



WOKINGHAM BOROUGH COUNCIL

A Meeting of the **PLANNING COMMITTEE** will be held at the Civic Offices, Shute End, Wokingham, RG40 1BN on **WEDNESDAY 10 MAY 2017 AT 7.00 PM**

A handwritten signature in black ink, appearing to read 'Andy Couldrick', written in a cursive style.

Andy Couldrick
Chief Executive
Published on 2 May 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.
129.		APOLOGIES To receive any apologies for absence.	
130.		MINUTES OF PREVIOUS MEETING To confirm the Minutes of the Meeting held on 26 April 2017	To Follow
131.		DECLARATION OF INTEREST To receive any declaration of interest	
132.		APPLICATIONS TO BE DEFERRED AND WITHDRAWN ITEMS To consider any recommendations to defer applications from the schedule and to note any applications that may have been withdrawn.	
133.	Norreys	APPLICATION NO 170083 - KENTWOOD FARM WEST Recommendation: Approval	5 - 40
134.	Shinfield South	APPLICATION NO 170035 - LAND TO THE WEST OF SHINFIELD Recommendation: Approval	41 - 68
135.	Finchampstead South	APPLICATION NO 163610 - BELSCOT, READING ROAD Recommendation: Approval	69 - 86
136.	Maiden Erlegh	APPLICATION NO 170424 - 56-60 FINCH ROAD, MAIDEN ERLEGH Recommendation: Approval	87 - 104
137.	Bulmershe and Whitegates	APPLICATION NO 170360 - UNIT 21, SUTTONS PARK AVENUE, BULMERSHE Recommendation: Approval	105 - 124
138.		EXCLUSION OF THE PUBLIC That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information	

as defined in Paragraph 3 of Part 1 of Schedule 12A of the Act as appropriate.

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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Development Management Ref No	No weeks on day of committee	Parish	Ward	Listed by:
170083	Ext	Wokingham	Norreys	Major

Applicant Crest Nicholson Operations Ltd

Location Kentwood Farm West Warren House Road Wokingham

Proposal Reserved Matters application pursuant to Outline Planning Consent O/2013/2295 for the erection of 225 dwellings, associated amenity space, landscaping, garages, parking and carports, allotments, internal roads, pathways, drainage and the construction of a new access from Warren House Road (access, appearance, landscaping, layout and scale to be considered); the construction of a section of the Northern Distributor Road (NDR) within the development site, including footways and associated highway works (accessed from approved access on Warren House Road).

Type Reserved Matters for Major Application

PS Category 1

Officer Sophie Morris

FOR CONSIDERATION BY Planning Committee on 10th May 2017

REPORT PREPARED BY Delivery Programme Director

SUMMARY

The application site is situated to the north of Wokingham and forms part of the North Wokingham Strategic Development Location, as identified within the Core Strategy.

The site is located on the western parcel of the Kentwood Farm (Phase 1 or Mulberry Grove) development which has a total allocation of 510 dwellings. The Kentwood Farm development site is split by Warren House Road. The eastern section has planning permission for 274 dwellings (ref: O/2011/0699) and subsequent reserved matters approval relating to appearance, landscaping and scale for 274 dwellings (ref: RM/2013/1164). The planning committee also recently resolved to grant planning permission for an additional 10 units on the Kentwood East development (ref: 162212), subject to the completion of a S106 agreement. This was possible due to revised alignment of the Northern Distributor Road.

The development on the eastern parcel, Kentwood Phase 1, is well advanced and the roundabout forming part of the access to the application site on Warren House Road has been constructed.

This application site, Phase 2, is situated on the west side of the Kentwood Farm development site and was granted outline planning permission for up to 225 dwellings in October 2014 (O/2013/2295).

This proposal is the reserved matters application pursuant to the Outline permission relating to the 225 dwellings, associated amenity space, landscaping, garages, parking and carports, allotments, internal roads, pathways, drainage and the construction of a new access from Warren House Road (access, appearance, landscaping, layout and

scale to be considered); the construction of a section of the Northern Distributor Road (NDR) within the development site, including footways and associated highway works (accessed from approved access on Warren House Road).

Core Strategy policy CP17 establishes a requirement to provide at least 13,487 new dwellings across Wokingham with associated development and infrastructure in the period 2006-2026. As a strategic response to this housing demand, Wokingham has identified that the majority of this new residential development will be delivered in four SDLs, of which North Wokingham is one. By concentrating its housing delivery in the four identified SDLs, Wokingham has been able to more strategically plan for and deliver the social, environmental and highways infrastructure necessary to support this significant population growth, whilst at the same time protecting other more sensitive areas of the borough from inappropriate and unsustainable development.

The submitted proposals are similar to Phase 1 scheme and considered acceptable as they are in accordance with the general parameters set out under the outline consent and the Council's adopted policies and guidance in terms of scale, design and appearance. The development would provide high quality development with appropriate levels of parking and amenity for future occupiers of the development. For these reasons, the scheme is recommended for approval.

PLANNING STATUS

- Within North Wokingham Strategic Development Area
- 7KM Thames Basin Heath SPA
- Archaeological Interest
- Flood Zone 1
- Great Crested Newt Consultation Zone
- Aerodrome Safeguarding for Wind
- Tree Preservation Order

RECOMMENDATION

APPROVE RESERVED MATTERS subject to the following conditions:

Plans

1. This permission is in respect of plan no's listed below. The development hereby permitted shall be carried out in accordance with the approved drawings and documents listed unless otherwise agreed pursuant to the requirements of the attached conditions or otherwise agreed in writing by the Local Planning Authority.

Plan numbers being finalised to be included on Members Update

Reason: To ensure that the development is carried out in accordance with the application form and associated details hereby approved.

Cycle parking

2. No dwelling house shall be occupied until the cycle parking serving it has been provided in accordance with the details of such hereby approved. The cycle parking shall be thereafter permanently retained.

Reason: In order to ensure the development contributes towards achieving a sustainable transport system and to provide parking for cycles in accordance with Wokingham Borough Core Strategy Policies CP1 and CP6, the Parking Standards

Study within the Borough Design Guide 2010 and the North Wokingham Development Location Supplementary Planning Document (October 2011) and CC07 of the Managing Development Delivery Local Plan (Feb 2014).

Refuse Storage

3. The internal and external spaces for the storage of refuse and recyclable materials for the dwellings hereby approved shall be provided prior to occupation of the relevant building and retained thereafter.

Reason: To ensure that adequate provision is made for the storage of recyclables in accordance with Wokingham Borough Core Strategy Policy CP1 and CC04 of the Managing Development Delivery Local Plan (Feb 2014), the Sustainable Design and Construction Supplementary Planning Document and the North Wokingham Strategic Development Location Supplementary Planning Document (October 2011).

Phasing

4. Prior to the commencement of the development, a Phasing Strategy for the development shall be submitted to and approved in writing by the Local Planning Authority. The Phasing Strategy will define:

- a) the development to be delivered within each sub-phase of the development;
- b) timescales;
- c) details of the coordination of housing and infrastructure delivery including triggers for delivery of infrastructure and the arrangements to prevent interruption of delivery across sub-phase and phase boundaries;
- d) details to demonstrate that no more than 100 dwellings will be occupied without a separate emergency access being in place;
- e) details to demonstrate how the provision of 2 disabled parking bays for users of the SANG will be made continually available for the duration of the construction period.

The relevant development to be delivered under a) and shall be carried out in accordance with the approved Phasing Strategy unless otherwise agreed in writing with the Local Planning Authority.

Reason: to ensure comprehensive planning of the site within the wider North Wokingham Strategic Development Location, to ensure the timely delivery of facilities and services and to protect the amenity of the area in accordance with Wokingham Borough Core Strategy Policies CP1, CP2, CP3, CP4, CP5, CP6, CP17 and CP20 and the North Wokingham Strategic Development Location Supplementary Planning Document (October 2011).

Highways Works

5. Prior to commencement of development, details and delivery schedules for the following works shall be submitted to and approved in writing by the Local Planning Authority:-

- a. The closure of the SANG vehicular access located to the north of Warren House Road roundabout;
- b. the new bus stops and associated infrastructure proposed within the site and the new bus stop and associated linking infrastructure on Warren House Road;
- c. the new pedestrian accesses onto the highway;
- d. the pedestrian access improvements into Neville Close on the eastern side of Warren House Road;
- e. the new vehicular access onto Warren House Road south

Such details should include engineering layout, culverting of any ditches, street lighting, visibility splays (including for pedestrian crossings). The details as approved shall be implemented prior to first residential occupation of Kentwood Farm West and permanently retained thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure satisfactory development in the interests of highway safety and convenience in accordance with Core Policies CP3 and CP6, and the North Wokingham Strategic Development Location Supplementary Planning Document (October 2011).

6. The land within the visibility splays shown on drawing 30919/AC/016 Rev J titled 'Highways General Arrangement Plan' shall be cleared of any obstruction exceeding 0.6 metres in height and maintained clear of any obstruction exceeding 0.6 metres in height at all times.

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

7. Details of the marking out of the disabled parking spaces for the SANG as identified on drawing 30919/AC/020 Rev J 'Proposed Parking Strategy' shall be submitted to and approved in writing by the Council. The parking bays shall be marked out in accordance with the approved details prior to first occupation and shall be retained as such permanently thereafter.

Reason: To ensure the development provides an accessible environment for persons with impaired mobility in accordance with Core Strategy Policy CP2.

Northern Distributor Road (NDR)

8. Prior to commencement of the NDR hereby approved, details of its design up to and including a proposed interim termination point at the western end of the road shall be submitted to and approved in writing by the Local Planning Authority. The NDR and interim termination point shall thereafter be constructed in accordance with the approved details unless otherwise agreed in writing by the Council.

Reason: to ensure comprehensive planning of the site within the wider North Wokingham Strategic Development Location, to ensure the timely delivery of facilities and services and to protect the amenity of the area in accordance with Wokingham Borough Core Strategy Policies CP1, CP2, CP3, CP4, CP5, CP6, CP17 and CP20 and the North Wokingham Strategic Development Location Supplementary Planning Document (October 2011).

9. Prior to the commencement of development, details of the NDR pedestrian/cycle connections linking the Kentwood East site to the Kentwood West site to include the Warren House Road roundabout area NDR foot/cycle path, shall be submitted to and approved in writing by the Council. The details as approved shall be completed to road safety audit stage 3 stage prior to completion of road safety audit stage 3 for the Kentwood West NDR works hereby approved. Once constructed, the works shall be permanently retained thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure satisfactory development in the interests of highway safety and convenience in accordance with Core Policies CP3 and CP6, and the North Wokingham Strategic Development Location Supplementary Planning Document (October 2011).

