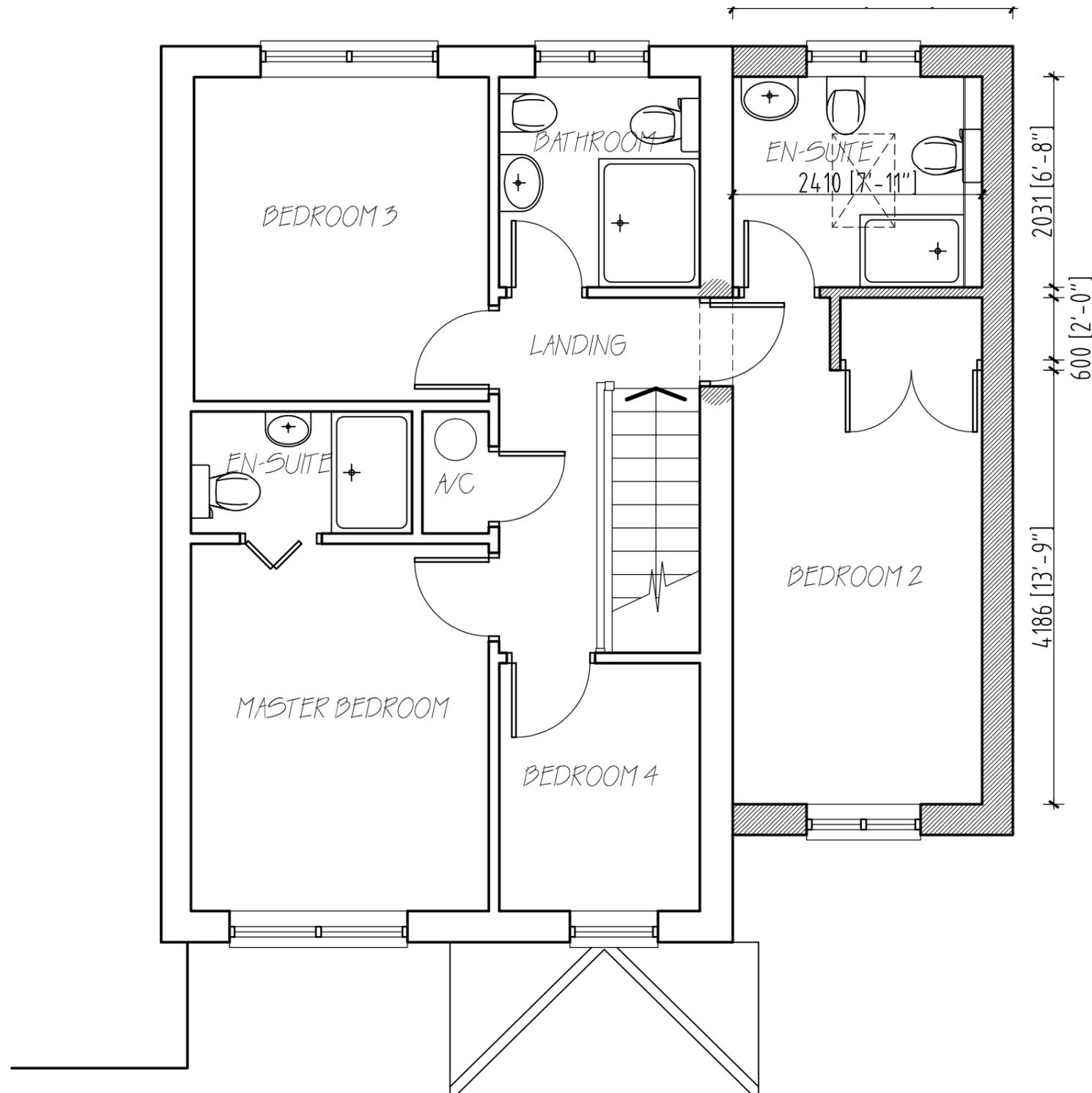
PROPOSED TWO STOREY SIDE EXTENSION TO EXISTING DWELLING, RAISING OF GARAGE ROOF TO PROVIDE FIRST FLOOR HABITABLE ACCOMMODATION AND PARTIAL CONVERSION OF GARAGE TO HABITABLE ACCOMMODATION AT 3 BARKER CLOSE, ARBORFIELD for MR DAVID GEORGE