Landscaping

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

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

11. Prior to commencement of development, details shall be submitted to and approved in writing by the Local Planning Authority of landscaping details on the Warren House Road roundabout. The details as approved shall be implemented prior to completion of road safety audit stage 3 for the Kentwood West NDR works and permanently retained thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a satisfactory external appearance in the interests of highway safety and convenience in accordance with Core Policies CP3 and CP6, and the North Wokingham Strategic Development Location Supplementary Planning Document (October 2011).

12. Prior to commencement of the allotments, details including specifications, and typical construction details for the sheds, raised bed planters, and noticeboards shall be submitted to and approved in writing by the Council. The allotments shall be provided in accordance with the approved details and maintained thereafter unless otherwise agreed in writing by the Council.

Reason: In order to ensure the allotments are completed to a satisfactory standard and visual appearance. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21.

Residential Amenity

13. Prior to the occupation of units 13, 14, 17 and 18 within apartment block A, the lower panes serving the kitchen areas shall be fitted with obscured glazing and shall be fixed shut in accordance with drawing numbers 2556-A-3010-B and 2556-A-3011 B. Once installed, the lower panes shall be permanently retained in this form.

Reason: To ensure an appropriate residential environment for occupiers of the development in accordance with Core Strategy Policies CP1 and CP3

Informatives

1. This permission should be read in conjunction with the outline planning permission and associated Section 106 legal agreement.
2. You are informed that this permission here relates only to the Reserved Matters submitted pursuant to condition 2 of the Outline Permission. It does not convey any written approval from the Local Planning Authority as may be required for any other of the conditions of the outline permission; details for which shall need to be submitted separately to and approved in writing by the Local Planning Authority.

3. The applicant is advised that the Council seeks that employers or developers within the borough commit to using local labour / contractors where possible. This should include:
 - Advertisement of jobs within local recruitment agencies / job centres;
 - Recruitment and training of residents from the local area;
 - Seek tender of local suppliers or contractors for work.
4. The applicant is informed that parking will need to be restricted along the main routes (Northern Distributor Road and bus route) and on turning heads.
5. Work on Highway - The Corporate Head of Environment at the Council Offices, Shute End, Wokingham should be contacted for the approval of the access construction details before any work is carried out within the highway. This planning permission does NOT authorise the construction of such an access.
6. Mud on Road - Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on adjacent highways. For further information contact Corporate Head of Environment on tel: 0118 974 6302.
7. All highway works will require separate consent of Highways Authority under S278 of the Highways Act
8. Highway Adoption - If it is the developer's intention to request the Council, as local highway authority, to adopt the proposed access roads etc. as highway maintainable at public expense, then full engineering details must be agreed with the Corporate Head of Environment at the Council Offices, Shute End, Wokingham. The developer is strongly advised not to commence development until the developer has either a) secured the payment of the estimated cost of the highway works under the Advance Payments Code provisions as set out in section 219 of the Highways Act 1980, or b) made a legal agreement with the highway authority under Section 38 of the Highways Act 1980 and provided a Bond of Surety.
9. Highway Management - Any works/events carried out either by, or at the behest of, the developer, whether they are located on, or affecting a prospectively maintainable highway, as defined under Section 87 of the New Roads and Street Works Act 1991, or on or affecting the public highway, shall be coordinated under the requirements of the New Roads and Street Works Act 1991 and the Traffic management Act 2004 and licensed accordingly in order to secure the expeditious movement of traffic by minimising disruption to users of the highway network in Wokingham.
10. Utilities - Any works or events commissioned by the developer and particularly those involving the connection of any utility to the site, shall be co-ordinated by them in liaison with Wokingham Borough Council's Street Works Team, (telephone 01189 746302). This must take place at least three months in advance of the works and particularly to ensure that statutory undertaker connections/supplies to the site are coordinated to take place wherever possible at the same time.
11. Noise - The attention of the applicant is drawn to the requirements of Section 60 of the Control of Pollution Act 1974 in respect of the minimisation of noise on construction and demolition sites. Application, under Section 61 of the Act, for prior

consent to the works, can be made to the Environmental Health and Licensing Manager.

12. This consent does not include approval of materials to be used in the external surfaces of the housing, of external lighting, of tree protection, full details of hard and soft landscaping, of boundary treatments, of contamination, of construction accesses, of parking management, of surface water and foul drainage, of water capacity, of ecological permeability, of reptile mitigation, of hedgerow protection, of archaeology, and of noise protection; details of which shall need to be submitted to and approved separately in writing by the LPA pursuant to conditions 3, 6, 9, 13, 14, 20, 22, 33, 34, 36, 37, 38, 40, and 41 (as relevant) of the outline consent.
13. A construction management plan will need to be submitted to and approved in writing by the LPA pursuant to condition 7 of the outline consent. Hours of construction are controlled by condition 8 of the outline consent.
14. You are advised that the permitted development rights of the properties hereby approved have been restricted by conditions 5 and 19 of the outline permission.
15. You are advised that where 'prior to commencement of development' is cited within conditions 4,5,8,9,10 & 11 listed above, this is with the exception of 'commencement' for the purposes of site clearance and ground works.

RELEVANT PLANNING HISTORY

The application Site

Kentwood Farm West – Phase 2

O/2013/2295 – The Parent Permission: Outline Application for the development of up to 225 dwellings and associated works at Kentwood Farm West (Phase 2 of the Kentwood Farm Development) (all matters reserved) – **Approved 27/10/14**

153108: Reserved matters application pursuant to outline planning consent O/2013/2295 relating to detailed layout for the construction of the Northern Distributor Road (including footways and associated highways works) on Kentwood Farm West – **Approved 27/06/16.**

Deed of Variation (DoV) pursuant to S106 of O/2013/2295: To vary on site affordable housing requirements and secure a commuted sum; to vary trigger for completion of allotments: Pending

The adjacent Site

Kentwood Farm East (Phase 1)

O/2011/0699 and RM/2013/1164 (as amended): Planning Permission for 274 dwellings and associated infrastructure (including highways, open spaces, SANG, noise bund and allotments) – Planning Permissions have been granted and development is nearing completion

162212 – Phase 1D: Full application for the proposed development of 6no two bedroom flats, 3no two bedroom houses and 1no three bedroom house, plus associated access, car parking and landscaping – these dwellings are in addition to those secured under outline planning permission O/2011/0699 and associated Reserved Matters –

Committee resolution to approve, subject to S106 agreement.

162213: Amendment to RMs previously approved under application RM/2013/1164 in relation to the layout of 6 dwellings at the eastern corner of the site: Committee resolution to approve subject to completion of DoV to original S106, such DoV to include variation to the trigger for NDR delivery on Phase 2 (Kentwood West) site: Pending

SUMMARY INFORMATION

RM Site Area	8.4ha
Existing units	None
Proposed units	225
Number of bedrooms per unit	18 x 1bed; 82 x 2bed; 94 x 3bed; 27 x 4bed; 4 x 5bed
Proposed density - dwellings/hectare	27dph
Number of affordable units proposed	56 (25%)
Public Open Space proposed	1.4ha
Proposed parking spaces (excluding 8 for allotments and 2 disabled bays for SANG)	512 – 2.27 per dwelling

CONSULTATION RESPONSES

WBC Highways	No objection subject to conditions
WBC Drainage	No objection subject to further details submitted under discharge of conditions application
WBC Landscape Architect	No objection subject to condition 10 and further details submitted under discharge of conditions application
WBC Ecology	No objection subject to further details submitted under discharge of conditions application
WBC Green Infrastructure	No objection subject to conditions
WBC Waste Services	No objection
WBC Affordable Housing	No objection
Berkshire Fire and Rescue	No additional fire hydrants required; Plans have not been reviewed for safety provisions, this is the responsibility of the Building Regulations Department
Environment Agency	No comment
Highways England	No objection
Natural England	No comment provided that the SANG and Thames Basin Heath mitigation element remains unaffected
Berkshire Archaeology	No response
Thames Water	No response
SGN	Due to presence of low/medium/intermediate pressure gas main in proximity to the site, no mechanical excavations to take place above or within 0.5m of low pressure system, 0.5m of medium pressure system and 3m of intermediate pressure system. Positions of mains should be confirmed using hand dug trial holes.
Berks, Bucks and Oxon Wildlife Trust	No response
Hurst Village Society	Little attention given to the increase in traffic along Forest

	Road to and from Bracknell and A321; speeding along these roads is already an issue which will be exacerbated. <i>Officer note:</i> Transport impacts were assessed at outline stage and appropriate mitigation was agreed.
St.Nicholas Hurst Parish Council	Whilst application is for reserved matters, still concerned that insufficient attention has been paid to accompanying infrastructure and effect of additional traffic on surrounding roads. <i>Officer note:</i> Transport impacts were assessed at outline stage and appropriate mitigation was agreed.
Bracknell Forest Council	No response
Sport England	No response

LOCAL REPRESENTATIONS	
Letters of notification were sent out to over 500 neighbouring property addresses. The application was also advertised by way of site notice and press advert.	
<u>Responses</u>	
<u>Local Residents</u>	
22 representations have been received directly from local residents. The following matters are raised:	
Objections:	
<ul style="list-style-type: none"> • Overdevelopment • Increased traffic and congestion • Highway safety and lack of local amenities • Mini-roundabout at junction of Keephatch and Warren House Road already a danger spot – will be exacerbated with increased traffic (<i>Officer note;</i> transport impacts were assessed at outline stage and appropriate mitigation was agreed) • New location of access road at south of site will create dangerous situation – occupants leaving Ashridge road already have limited visibility (<i>Officer note;</i> the junction will be subject to Road Safety Audit to ensure highway safety) • Pedestrian access unclear – concern over safety (<i>Officer note;</i> highway details will be submitted under condition 6) • Concerns over NDR and speed of traffic travelling along it through the housing developments (<i>Officer note;</i> NDR is designed to 30 mph) • The NDR will increase traffic through Mulberry Grove estate which is already used as a cut-through from Warren House Road to Keephatch Rd – Increase in cars will increase danger to pedestrians (<i>Officer note;</i> roads within Mulberry Grove designed to accommodate traffic) • Scale of development seems excessive for the amount of greenspace; local infrastructure would be overloaded; not enough schools and doctors in the area to provide for the development (<i>Officer note;</i> proposal is policy compliant) • Re-siting of allotments will result in loss of outlook and privacy to occupants on Warren House Road (<i>Officer note;</i> housing meets WBC separation standards) • Revised design appears more crowded with loss of open space • Allotment design appears smaller (<i>Officer note;</i> size is policy compliant) • Not enough provision for local cycle routes (<i>Officer note;</i> new cycle route will be formed along NDR and improvement will be carried out into the town as part of developments) 	

Comments:

- Proposed pedestrian walkway looks like pedestrians would be required to cross Warren House Road at multiple points:- would be sensible to put a walkway all around the inside of the proposed site (*Officer note*; The development proposes a footpath along the inside of the site adjacent to Warren House Road)
- Any road crossing to be located on Warren House Road should be designed so as to not disturb residents (*Officer note*; no road crossings are proposed)
- Trees and hedgerows should be protected as much as possible (*Officer note*; trees and hedgerows will be protected through measures agreed within conditions)
- Plans on website not clear as to which layout is correct for the site

Support:

- One letter advised that plan layout 2556_c_1005 would be supported, not Appendix A Masterplan (*Officer note*; plan 2556_c_1005 is the correct plan submitted under the RM application. Appendix A Masterplan formed part of the Outline submission)

Wokingham Town Council Comments:

Comments on allotments:

Each site to be 'spade ready' and to have the following:

- flat, even ground with at least 60 cm of sifted topsoil
- plots to be 2.5 poles in size with defined paths, 1 metre wide, between the plots for access for the disabled
- there to be no trees in the vicinity of the allotment boundary
- the boundary to be set with sturdy, metal deer-proof fences, 1.8 metres in height, with lockable gates
- composting or mains water and sewage disposal connected toilets for the disabled
- centrally located compartmentalized tool/ equipment lockers with an integral rainwater collection system
- a water-butt on each plot with a lockable lid
- a durable hard-standing area for car parking – one space per five plots
- a mains water supply with non-return valve taps for every six plots
- two large outdoor noticeboards

Officer comment: The allotment specification was detailed within the S106 agreement and whilst details have been submitted to support the reserved matters application, and are overall considered acceptable, the final details relating to the allotments will be secured within the detailed landscaping condition and proposed condition 12.

General layout comments:

- Parking

WTC accepts that the proposed parking provision complies with the current standards but would like to see more of the spaces allocated to residents. In the longer term WTC would like to see the parking standards revised to reflect the level of car ownership in the town. *Officer comment:* The overall parking provision/allocation across the site is considered acceptable and in accordance with WBC parking standards. Allocation of spaces can reduce flexibility particularly with affordable housing units.

- Road Widths

WTC would like to see the 4.8m road at the southern end of the development widened to 5m as a shared surface to allow vehicles to pass without causing damage to the verges.

Officer comment: The road at the southern end of the development has been widened to 5m.

- SANG Car Park

While recognising that the SANG is for the benefit of the adjacent development, there should be a provision for disabled parking nearby. *Officer comment:* The scheme now includes the provision of 2 disabled parking bays close to the access to the SANG.

- Bus Stop

The proposed bus stop on Warren House Road will create an obstruction to traffic at peak times and consideration should be given to providing a lay-by instead. *Officer comment:* Bus operators do not favour bus lay-by to pull in as they are not let out which impacts upon quality/use of the service. Buses will only stop a maximum of every 15 / 30 mins and would therefore result in limited impacts.

PLANNING POLICY

National Planning Policy Framework (NPPF)

Adopted Core Strategy: CP1, CP2, CP3, CP4, CP5, CP6, CP7, CP8, CP9, CP10, CP11, CP13, CP14, CP15, CP17, CP20 and Appendix 7.

Managing Development Delivery Development Plan Document (MDD Local Plan) adopted February 2014: CC01, CC02, CC03, CC04, CC05, CC06, CC07, CC08, CC09, CC10, TB05, TB07, TB08, TB21, TB23, TB25 and SAL05.
Appendix 2 (Car Parking Standards).

North Wokingham Strategic Development Location SPD adopted October 2011.
Infrastructure Delivery and Contributions SPD for the Strategic Development Locations adopted October 2011.
Affordable Housing SPD adopted June 2011.
Sustainable Design and Construction SPD adopted 2010

Wokingham Borough Council Design Guide: Borough Guide Design SPD June 2012
Affordable Housing SPD adopted June 2011.

PLANNING ISSUES

The Site and Surrounding Area

1. The application site forms part of a larger area designated under the Wokingham Borough Core Strategy as the North Wokingham Strategic Development Location (SDL) and comprises around 8.4 hectares. The site lies approximately 1km to the north west of Wokingham town centre and to the south of the A329 (M).
2. The site currently comprises an open field, with ditches, hedgerows and a mixture of trees, in terms of age and type. The topography of the site is relatively similar throughout and slopes gently in an east to west direction. Warren House Road is located on the eastern boundary of the site where there is a new roundabout which will provide access to the site and links with Kentwood Farm East development site (approved for 274 dwellings). This forms part of the Northern Distributor Road (NDR). Directly to the east of Warren House Road there is an existing employment site, known as Kentwood Industrial area within the SDL boundary, which does not

form part of the application site.

3. Located directly to the north of the site lies the SANG created under the Phase 1 Kentwood Farm (East) development and beyond that the A329(M) and open countryside. The SANG created under the Kentwood East site is large enough to serve both Kentwood Phase 1 (East) and the Phase 2 (West) site, which is the subject of this RM application.
4. To the south, there are existing residential developments comprising mostly two storey housing, which will remain separated from the development by Warren House Road. Keephatch Road links onto the south eastern corner of the site.
5. To the west are open fields, Ashridge Farm which is listed, and the sewerage works which are located approximately 700m to the west. The site is bounded to the east, west and south by an existing hedgerow with a small number of mature trees within these hedgerows, most notably along the western boundary.

Application Proposals

6. Reserved Matters approval (RMA) is sought for Kentwood Phase 2 (or West) for the construction of 225 dwellings and a section of the Northern Distributor Road (NDR), which will serve as the primary access to the majority of the dwellings on the site. A second access to serve dwellings within the southern part of the site is also proposed off Warren House Road to the south. The development incorporates associated internal access roads, parking, landscaping and open space, including a Locally Equipped Area of Play (LEAP), allotments, footpaths and Sustainable Urban Drainage (SuDS).
7. A stand alone reserved matters approval was granted under application 153108 in June 2016 for a section of the NDR through the site (discussed later in the report). The layout of the NDR within this current RMA has been amended slightly from the original approved design and therefore approval is sought for these minor changes within this application.
8. This RMA seeks approval of appearance, landscape, layout and scale in accordance with Condition 2 from the outline permission.
9. A variety of housing typologies are proposed including terraces, semi-detached and detached houses, three storey apartment buildings, flats over garages (FOGs) and coach houses. The development would deliver 56 (25%) affordable dwellings on site. The buildings would range from 1 to 3 storeys with two storey buildings located along the edges of the development site.

Principle of development

10. The principle of development on the site was established by outline planning permission ref: O/2013/2295 and forms part of the allocation within North Wokingham (Core Strategy Policy CP20). Appropriate evidence was also provided at the Outline planning application stage to satisfy the LPA that the section of the NDR could be delivered along the proposed route without significant or unacceptable impacts. As such, this application is also concerned with considerations relating to the detailed design of the road under the parameters established at the outline application stage in as far as it satisfies the NDR requirements set out by the Council's Executive Committee.

11. The outline application was subject to an Infrastructure Delivery Plan (IDP) and s106 legal agreement, which included requirements for on-site provision (affordable housing, the NDR, open spaces, allotments) together with contributions towards off-site infrastructure and services such as roads, education, sports facilities and health services. The land to the north of the site and west of Warren House Road comprises the SANG. The SANG was approved as part of the Kentwood Farm East site, and is large enough to serve both phases 1 and 2 of Kentwood Farm development with respect to the mitigating the impacts of the development upon the Thames Basin Heaths Special Protection Area. The SANG is now open and is anticipated to be transferred to the Council with a maintenance contribution in late summer 2017 once snagging issues have been resolved.
12. A number of the objections received as a result of the consultation process of this application have made reference to issues such as traffic impacts, provision of local amenities, and impact upon local services etc. However, such issues were assessed at the outline planning application stage, and any resulting impacts in respect of these matters as a result of the development were dealt with by way of mitigation measures secured at the outline application stage. As mentioned in paragraph 11 above, the outline planning permission S106 agreement included contributions in respect of off-site highways works, sports facilities, education and health contributions, and are therefore not for consideration within the remit of this reserved matters application.
13. Whilst detailed matters of layout, appearance, scale and landscaping were reserved from consideration at the outline stage, the outline planning consent establishes the broad parameters within which those matters need to be worked up in detail for the purposes of the Reserved Matters application submissions. It is important to note however that the parameter plans do not absolutely 'fix' matters of detailed design and that deviations from those plans may be accepted under the Reserved Matters applications where the deviations do not substantially alter the original planning permission approved and where the impacts do not result in significant harm to the local area. This is common practice for large scale developments.

Detailed Design

14. Core Strategy Policies CP1 (Sustainable Development) and CP3 (General Principles for Development) requires high quality design that respects its context. This requirement is amplified by MDD LP Policies CC03 (Green Infrastructure, Trees and Landscaping) and TB21 (Landscape Character) and the North Wokingham SDL SPD.

Layout

15. The overall layout of the site has not altered significantly from the indicative masterplan provided at the time of the outline planning application and the total number of dwellings for the site remains at 225 as originally shown, resulting in a density of 27dph. The key differences between the outline indicative masterplan and the reserved matters layout relate to the elimination of a north/south route through the site, and the location of the allotments and play area within the site.
16. At the time of the determination of the outline permission, the final alignment of the NDR had not been agreed, and was therefore indicative at that time. Although the route as proposed within this reserved matters application was indicated at the

outline stage, a further possible option assessed was to use Warren House Road, and as such a further north/south link was indicated through the site. However, at its Executive Meeting of 24th September 2015, WBC agreed the deliverable route option of the NDR, which confirmed the alignment of the NDR will span across the Kentwood (West) site, and continue across the north of Ashridge Farm, rather than diverting south along Warren House Road. Negotiations are underway to secure the land for the road.