PROPOSED GROUND FLOOR LAYOUT

DATE	SCALE
JANUARY 24th 2017	1 : 50

DRAWING No.	REVISION
DG104	A

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PROPOSED FIRST FLOOR LAYOUT



SCALE BAR 1 : 50

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REV.B. PROJECT DESCRIPTION CHANGED AT PLANNING OFFICERS REQUEST. 6th FEBRUARY 2017
 REV.A. VELUX WINDOW ADDED TO SERVE NEW EN-SUITE 2nd FEBRUARY 2017



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PROPOSED TWO STOREY SIDE EXTENSION TO EXISTING DWELLING, RAISING OF GARAGE ROOF TO PROVIDE FIRST FLOOR HABITABLE ACCOMMODATION AND PARTIAL CONVERSION OF GARAGE TO HABITABLE ACCOMMODATION AT 3 BARKER CLOSE, ARBORFIELD for MR DAVID GEORGE

PROPOSED FIRST FLOOR LAYOUT

DATE	SCALE
JANUARY 24th 2017	1 : 50
DRAWING No.	REVISION
DG105	B

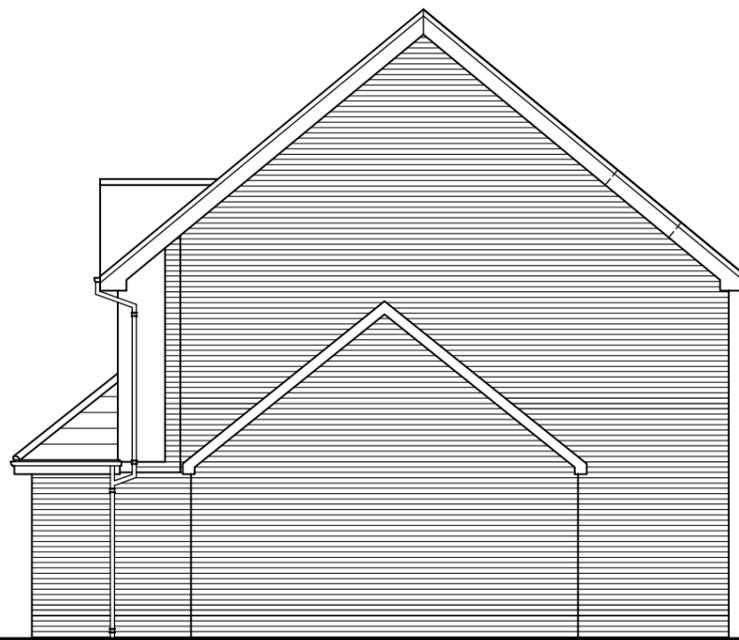
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NOTE

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THIS DRAWING HAS BEEN PREPARED WITHOUT
THE BENEFIT OF AN ACCURATE SITE SURVEY
REMAINING (SIDE) ELEVATION IS UNAFFECTED
BY PROPOSED NEW EXTENSION



88 EXISTING FRONT ELEVATION



EXISTING SIDE ELEVATION



EXISTING REAR ELEVATION



SCALE BAR 1 : 100

REV.A. PROJECT DESCRIPTION CHANGED AT PLANNING OFFICERS REQUEST. 6th FEBRUARY 2017



RICHARD FENN DESIGNS LIMITED

11 HARRIER CLOSE, WOODLEY,
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Telephone READING (0118) 9691684
E-Mail : architect@ntlworld.com

PROPOSED TWO STOREY SIDE EXTENSION TO
EXISTING DWELLING, RAISING OF GARAGE ROOF TO
PROVIDE FIRST FLOOR HABITABLE ACCOMMODATION
AND PARTIAL CONVERSION OF GARAGE TO HABITABLE
ACCOMMODATION AT 3 BARKER CLOSE, ARBORFIELD
for MR DAVID GEORGE