17. The layout of this RM application therefore now only includes the confirmed section of the NDR alignment which runs east to west across the site, separating the north and south sections of the development. This section of the NDR will be accessed from the existing roundabout situated on Warren House Road to the east of the site and will provide the main access into the application site. Three smaller access roads then radiate from the main NDR route to serve clusters of properties. The design of this section of the NDR is discussed later within the report. The application also includes an access onto Warren House Road to the south, which will serve a number of dwellings located in the southern part of the site. This enhances permeability of the site but does not cause harm to the local highway network along Warren House Road.
18. The other differences to the layout from what was indicated at the outline application stage, relates to the location of the allotments and play area. The allotments were initially indicated at the outline stage to be located in the south eastern corner of the site. They are now proposed on the west side of the site above the NDR. It should be noted that this was the original and preferred position for the allotments. Condition 35 of the outline planning permission required the submission of a detailed odour assessment to be undertaken to assess any potential impacts from odour upon the amenities of future residents from the nearby sewerage works. The condition further required any mitigation measures deemed appropriate to be installed/implemented and be operational prior to first occupation.
19. A conditions application was submitted pursuant to the requirements of condition 35 in May 2016 (ref: 161257) and discharged in August 2016. The submission included a detailed odour report which referenced scheduled improvements to the sewage treatment works and detailed an odour buffer zone. Thames Water and WBC Environmental Health raised no objection to the report, but recommended that the future RM application should ensure no dwellings (permanent residency) would be located within the identified odour zone to ensure residents' amenity is protected. Therefore, the proposed location of the allotments was revised in order to ensure that the residential dwellings within the development are not located within the identified odour buffer zone.
20. The LEAP play area located within the southern part of the site was originally proposed immediately adjacent to the southern side of the NDR. However, the current proposed location is considered more appropriate as it would be overlooked by two apartment blocks which will help to provide natural surveillance to discourage anti-social behaviour and will provide a safer and quieter play environment.
21. The buildings within the development are similar to those within Phase 1 and will line and address both the NDR as well as both sides of the access routes. Two of the apartment blocks will be located on either side of the NDR at its junction with the roundabout on Warren House Road. The location of these buildings will help define

the main entrance into the development. The affordable housing is located on the northern side of the site. Car parking strategies use both on plot and on street parking provisions. Parking courts have also been provided selectively to accommodate WBC's parking standards and help reduce the visible numbers of parking. This is addressed later in the report. Officers consider that the overall layout works with the contours of the land and accommodates the drainage requirements of the site.

Scale

22. The scale of development broadly follows the parameter plans that were considered and approved under the outline planning permission and follows that being constructed on Phase 1.
23. The houses within the development are all 2 storeys in height while the five apartment blocks are three storeys, with the locations of these reflecting the locations indicated at the outline application stage. The separation distances to existing dwellings located on the southern side of Warren House Road to the south and within the more recent adjacent Kentwood East site are sufficient such that the development will not result in unneighbourly impacts such as loss of daylight, sunlight, outlook or privacy.
24. The scale of the development is therefore considered acceptable and in line with the indicative heights plan shown at the outline stage.

Design and Appearance

25. A variety of housing typologies are proposed within the site including terraces, semi-detached and detached houses, flats over garages (FOGs), coach houses, and apartment buildings. The architectural approach reflects that set out in Phase 1, is traditional and incorporates forms and detailing consistent with the local vernacular, including that used on the adjacent Kentwood Farm East site (Mulberry Grove).
26. The palette of materials comprises facing brickwork, render to key buildings, vertical tile hanging, plain and artificial slate roof tiling, bay and cottage style windows, and finial features to key locations. Elevational detailing to the apartment blocks and FOGs has been improved since the initial submission and it is considered the overall approach to the design and external finishes would be compatible and complementary with the adjacent Kentwood East Phase 1, and also appropriate to the character and appearance of the surrounding area and would provide a successful and well designed scheme. Samples of the proposed materials to be used are required to be submitted for approval under condition 3 of the outline permission.
27. The range of housing types and styles will ensure that there is diversity in the built form and a range of housing for future occupants. The diversity in terms of the style of the dwellings is achieved through the detailing such as heights, materials/design and roof form. This will help to provide a clear and legible neighbourhood.
28. Overall the proposed design, scale and appearance are considered good quality and reflect that already being constructed on Phase 1.

Affordable Housing, Dwelling Mix and Standard of Accommodation

29. MDD policy TB05 (Housing Mix) requires that residential development should provide an appropriate density and mix of accommodation reflecting the character of the area. The mix of dwellings proposed is as follows:

	Market	Affordable	Total
1 bed flat	12	6	18
2 bed flat	27	21	48
2 bed house	15	19	34
3 bed house	84	10	94
4 bed house	27	-	27
5 bed house	4	-	4
Totals	169	56 (25%)	225

30. The affordable housing delivery requirements of the development were established at the time of the outline planning permission. The outline application requires 35% affordable provision, and comprised 29% provision on site and a commuted sum towards off-site provision. As part of the reserved matters application, the applicant seeks to reduce the on-site provision of affordable housing from 29% (65 units) to 25% (56 units), with an increased commuted sum of £125,000 per unit towards the additional 9 off-site units. They also advise that they wish to deliver their onsite affordable housing through Home Group, who is not currently listed within the S106 as a registered provider. However, WBC housing department have reviewed the above proposed changes to the S106 and consider the changes to be acceptable, together with the proposal to use Home Group. The additional commuted sum for the affordable housing and agreement to use Home Group will be secured through a Deed of Variation to the Outline permission.

Borough Design and Space Standards

31. All of the dwellings have been designed to National Space Standards. In addition, the dwellings are required to be constructed to achieve appropriate internal ambient noise levels which will be assessed under a separate conditions application pursuant to condition 41 of the outline consent.

32. The Borough Design Guide sets a minimum garden depth of 11m. The proposed layout complies with these requirements with all houses meeting or exceeding the minimum threshold with the exception of units 163 and 164, where the garden depths are marginally less at 10.5m. However, the overall size and usability of these gardens are considered to be acceptable when their width and overall layout is taken into consideration. Furthermore, the units are private and therefore buyers have the choice of purchase or not. In addition, permitted development rights of the properties have been removed by conditions 5 and 19 of the outline permission so as to restrict unacceptable encroachment into these important garden spaces.

33. The flats within the apartment blocks all have balconies which are large enough to accommodate a small table and chairs, which will offer private amenity space to these residents, and units located at ground level have a designated area of defensible space. The three proposed Coach Houses would also have a useable private outdoor area. Although two of the three FOGs would not have a designated outdoor space, it is considered that the general residential amenities of the occupiers of these units would be acceptable, given the overall provision of communal on site open space and the proximity of these units to the SANG.

34. The Borough Design Guide establishes minimum separation distances of 10m front-to-front across the street, 22m back-to-back and 12m back-to-flank and the proposed layout broadly complies with this guidance. There are minor infringements of the 22m back-to-back separation distance in 3 locations, between houses located in the southern section of the site. However, these infringements occur where part of the rear elevation of the houses protrude out slightly further than the main façade. It is considered that the overall provision of privacy between the dwellings would be acceptable. The rear elevation of one of the FOGs would be located 11m from the rear elevation of the dwellings it backs onto, rather than 12m. However, as there are no windows proposed on the rear elevations of the FOGs, the privacy of future occupants would be protected.
35. The west elevation of the apartment Block A will have windows serving the kitchens facing out towards the rear gardens of adjacent dwellings. Whilst these windows are not large, a condition is recommended requiring that the lower panes of the windows at first and second floor levels are fitting with obscured glazing and fixed shut and maintained permanently in this way (condition 13). This will ensure that the occupiers of the closest properties to the west elevation of the block will have acceptable levels of privacy and this can be protected.
36. It is therefore considered the development will provide good levels of amenity for future occupants, along with a good mix, balance and quality of dwelling types, tenures and sizes so that a wide range of housing needs can be met. This will ensure that the development is sustainable in meeting the housing needs of the community. The development is therefore considered to accord with the relevant policies of the development plan in this regard.

Neighbouring Residential Amenity

37. Core Strategy policy CP3 requires that new development should be of a high quality of design that does not cause detriment to the amenities of adjoining land users. Separation standards for new residential development are set out in section 4.7 of the Borough Design Guide.
38. All dwellings on the site are sufficiently distant from all neighbouring properties and have been designed such that they would not introduce unacceptable relationships of overlooking and loss of outlook, daylight, sunlight or privacy. Separation distances to existing dwellings to the south and east of the site, where the new development would be closest to existing properties, would all achieve separations in excess of the standards set by WBC's Borough Design Guide.
39. Noise, disturbance and inconvenience during the construction period will be managed and minimised as far as is reasonable through good practice and through the existing conditions of the outline consent; which require the submission (for the Council's approval) of a Construction Environmental Management Plan and which restrict the hours of construction activity. These matters do not fall for consideration under this Reserved Matters planning application.

Trees, Landscaping and Open Space

40. The development will be set within the context of a series landscaping proposals across the site. The existing hedgerow located along the east, south and western boundaries is proposed to be retained where possible. Where sections of hedgerow

are lost as a result of required openings, replacement hedges are proposed elsewhere within the site. The landscaped areas within the north section of the site comprise the area around the attenuation pond and allotments, together with the planting proposed for the immediate setting of the housing which will include sections of hedge or blocks of shrubs within front gardens to run parallel with the highway/footway. This will help create a sense of enclosure and creating a green corridor along the access roads. Street trees are also proposed along the NDR, at intervals along the access roads and within the parking courtyards. This approach is considered acceptable as it is important in terms of not only breaking down the hard landscaped appearance of the roads but also in creating a pleasant residential environment for future and existing residents.

41. The Locally Equipped Area of Play (LEAP) will be located in the southern part of the site in accordance with the parameters secured under the outline permission. This area will break up the built form, providing a focal point in this part of the development. Whilst proposed details of the play equipment to be provided have been submitted in support of this application, further consideration of these details will be included within the detailed landscaping condition submission as required under condition 9 of the outline permission. Details relating to the proposed layout of the allotments were also submitted in support of the application, and whilst these are considered to be overall acceptable, with the designated area being in accordance with the S106, the detailed landscaping of this area will also be secured under the landscaping condition, and further details relating to specifications of the sheds, raised bed planters and noticeboards will be required by condition (condition 12).
42. The proposed landscaping, garden spaces and general open space within the site, together with the proposed boundary treatments, will act to soften the built environment and would reduce and mitigate the impact of the development upon the landscape. Wherever possible, existing trees and hedgerows are to be retained as integral features of the development and extensive additional tree/hedge planting is proposed. The protection of existing trees and hedgerows within and adjacent to the site is covered by condition 12 on the outline which requires the submission of an Arboricultural Works scheme. These details have been submitted for consideration under conditions application 171031. The landscaping provisions are considered to add significant quality to the residential environment.
43. The timescale for the delivery of the open space within the development, including the LEAP is set out within the S106 agreement of the outline planning permission. These areas will be maintained thereafter for a year by the developer before being transferred (with maintenance contribution) to Wokingham Borough Council. The allotments will be handed over to Wokingham Town Council as set out within the S106. It is considered that the overall landscaping proposals will ensure an appropriate setting for the development both visually, but also in terms of the residential amenities of future occupiers. However, as previously mentioned, the detailed landscaping proposals including along the NDR, the allotments and LEAP will be considered within the details submitted under the conditions applications. Detail such as boundary treatments, which also play an important part to the overall setting and appearance of a new development, will also be considered under a separate conditions application.

Ecology and Biodiversity

44. Core Strategy Policy CP7, carried forward by MDD LP Policy TB23, requires appropriate protection of species and habitats of conservation value. Design Principle 1b (i-ii) is concerned with protection of ecological habitat and biodiversity features, together with mitigation of any impacts that do arise.
45. The layout presented within this RM application will result in some encroachment into the 5m hedge buffer zone which was reserved within condition 36 attached to the outline permission to ensure protection of the hedgerow. These encroachments occur as a result of the positioning of 6 of the visitor parking bays along the southern and eastern boundaries which raised concerns relating to the proposed ongoing hedgerow maintenance strategy. Whilst details relating to ecological impacts are being considered under conditions application 170084, officers sought further clarification under this application in relation to these areas of encroachment and the impacts. The ecology officer and trees and landscape officer have reviewed the additional information which related to the positioning of service margins, and are now satisfied that the proposed Hedgerow Mitigation and Compensation Strategy (submitted pursuant to outline condition 36 under application 170084) would not be undermined by the encroachments into the hedge buffer zone. The details of this matter and other ecological impacts are being considered and will be agreed and formally secured pursuant to the relevant conditions of the outline consent, under current application 170084.

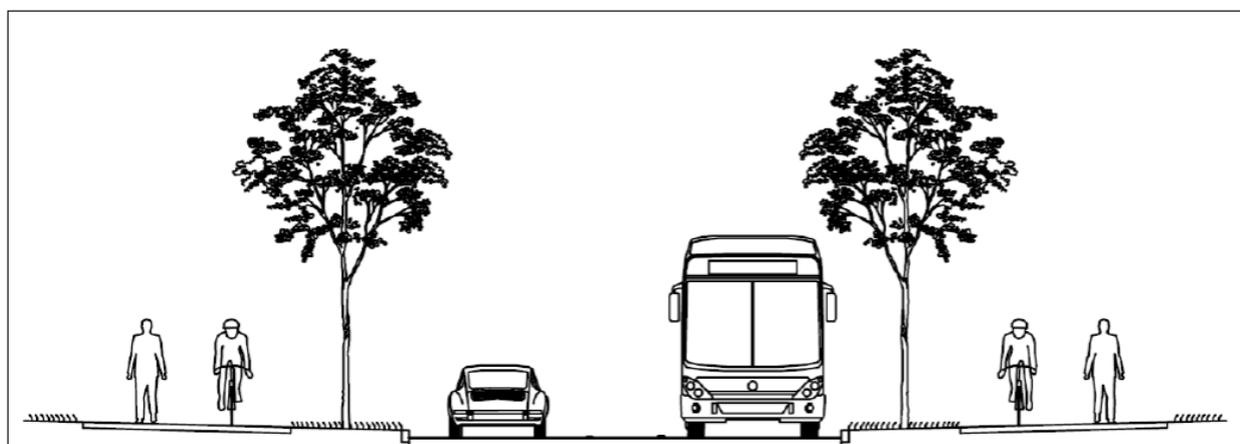
Transport, Highways and Parking

46. The current proposal includes the detailed layout of a section of the Northern Distributor Road (NDR) through the site which will connect with the existing roundabout located on Warren House Road and will eventually continue on to the west to connect with Bell Foundry Lane. As advised, the section to the north of Ashridge Farm will be delivered by WBC.
47. As previously mentioned, a standalone reserved matters application (ref: 153108) for this section of the NDR was approved in June 2016. The submission was a requirement within the Unilateral Undertaking associated with the appeal relating to the Kentwood Farm (East) development and required the applicant to submit a planning application for the works required to construct the Phase 2 Road within 3 years of the date of the grant of planning permission. The unilateral undertaking also currently restricts the occupation of more than 272 Dwellings within Phase 1 until the Phase 2 Road has been constructed to base course. A further clause requires the owner not to commence any Phase 2 (Kentwood West) Residential planning Permission until the Phase 2 road has been completed to an adoptable standard.
48. A Deed of Variation (DoV) relating to the Kentwood East site is currently being drafted in order to incorporate the additional 10 units (Phase 1d). As part of the DoV, WBC is also in discussion with the applicant with regards to amending the triggers for the construction of this section of the NDR in order to reflect a more appropriate timeframe for delivery. The onwards western section of the NDR is to be delivered by WBC, however, the tie in requirements on the western boundary of the application site is not currently known. Therefore, in conjunction with varying the construction trigger, the DoV will also detail a section of the NDR at the western boundary to be secured until such time that it can successfully be tied in either by WBC (subject to an additional S106 contribution) or by the developer. A condition is therefore recommended requiring details of how the NDR will be designed to be

terminated in the interim period until such time that the full section of the NDR across the site can be completed (condition 8).

Northern Distributor Road Design (NDR)

49. The current proposed layout of this section of the NDR differs slightly from what was approved under the stand alone permission. There is an additional access proposed off the northern side and the width of the road has been increased to a minimum of 7.3m. The NDR is designed to be an attractive route through the new residential areas, operating a 30 mph speed limit. It will take the majority weight of the new traffic in addition to existing development traffic. This part of the route will provide a key section of the Council's strategic NDR which as a whole is identified as a necessary piece of infrastructure required to facilitate the delivery of housing numbers identified for the North Wokingham SDL. The NDR delivery therefore is part of the Council's strategic response to providing the borough's identified housing needs and associated infrastructure necessary to accommodate the new development.
50. The NDR will provide an attractive tree lined route with shared pedestrian and cycle routes, as per the aspirations set out in WBC's Executive report. The cross section of the NDR will provide for two landscaped verges either side of the road separating the road from the pedestrian/cycle paths. The shared pedestrian and cycle ways will improve pedestrian and cyclist safety and encourage and promote usage of those routes, thus reducing dependence upon cars in favour of more sustainable modes of transport and also integrating the new developments better with the existing residential areas through permeable and navigable neighbourhoods with good linkages. Cyclist priority will be provided at minor junctions. A cross section of the NDR is provided below.



NDR Cross Section (Source: WBC Executive Committee Report)

51. The planning application established at the outline stage, the principles of the access points to the site and was accompanied with a full Transport Assessment. It was demonstrated at that time that there would be no significant harm caused by additional houses to both local and the wider transport networks, subject to the delivery of the transport interventions that were identified and secured through the planning conditions and the S106 agreement. In terms of the NDR delivery, the route presented within the current reserved matters application does not deviate from the established access points and the preferred indicative alignment approved under the outline planning application and accords with the NDR route alignment as approved by the Council's Executive Committee in September 2015.

52. The NDR will provide the primary street through the site, from which 5m wide secondary access streets will serve the site with smaller access roads then radiating from the main internal routes to serve clusters of buildings. A new access off Warren House Road to the south will be provided to serve the dwellings located in the southernmost section of the site. The routes within the site will have a clear hierarchy. All roads are designed in accordance with Manual for Streets.
53. The Reserved Matters application is supported by a number of documents/plans, including vehicle tracking, visibility splays and details of servicing which demonstrate the safety and functionality of the highway provisions. Some concern was raised within the consultation responses in respect of the new proposed access located off Warren House Road. This access has been reviewed in a Stage 1 road safety audit, and whilst there is no highway objection in principle to the new access, its detailed design will be the subject of planning condition 6 including an updated stage 1 road safety audit. The use of Warren House Road by a limited number of houses (47) will also not result in demonstrable harm to the highway network in terms of traffic congestion.
54. A number of offsite works will be required to the cycleway/footpath linking the NDR Kentwood East site to the application site to ensure a continuous 3m shared cycle/pedestrian route along the NDR. The land upon which these works are necessary are not within the application site boundary, however, they are either owned by the applicant or within the highway boundary. This matter was considered under the previously approved standalone NDR reserved matters application and a condition was imposed upon the approval. It is therefore considered appropriate to impose a condition in respect of these works as part of this reserved matters application (condition 9). A further condition is recommended relating to details of the proposed on and off site bus stop infrastructure, along with other associated proposed offsite highways works (condition 5).

Parking

55. In line with Core Strategy Policy CP6 and MDD DPD Policy CC07, the development will incorporate parking in line with the Council's standards, as follows:

Type	No. spaces	Ratio (225 dwellings)
1. Allocated (including car ports excluding garages)	331	1.5
2. Unallocated	83	0.4
3. Visitor	45	0.2
Total Allocated + Unallocated + Visitor	459	2.0
4. Garages	53	0.5
Total Allocated + Unallocated + Visitor + 0.5*Garages	485.5	2.2

56. Allocated parking is proposed on the site by a combination of on-plot parking (drives, garages and carports), and communal parking areas serving the flats and houses. On-street parking will also be incorporated as a means of managing the flow of traffic and vehicle speeds. The on-street parking will be managed in accordance with details that will need to be submitted to and approved in writing by the LPA pursuant

to condition 22 of the outline permission.

57. A number of the unallocated parking spaces are located adjacent to the affordable housing and flat block in the north eastern corner of the site. As referred to in the consultation responses, Wokingham Town Council commented on this provision and considered that there should be more allocated parking in this particular location. However, the overall parking provision for the development meets with WBC standards, and the number and type of spaces are considered appropriate in relation to the units they are intended to serve. It should be noted that the Registered Providers generally prefer this approach to parking as it reduces management issues which may arise with allocated parking. The applicant advises that there are no known reported issues with similar parking arrangements on the adjacent Kentwood East site.
58. Where communal parking is proposed, both for the affordable and private apartment blocks, these would be overlooked by dwelling units and therefore offering security. These are necessary to accommodate the level of development and parking required within the development and as such the communal parking areas are considered acceptable. The visitor spaces are considered to be evenly dispersed throughout the site.
59. The existing SANG car park, which is not required, will be removed in conjunction with the implementation of the proposals. The SANG is proposed to serve occupants of both the Kentwood East and Kentwood West sites, and as such, is accessible on foot or cycle from both developments. However, WTC raised concern regarding the removal of the car park in respect of its use by persons with impaired mobility who need to drive to the SANG to be able to use it. As such, the proposals have been amended to include the provision of two disabled parking spaces located in the north section of the site, close to a second access into the SANG. A condition is recommended to ensure such spaces are marked out as disabled bays accordingly and maintained as such (condition 7). Management of these spaces to ensure they are available for use by disabled visitors to the SANG will need to be addressed within the details submitted under condition 22 of the outline permission, which requires the submission of a parking management strategy. A phasing plan condition is proposed which also requires details to be submitted to ensure that parking for persons with impaired mobility wishing to visit the SANG will be available throughout the construction period of the development (condition 4).
60. Refuse bins for the apartment blocks are located within integral stores within the buildings. WBC's refuse team no longer favour designated collection points within developments. Tracking information has been provided to demonstrate a refuse vehicle will be able to collect waste from the development in accordance with WBC guidance.