EXISTING ELEVATIONS

DATE	SCALE
JANUARY 24th 2017	1 : 100

DRAWING No.	REVISION
DG106	A

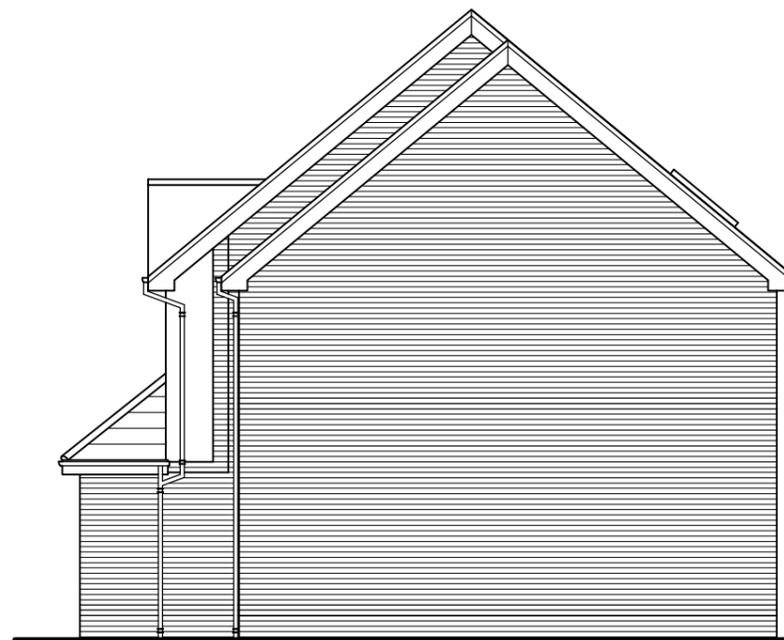
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NOTE

ALL MATERIALS INTENDED TO BE USED ON NEW EXTENSION ARE TO MATCH EXISTING.

THIS DRAWING HAS BEEN PREPARED WITHOUT THE BENEFIT OF AN ACCURATE SITE SURVEY

REMAINING (SIDE) ELEVATION IS UNAFFECTED BY PROPOSED NEW EXTENSION



PROPOSED FRONT ELEVATION

PROPOSED SIDE ELEVATION

PROPOSED REAR ELEVATION



SCALE BAR 1 : 100

101

REV.B. PROJECT DESCRIPTION CHANGED AT PLANNING OFFICERS REQUEST. 6th FEBRUARY 2017

REV.A. VELUX WINDOW ADDED TO SERVE NEW EN-SUITE 2nd FEBRUARY 2017



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PROPOSED TWO STOREY SIDE EXTENSION TO EXISTING DWELLING, RAISING OF GARAGE ROOF TO PROVIDE FIRST FLOOR HABITABLE ACCOMMODATION AND PARTIAL CONVERSION OF GARAGE TO HABITABLE ACCOMMODATION AT 3 BARKER CLOSE, ARBORFIELD for MR DAVID GEORGE

PROPOSED ELEVATIONS

DATE	SCALE
JANUARY 24th 2017	1 : 100

DRAWING No.	REVISION
DG107	B

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Stefan Fludger

From: Development Control
Sent: 28 February 2017 14:47
To: Stefan Fludger; Planning Enquiries
Subject: FW: Planning Application 170217 - 3 Barker Close, Arborfield ~[UNCLASSIFIED]~

Parish comments

Theresa Brown
Registration Team Manager
Development Management
Wokingham Borough Council
PO Box 157
Shute End
Wokingham
RG40 1WR
Direct Line: (0118)974 6433
Fax: (0118) 974 6484
Email: theresa.brown@wokingham.gov.uk
www.wokingham.gov.uk

From: Arborfield & Newland Parish Council [<mailto:parishclerk@arborfield.org.uk>]
Sent: 28 February 2017 12:25
To: Development Control
Subject: Planning Application 170217 - 3 Barker Close, Arborfield

The Parish Council has no objections to 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 116.

Development Management Ref No	No weeks on day of committee	Parish	Ward	Listed by:
N/A	N/A	Earley	Maiden Erlegh, Hawkedon, Winnersh	Scheme of Delegation

Applicant	Wokingham Borough Council	Postcode	N/A
Location	Footpath Earley 11 (part)		
Proposal	Extinguishment Order to extinguish part of Public Footpath No. 11 Earley.		
Type	Highways Act 1980		
PS Code	N/A		
Officer	Rebecca Walkley		

FOR CONSIDERATION BY	Planning Committee on Wednesday 29 March 2017
REPORT PREPARED BY	Public Rights of Way Manager

SUMMARY

A proposed Order be made under section 118 of the Highways Act 1980 to extinguish part of Public Footpath No. 11 Earley as illustrated on the enclosed plan on the grounds that it is not needed for public use.

Public Notice of the making of the Order should be given and in the event of there being no objections within the period specified, the Order be confirmed by the Council.

In the event of objections to the Order being received, Wokingham Borough Council should be responsible for the conduct of any hearing or public inquiry.

PLANNING STATUS

- N/A

RECOMMENDATION

That:

- 1) the Extinguishment Order is made and that if no objections are received that the Order is confirmed;
- 2) If objections are received and not withdrawn the Order may be referred to the Secretary of State for confirmation.

PLANNING HISTORY/BACKGROUND

- 1) In accordance with Section 118(1) of the Highways Act 1980 it is within the Council's discretion to make an Order if it appears to the Council that it is expedient that a path or way should be stopped up on the ground that it is not needed for public use. It is considered that Public Footpath No.11 Earley (part) as shown on the enclosed plan is not needed for public use. An alternative route is available via the adopted footway between Rushey Way, Maltby Way and Finbeck Way.
- 2) The legal process for the making of extinguishment orders requires the Council to

undertake consultation. It is possible that the consultation may attract objections. Where objections to the making of an Order are made and not withdrawn, the Order will fall to be confirmed by the Secretary of State. In considering whether to confirm an Order the Secretary will have regard to:

- a) *The extent (if any) to which it appears to him...that the path or way would, apart from the order, be likely to be used by the public, and*
- b) *The effect which the extinguishment of the right of way would have as respects land served by the path or way, and*
- c) *The material provision of any rights of way improvement plan prepared by any local highway authority which includes land over which the order would extinguish a public right of way.*

- 3) Where there are no outstanding objections, it is for the Council to determine whether to confirm the Order in accordance with the matters referred to above.
- 4) The path has not been available for use since houses were built over the public right of way in the late 1970s. Unfortunately a Diversion Order was not put in place before construction of the houses and therefore this section of Earley 11 has been obstructed by a number of properties for a considerable time.
- 5) Once an Order is made it may be the subject of objections. If objections are not withdrawn, this removes the power of the local highway authority to confirm the order itself, and may lead to a hearing/an inquiry. It follows that the Committee decision may be confirmed or not confirmed. This process may involve additional legal support and resources.
- 6) The Deregulation Act 2015 brought in changes to Con 29. The latter is a form for property buyers asking Local Authorities about Planning, Building Regulation and public rights of way among other matters. There are now compulsory questions on Con 29 specifically relating to public rights of way as a result of changes in the Deregulation Act. This process has highlighted two public rights of way in Wokingham where houses have been constructed over public rights of way without Diversion Orders being put in place. This is unfortunately an issue inherited by Wokingham Borough Council from Berkshire County Council.
- 7) Extinguishment of these routes which have not been used by the public for some years is a priority for the Authority, one of these routes is part of footpath Earley 11.
- 8) The current line runs in an approximate southerly direction from Rushey Way, over Tilney Way, Lutton Close, Maltby Way, Anston Close and Finbeck Way towards Lower Earley Way. It runs over land affected by a number of property owners. It is presumed that the land owners affected would be supportive of the Order as the path runs under their property. All the land owners affected will be consulted on the Extinguishment Order. The route is currently not usable.
- 9) The Ward Councillors have been consulted about the proposal. No objections have been received.
- 10) It is within the Council's discretion to make an Order if it appears to the Council that it is expedient that a path or way should be stopped up on the ground that it is not needed for public use. Although the path may be used by the public if it were

diverted, it is considered that the obstructed footpath is not needed for public use as there are equally convenient existing public footpaths nearby whereby walkers can walk from Rushey Way to Finbeck Way.

- 11) There are no ROWIP initiatives or objectives associated with the path. As the route has been unavailable for many years and, to our knowledge, there have been no other requests to use it. Pursuing the extinguishment is regarded as reasonable.

CONSULTATION RESPONSES

The Ramblers' Association, Open Spaces Society, Earley Town Council and the Local Access Forum have no objections to the proposed Extinguishment Order.