Cycle Parking

61. The Council's standards, as currently set out in MDDL Appendix 2 requires the provision of at least one cycle space for dwellings with three or fewer habitable rooms, two spaces for dwellings with four or five habitable rooms and three cycle spaces for larger dwellings. For the houses it is proposed that cycle parking is provided on site within either garages or sheds, and the apartment blocks have integral cycle parking stores. Cycle parking for the FOGs is provided within internal stores located under the stairs and are accessed from their parking spaces.

Therefore, all dwellings have been provided with sufficient space for cycle storage / parking in accordance with the above requirements.

Flooding and Drainage

62. Core Strategy Policy CP1 and MDDL Policies CC09 and CC10 establish that new development should avoid increasing and where possible reduce flood risk (from all sources) by managing surface water in a sustainable manner. The site is within flood zone 1 which is the lowest level of flood risk.
63. Surface water run-off will be managed using a Sustainable Drainage System (SuDS) including attenuation in pipelines and an attenuation basin located in the north western corner of the site, before being discharged at the greenfield run-off rate. Sufficient evidence, including micro drainage calculations, have been provided and demonstrate that the surface water run-off generated up to and including the 1 in 100 year storm event (plus an allowance for climate change) will be accommodated on site so that it will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The development therefore will not exacerbate flood risk over its lifetime. WBCs Flood Risk and Drainage Advisor has reviewed the drainage strategy for the site and is satisfied with the details. The drainage strategy, whilst submitted to support the Reserved Matters Application, will in due course need to be formally agreed under separate application 170084.

Land Contamination

64. The site is agricultural in use and low risk in terms of land contamination. Matters of contamination will be considered and mitigated pursuant to the requirements of conditions 14 and 15 of the outline permission, and do not need further consideration under this Reserved Matters Planning Application.

Air Quality and Odour

65. The submitted Air Quality Assessment concludes that dust arising from construction activity will need to be controlled and that this should be included in a CEMP. Condition 7 of the outline application requires pre commencement submission of a CEMP for each phase and as such this matter will be dealt with under the required condition submission.
66. As previously mentioned, Condition 35 of the outline permission required submission of a detailed odour assessment prior to submission of reserved matters to assess odour from the nearby sewerage works. Details were submitted and approved under Condition 35 in 2016 (ref: 161257) and the extent of an exclusion zone around the works was agreed. The proposed layout of the development has had regard to the agreed exclusion zone in accordance with the approved details.

Noise

67. Conditions 41 and 42 of the outline application require the submission of mitigation schemes for internal and external noise before commencement of development at each phase so suitable mitigation measures can be agreed at that stage. For example mitigation is likely to include triple glazing along the NDR frontage.

Sustainable Design and Construction

68. Core Strategy Policy CP1 requires development to contribute towards the goal of achieving zero carbon development by including on-site renewable energy features and minimising energy and water consumption. MDD DPD policies CC04, CC05 and the Sustainable Design and Construction Supplementary Planning Document (May 2010) also emphasise this.
69. Condition 26 on the outline permission required the development to achieve a minimum code level 3 for Sustainable Homes and all affordable housing to meet code level 4 or the equivalent code at the time of construction. However, the Government has implemented a new approach for the setting of technical standards for new housing. This has rationalised the pre-existing and many differing standards into a simpler, streamlined system. The Government set out its policy on the application of these standards in decision-taking and plan-making in a written Ministerial Statement. The statement withdrew the Code for Sustainable Homes and as such, WBC can no longer apply the requirement to build to Code Levels as a condition to planning permission. However, Part L of Building Regulations effectively requires the equivalent energy efficiency as Code Level 4.
70. Condition 27 on the outline also required the submission of details relating to how the development will seek to achieve a minimum reduction of 10% of total energy consumption through either on-site renewable energy generation or fabric first approach.
71. Details were submitted pursuant to conditions 26 and 27 under application 170084 which have subsequently been discharged on the basis that the requirement of condition 26 will be dealt with through Building Control regulations and details were submitted under condition 27 to demonstrate that a fabric first strategy will be adopted in respect of achieving a minimum 10% reduction in energy consumption. Committee therefore need not consider these matters further under this Reserved Matters planning application.

Impact on Listed Buildings and Heritage

72. Policy TB24 of the MDD sets out that the Borough Council will conserve and seek the enhancement of designated heritage assets in the Borough and their settings. It was established at the outline application stage that there are 10 listed buildings within 500m of the site boundary, with the closest of these being Ashridge Farm to the southwest of the site. However, within the assessment of the outline application, it was concluded that the distance and intervening features between the site and the farm, together with the proposed retention of a green buffer/corridor along the western boundary of the site, would mitigate against any impacts to the setting of this listed group of buildings. There is nothing within the current plans that would alter that conclusion and it is considered that the impacts to the listed building would be limited and would not be significantly harmful to the setting of the building.

Archaeology

73. Condition 40 of the outline application requires a written scheme of investigation to be submitted and approved by the Council. The applicant has submitted details for consideration under condition 40 under conditions application 171031 and will therefore be determined separately in due course.

CONCLUSION

The reserved matters proposals do not substantially deviate from the principles and parameters established by the outline planning permission, and are similar in design and appearance to the development on the Kentwood Phase 1 site and accord with adopted policies and standards. This is a sustainable development that offers substantial public benefit in meeting the housing needs of the community and delivering on Wokingham's development aspirations for the North Wokingham SDL. The application will deliver high quality development in accordance with the Council's spatial strategy and there are no other material planning considerations of significant weight, such as impact upon amenity, appearance etc. that would dictate that the application should nevertheless be refused. Officers are therefore recommending the application for approval, subject to the conditions listed.

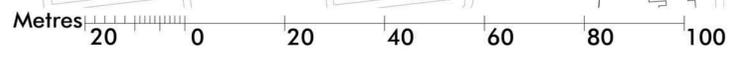
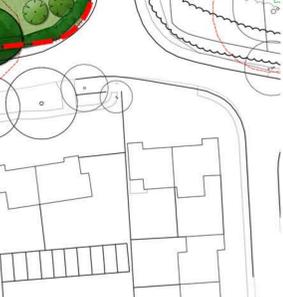
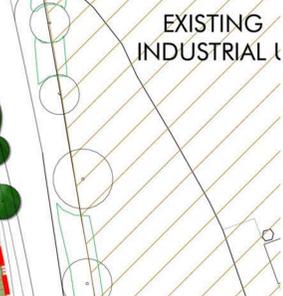
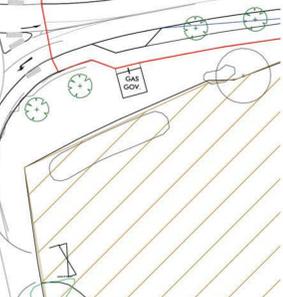
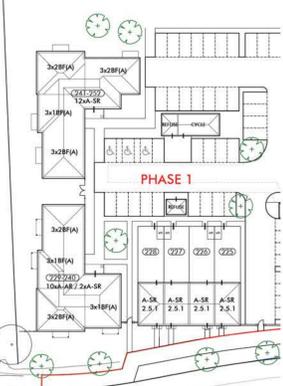
CONTACT DETAILS

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

Enclosures:

- 1) WBC parking calculation spreadsheet**
- 2) Application drawings**

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REV	DATE	CHANGES	BY	CHK	ISSUE FOR
A	16.12.18	PLANNING ISSUE	A	PW	PLANNING
B	08.02.19	COACH HOUSE REWORKS FOCUS TO PLOTS 201, 202 & 203. LANDSCAPING LEVELS & BODY COLOURS REVISED ETC.	A	PW	PLANNING
C	24.02.19	LANDSCAPING & ALLOTMENTS GRADING, ACCESS & BLOCK FOOTING	PW	CC	PLANNING
D	06.03.19	RESPONSE TO PLANNER COMMENTS & PLOTS 208, 209 REPOSITIONED	PW	RS	COMMENT
REV	DATE	CHANGES	BY	CHK	ISSUE FOR
E	21.03.17	UPDATED IN RESPONSE TO PLANNERS COMMENTS. CHECK FINGER BLOCKS A & B. REVISED + LANDSCAPING & HIGHWAYS. PW TO PLANNING	E	PW	PLANNING
F	22.03.17	LANDSCAPING & HIGHWAYS UPDATES	PW	TO	PLANNING
G	27.03.17	LANDSCAPING & HIGHWAYS UPDATES	PW	TO	PLANNING
H	10.04.17	5M FENCE TEMPORARILY ADDED FROM CENTRE LINE OF EXISTING HIGHWAY. PW TO COMMENT	PW	TO	COMMENT

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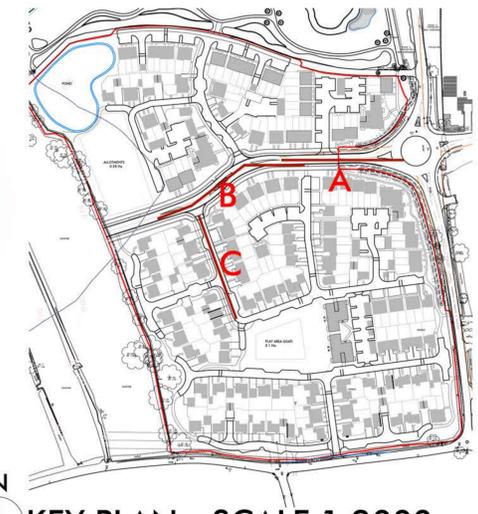
STREET ELEVATION - A



STREET ELEVATION - B



STREET ELEVATION - C



KEY PLAN - SCALE 1:2000

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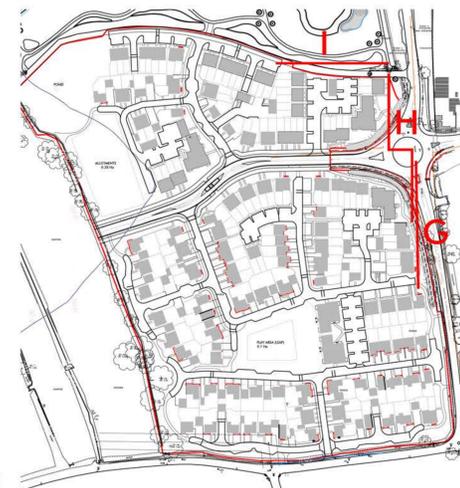
STREET ELEVATION - G