REPRESENTATIONS

APPLICANTS POINTS

N/A

PLANNING POLICY

N/A

PLANNING ISSUES N/A

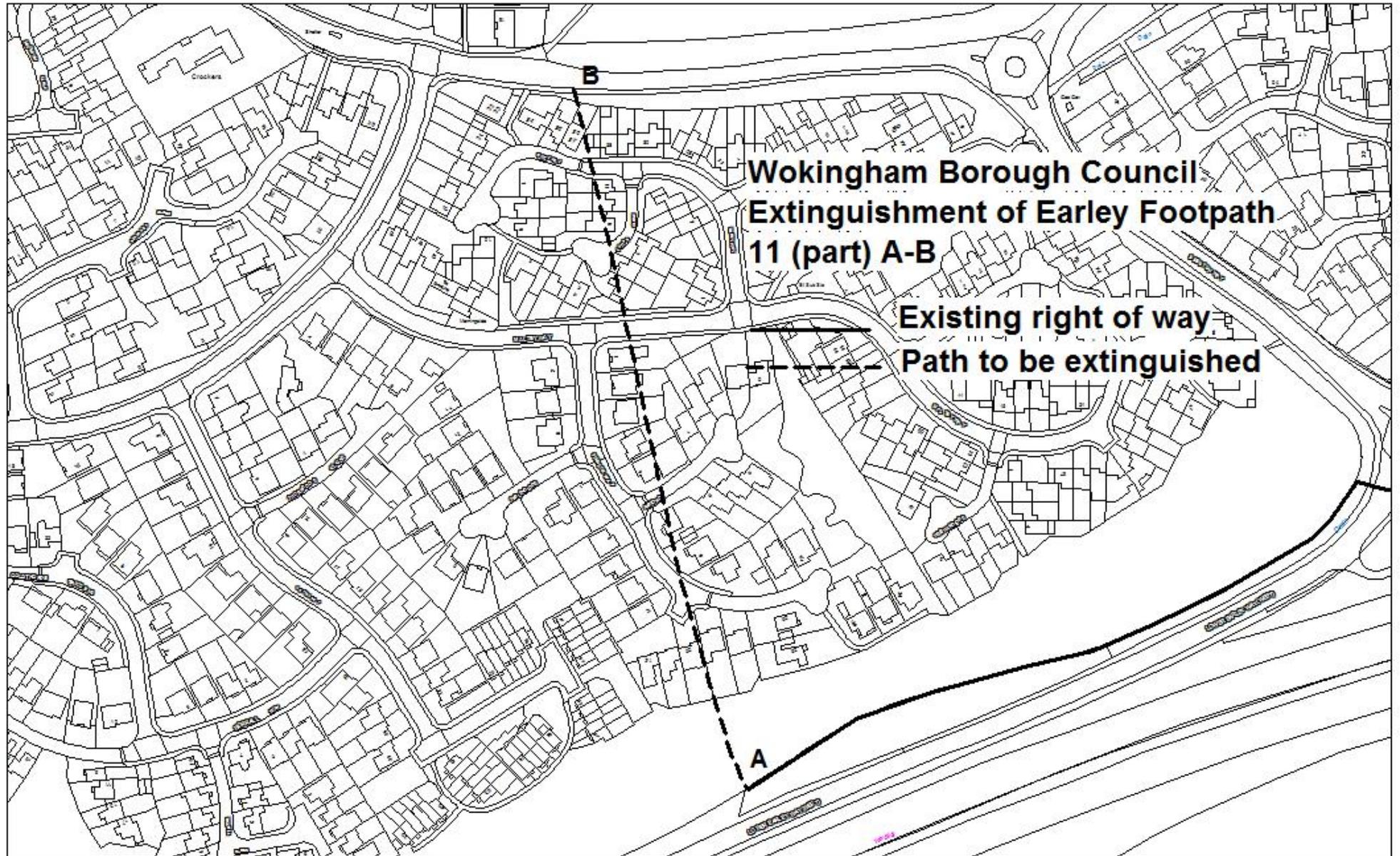
CONCLUSION

- 1) Part of footpath Earley 11 has been obstructed by development during the time of Berkshire County Council. Wokingham Borough Council has inherited this problem which it now wants to resolve, particularly in light of the Deregulation Act 2015.
- 2) There are currently no objections to the proposal from access groups, the Parish Council and local Members.
- 3) Pursuing the Extinguishment Order seems reasonable for all those land owners affected by the presence of the right of way. The route has not been used for many years and there has been no complaints regarding obstruction of this section of footpath Earley 11.

CONTACT DETAILS

Service	Telephone	Email
Green Infrastructure	07823 533 910	publicrightsofway@wokingham.gov.uk

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**Wokingham Borough Council
Extinguishment of Earley Footpath
11 (part) A-B**

**Existing right of way
Path to be extinguished**



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January 2017
1:2000

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