STREET ELEVATION - H



STREET ELEVATION - I



KEY PLAN - SCALE 1:2000

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PARKING DEMAND CALCULATION SHEET - Kentwood Farm 2556-C-1023-C

Search your development location area by postcode

enter postcode with no spaces (e.g. RG40 1BN as RG401BN) and click on "find postcode"

Find Postcode

Select your development location from a map

Access Map

click "access map" and click on where your development is located

Development location

Reset Sheet

Total number of properties	225
Total allocated spaces	358
Total unallocated spaces	117

Development composition

	Property type	Tenure	no. habitable rooms	no. allocated spaces per property, excluding garages		Total number of properties	Total number of garages for property type	unallocated spaces (including visitor parking and 50% for garages)	allocated spaces (including 50% garages)
				House or flat (choose from drop down list)	Owned or rented/shared (choose from drop down list)				
Choose from drop down lists						Enter below			
1	Mickelham	House	owned	5	2	1	0	0.3	2
2	Leith	House	owned	5	2	1	0	0.3	2
3	York	House	owned	3	1	1	0	0.5	1
4	York	House	owned	3	1	1	0	0.5	1
5	York	House	owned	3	1	1	0	0.5	1
6	York	House	owned	3	1	1	0	0.5	1
7	York	House	owned	3	1	1	0	0.5	1
8	York	House	owned	3	1	1	0	0.5	1
9	1BF-3	Flat	owned	2	1	1	0	0.4	1
10	2BF-3	Flat	owned	3	1	1	0	0.4	1
11	2BF-3	Flat	owned	3	1	1	0	0.4	1
12	1BF-4	Flat	owned	2	1	1	0	0.4	1
13	1BF-3	Flat	owned	2	1	1	0	0.4	1
14	2BF-3	Flat	owned	3	1	1	0	0.4	1
15	2BF-3	Flat	owned	3	1	1	0	0.4	1
16	2BF-4	Flat	owned	3	1	1	0	0.4	1
17	1BF-3	Flat	owned	2	1	1	0	0.4	1
18	2BF-3	Flat	owned	3	1	1	0	0.4	1
19	2BF-3	Flat	owned	3	1	1	0	0.4	1
20	2BF-4	Flat	owned	3	1	1	0	0.4	1
21	York	House	owned	3	2	1	0	0.2	2
22	York	House	owned	3	2	1	0	0.2	2
23	Leith	House	owned	5	2	1	0	0.3	2
24	Leith	House	owned	5	2	1	0	0.3	2
25	Leith	House	owned	5	2	1	0	0.3	2
26	Leith	House	owned	5	2	1	0	0.3	2
27	Mickelham	House	owned	5	2	1	0	0.3	2
28	Coach House	House	owned	4	2	1	0	0.2	2
29	Brookfield	House	owned	5	2	1	0	0.3	2
30	Meadow	House	owned	5	2	1	0	0.3	2
31	Leith +	House	owned	5	2	1	0	0.3	2
32	Leith +	House	owned	5	2	1	0	0.3	2
33	Leith	House	owned	5	1	1	1	1.2	1.5
34	Leith	House	owned	5	1	1	1	1.2	1.5
35	Leith	House	owned	5	2	1	0	0.3	2
36	Leith	House	owned	5	2	1	0	0.3	2
37	Thetford	House	owned	5	2	1	1	0.8	2.5
38	1BF-1	Flat	owned	2	1	1	0	0.4	1
39	1BF-2	Flat	owned	2	1	1	0	0.4	1
40	2BF-2	Flat	owned	3	1	1	0	0.4	1
41	2BF-3	Flat	owned	3	1	1	0	0.4	1
42	2BF-1	Flat	owned	3	1	1	0	0.4	1
43	1BF-2	Flat	owned	2	1	1	0	0.4	1
44	2BF-2	Flat	owned	3	1	1	0	0.4	1
45	2BF-3	Flat	owned	3	1	1	0	0.4	1
46	2BF-1	Flat	owned	3	1	1	0	0.4	1
47	1BF-2	Flat	owned	2	1	1	0	0.4	1
48	2BF-2	Flat	owned	3	1	1	0	0.4	1
49	2BF-3	Flat	owned	3	1	1	0	0.4	1
50	Leith	House	owned	5	2	1	0	0.3	2

51	Leith	House	owned	5	2	1	0	0.3	2
52	Leith	House	owned	5	2	1	0	0.3	2
53	Leith	House	owned	5	2	1	0	0.3	2
54	Leith	House	owned	5	2	1	0	0.3	2
55	Leith	House	owned	5	2	1	0	0.3	2
56	Mickelham	House	owned	5	2	1	0	0.3	2
57	Mickelham	House	owned	5	2	1	0	0.3	2
58	Thetford	House	owned	5	2	1	1	0.8	2.5
59	Thetford	House	owned	5	2	1	1	0.8	2.5
60	Thetford	House	owned	5	2	1	1	0.8	2.5
61	Thetford	House	owned	5	2	1	1	0.8	2.5
62	1BF-2	Flat	owned	2	1	1	0	0.4	1
63	1BF-1	Flat	owned	2	1	1	0	0.4	1
64	2BF-3	Flat	owned	3	1	1	0	0.4	1
65	2BF-2	Flat	owned	3	1	1	0	0.4	1
66	1BF-2	Flat	owned	2	1	1	0	0.4	1
67	2BF-1	Flat	owned	3	1	1	0	0.4	1
68	2BF-3	Flat	owned	3	1	1	0	0.4	1
69	2BF-2	Flat	owned	3	1	1	0	0.4	1
70	1BF-2	Flat	owned	2	1	1	0	0.4	1
71	2BF-1	Flat	owned	3	1	1	0	0.4	1
72	2BF-3	Flat	owned	3	1	1	0	0.4	1
73	2BF-2	Flat	owned	3	1	1	0	0.4	1
74	The Whimberry	House	owned	6	2	1	0	0.3	2
75	Leith +	House	owned	5	2	1	0	0.3	2
76	The Whimberry	House	owned	6	2	1	0	0.3	2
77	The Whimberry	House	owned	6	2	1	0	0.3	2
78	Mickelham	House	owned	5	2	1	0	0.3	2
79	Mickelham	House	owned	5	2	1	0	0.3	2
80	Leith	House	owned	5	2	1	0	0.3	2
81	The Whimberry	House	owned	6	2	1	0	0.3	2
82	The Whimberry	House	owned	6	2	1	0	0.3	2
83	Leith +	House	owned	5	2	1	0	0.3	2
84	The Whimberry	House	owned	6	2	1	2	1.3	3
85	Leith	House	owned	5	2	1	0	0.3	2
86	Leith	House	owned	5	2	1	0	0.3	2
87	The Orchard	House	owned	7	2	1	2	1.4	3
88	The Orchard	House	owned	7	2	1	2	1.4	3
89	Leith	House	owned	5	2	1	0	0.3	2
90	Leith	House	owned	5	2	1	0	0.3	2
91	The Whimberry	House	owned	6	2	1	0	0.3	2
92	Leith +	House	owned	5	2	1	0	0.3	2
93	The Whimberry	House	owned	6	2	1	0	0.3	2
94	The Whimberry	House	owned	6	2	1	0	0.3	2
95	The Whimberry	House	owned	6	2	1	0	0.3	2
96	The Whimberry	House	owned	6	2	1	0	0.3	2
97	Laurel	House	owned	7	2	1	2	1.4	3
98	The Orchard	House	owned	7	2	1	2	1.4	3
99	The Whimberry	House	owned	6	2	1	0	0.3	2
100	The Orchard	House	owned	7	2	1	2	1.4	3
101	Laurel	House	owned	7	2	1	2	1.4	3
102	Laurel	House	owned	7	2	1	2	1.4	3
103	Laurel	House	owned	7	2	1	2	1.4	3
104	The Orchard	House	owned	7	2	1	2	1.4	3
105	The Wordsworth	House	owned	8	2	1	2	1.5	3
106	The Wordsworth	House	owned	8	2	1	2	1.5	3
107	Meadow	House	owned	5	2	1	0	0.3	2
108	Leith +	House	owned	5	2	1	0	0.3	2
109	The Orchard	House	owned	7	2	1	2	1.4	3
110	Laurel	House	owned	7	2	1	2	1.4	3
111	The Wordsworth	House	owned	8	2	1	2	1.5	3
112	The Orchard	House	owned	7	2	1	2	1.4	3
113	Meadow	House	owned	5	2	1	0	0.3	2
114	Leith +	House	owned	5	2	1	0	0.3	2
115	Leith +	House	owned	5	2	1	0	0.3	2
116	Leith	House	owned	5	2	1	0	0.3	2
117	Meadow	House	owned	5	2	1	0	0.3	2
118	York	House	owned	3	1	1	0	0.5	1
119	York	House	owned	3	1	1	0	0.5	1

120	Thetford	House	owned	5	2	1	1	0.8	2.5
121	Thetford	House	owned	5	2	1	1	0.8	2.5
122	Thetford	House	owned	5	2	1	1	0.8	2.5
123	Thetford	House	owned	5	2	1	1	0.8	2.5
124	The Orchard	House	owned	7	2	1	2	1.4	3
125	The Wordsworth	House	owned	8	2	1	2	1.5	3
126	The Orchard	House	owned	7	2	1	2	1.4	3
127	Thetford	House	owned	5	2	1	1	0.8	2.5
128	Thetford	House	owned	5	2	1	1	0.8	2.5
129	Thetford	House	owned	5	2	1	1	0.8	2.5
130	Thetford	House	owned	5	2	1	1	0.8	2.5
131	Leith	House	owned	5	2	1	0	0.3	2
132	Leith	House	owned	5	2	1	0	0.3	2
133	Meadow	House	owned	5	2	1	0	0.3	2
134	Leith	House	owned	5	2	1	0	0.3	2
135	Leith	House	owned	5	2	1	0	0.3	2
136	Leith +	House	owned	5	2	1	0	0.3	2
137	Leith +	House	owned	5	2	1	0	0.3	2
138	Leith	House	owned	5	2	1	0	0.3	2
139	Leith	House	owned	5	2	1	0	0.3	2
140	Leith	House	owned	5	2	1	0	0.3	2
141	Mickelham	House	owned	5	2	1	0	0.3	2
142	2B-FOG-AFF	Flat	shared/rental	3	2	1	0	0.2	2
143	1BF-4-AFF	Flat	shared/rental	2	0	1	0	0.5	0
144	1BF-2-AFF	Flat	shared/rental	2	0	1	0	0.5	0
145	2BF-3-AFF	Flat	shared/rental	3	0	1	0	0.7	0
146	1BF-3-AFF	Flat	shared/rental	2	0	1	0	0.5	0
147	2BF-5-AFF	Flat	shared/rental	3	2	1	0	0.2	2
148	2BF-2-AFF	Flat	shared/rental	3	2	1	0	0.2	2
149	2BF-3-AFF	Flat	shared/rental	3	0	1	0	0.7	0
150	2BF-4-AFF	Flat	shared/rental	3	0	1	0	0.7	0
151	2BF-5-AFF	Flat	shared/rental	3	0	1	0	0.7	0
152	2BF-2-AFF	Flat	shared/rental	3	0	1	0	0.7	0
153	2BF-3-AFF	Flat	shared/rental	3	0	1	0	0.7	0
154	2BF-4-AFF	Flat	shared/rental	3	0	1	0	0.7	0
155	3BH-AFF	House	shared/rental	5	2	1	0	0.3	2
156	3BH-AFF	House	shared/rental	5	2	1	0	0.3	2
157	3BH-AFF	House	shared/rental	5	2	1	0	0.3	2
158	3BH-AFF	House	shared/rental	5	2	1	0	0.3	2
159	2B-FOG-AFF	Flat	shared/rental	3	1	1	0	0.3	1
160	Leith	House	owned	5	2	1	0	0.3	2
161	Leith	House	owned	5	2	1	0	0.3	2
162	Meadow	House	owned	5	2	1	0	0.3	2
163	Leith	House	owned	5	2	1	0	0.3	2
164	Meadow	House	owned	5	2	1	0	0.3	2
165	Brookfield	House	owned	5	2	1	0	0.3	2
166	Leith	House	owned	5	2	1	0	0.3	2
167	Leith	House	owned	5	2	1	0	0.3	2
168	The Whimberry +	House	owned	6	2	1	0	0.3	2
169	York	House	owned	3	1	1	0	0.5	1
170	York	House	owned	3	1	1	0	0.5	1
171	York	House	owned	3	2	1	0	0.2	2
172	York	House	owned	3	2	1	0	0.2	2
173	York	House	owned	3	1	1	0	0.5	1
174	Leith	House	owned	5	2	1	0	0.3	2
175	Leith	House	owned	5	2	1	0	0.3	2
176	Leith	House	owned	5	2	1	0	0.3	2
177	Mickelham	House	owned	5	2	1	0	0.3	2
178	3BH-AFF	House	shared/rental	5	2	1	0	0.3	2
179	3BH-AFF	House	shared/rental	5	2	1	0	0.3	2
180	3BH-AFF	House	shared/rental	5	2	1	0	0.3	2
181	3BH-AFF	House	shared/rental	5	2	1	0	0.3	2
182	2BH-AFF	House	shared/rental	4	1	1	0	0.5	1
183	2BH-AFF	House	shared/rental	4	1	1	0	0.5	1
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187	2BH-AFF	House	shared/rental	4	1	1	0	0.5	1
188	2BH-AFF	House	shared/rental	4	1	1	0	0.5	1

189	2BH-AFF	House	shared/rental	4	1	1	0	0.5	1
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191	2BH-AFF	House	shared/rental	4	1	1	0	0.5	1
192	2BH-AFF	House	shared/rental	4	1	1	0	0.5	1
193	2BH-AFF	House	shared/rental	4	0	1	0	1.1	0
194	2BH-AFF	House	shared/rental	4	0	1	0	1.1	0
195	2BH-AFF	House	shared/rental	4	0	1	0	1.1	0
196	2BH-AFF	House	shared/rental	4	0	1	0	1.1	0
197	Leith	House	owned	5	2	1	0	0.3	2
198	Leith	House	owned	5	2	1	0	0.3	2
199	Leith +	House	owned	5	2	1	0	0.3	2
200	Leith +	House	owned	5	2	1	0	0.3	2
201	Brookfield	House	owned	5	2	1	0	0.3	2
202	Brookfield	House	owned	5	2	1	0	0.3	2
203	Leith +	House	owned	5	2	1	0	0.3	2
204	Leith +	House	owned	5	2	1	0	0.3	2
205	Coach House	Flat	owned	4	2	1	0	0.2	2
206	Coach House	Flat	owned	4	2	1	0	0.2	2
207	2B-FOG-AFF	Flat	shared/rental	3	2	1	0	0.2	2
208	3BH-AFF	House	shared/rental	5	2	1	0	0.3	2
209	3BH-AFF	House	shared/rental	5	2	1	0	0.3	2
210	1BF-1-AFF	Flat	shared/rental	2	0	1	0	0.5	0
211	1BF-2-AFF	Flat	shared/rental	2	0	1	0	0.5	0
212	2BF-3-AFF	Flat	shared/rental	3	2	1	0	0.2	2
213	1BF-3-AFF	Flat	shared/rental	2	0	1	0	0.5	0
214	2BF-1-AFF	Flat	shared/rental	3	0	1	0	0.7	0
215	2BF-2-AFF	Flat	shared/rental	3	0	1	0	0.7	0
216	2BF-3-AFF	Flat	shared/rental	3	0	1	0	0.7	0
217	2BF-4-AFF	Flat	shared/rental	3	0	1	0	0.7	0
218	2BF-1-AFF	Flat	shared/rental	3	0	1	0	0.7	0
219	2BF-2-AFF	Flat	shared/rental	3	0	1	0	0.7	0
220	2BF-3-AFF	Flat	shared/rental	3	0	1	0	0.7	0
221	2BF-4-AFF	Flat	shared/rental	3	0	1	0	0.7	0
222	2BH-AFF	House	shared/rental	4	0	1	0	1.1	0
223	2BH-AFF	House	shared/rental	4	0	1	0	1.1	0
224	2BH-AFF	House	shared/rental	4	0	1	0	1.1	0
225	2BH-AFF	House	shared/rental	4	0	1	0	1.1	0

Development Management Ref No	No weeks on day of committee	Parish	Ward	Listed by:
170035	Ext	Shinfield	Shinfield South	N/A Major Development

Applicant Bovis Homes Ltd, Bloor Homes Ltd, Linden (Shinfield) LLP.

Location Land to the west Of Shinfield, south of Church Lane, west of Holder Close/ Deardon Way **Postcode** RG2 9HQ

Proposal Reserved Matters application for a two form entry (2FE) primary school, including all hard & soft play areas, school car parking, attenuation pond (habitat area), landscaping and associated drop off car parking

Type Major

PS Category 6

Officer Christopher Howard

FOR CONSIDERATION BY Planning Committee on 10/05/17

REPORT PREPARED BY Delivery Programme Director

SUMMARY

The application is a reserved matters application for two form entry primary school at the land to the west of Shinfield. The school site was identified and principle of development established (including access) by the outline planning application for the Shinfield West planning unit. The school will support the housing growth in the area and 2 form entry (2FE) size requirement was identified through the need generated by the new residential development at Shinfield West.

As part of the Shinfield West planning approval, further land was secured (by the unilateral undertaking) to expand the school to three forms of entry if there is a residual need outside of the housing growth area. The school has been designed in order to accommodate future expansion and the plans submitted have demonstrated how this could be achieved not only in terms of increasing the size of the building but parking and open space requirements. The developers are however not required to deliver this additional form of entry at this stage as it would accommodate future growth that was not yet been identified. The comprehensive masterplan does provide assurance to the council that this can be delivered at a future date with minimal disruption to the operation of the school.

Since the approval of the outline planning application, reserved matters approval has been granted for the primary infrastructure of the Shinfield West planning unit (160183). This identifies links within the site and these have been delivered early in the development phase. The access roads and footpaths to the school were approved by the primary infrastructure application. Approval has also been granted for the phase 1 development parcels for 517 dwellings (161189). Some of the dwellings will front onto the eastern boundary of the school site and a playground would be located to the south of the site and impacts between the school and these future houses have been considered.

The overarching vision of the SDL is to provide a co-ordinated approach to the delivery of infrastructure and services ensuring that developments are of a high quality and are

sustainable. This includes the provision of schools, community facilities, good quality open space and appropriate local transport and links.

The principle of development in this location has been established through its allocation by policy CP19 of the Core Strategy and through the Spatial Framework Plan within the South of the M4 Supplementary Planning Document together with the outline planning permission. In addition, the site is located within the development limits as identified in Policy 1 of Shinfield Parish Neighbourhood Plan. There is further planning history for the SDL provided below.

The application is before the Planning Committee as it is a major development that is recommended for approval. It is considered that the development would provide the facilities required by the housing growth and deliver the requirements for the school as identified in the unilateral undertaking. Good access links to the school have been identified by the approval of the primary infrastructure and the early delivery of the infrastructure means that there would be safe routes to school. The development would not have a significant detrimental impact on the character of the area or on existing or future residents.

The proposal would provide an acceptable impact on ecology, traffic, highway safety and flood risk.

In design terms, the proposal meets all the standards and in particular parking. The building has been designed to be flexible and is in accordance with DoE standards and reflects other school designs across the borough. The proposals are considered to be acceptable, represents good design and therefore it is recommended that reserved matters are approved subject to conditions outlined below.

PLANNING STATUS

- Strategic Development Location (SDL) as identified on the Core Strategy
- South of the M4 Strategic Development Location SPD
- Infrastructure Delivery and Contributions SPD
- Within 7km of the Special Protection Area (SPA)
- Mineral consultation zone
- Nuclear Consultation Zone (HSE to be consulted on schemes of 200 dwellings or more)
- Archaeological zone

RECOMMENDATION

APPROVE RESERVED MATTERS subject to the following conditions:

- 1) Nothing herein contained shall be deemed to affect or vary the conditions imposed by planning permission 0/2010/1432 dated 8/11/12 as varied by VAR/2014/0624 dated 22/10/14 which conditions shall remain in full force and effect save in so far as they are expressly affected or varied by this permission.

Plans

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

Plan numbers being finalised to be included on members update

Materials

- 3) Prior to the commencement of the construction of the school above finished ground floor slab level, details of the materials for the external building materials including details of the colour of render shall be submitted to and agreed in writing by the Local Planning Authority and the development shall thereafter be carried out in accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority.

Reason: to protect the amenity of the area in accordance with Wokingham Borough Core Strategy Policies CP1 and CP3

Hours of operation – community use

- 4) Before the community use of the school outside of school hours commences, details of the hours of operation of those premises shall be submitted to and be approved in writing by the Local Planning Authority. The hours of operation shall be in accordance with the approved details.

Reason: to protect the amenity of the area and to ensure that the development is not unneighbourly in accordance with Wokingham Borough Core Strategy Policies CP1 and CP3.

Environmental Health

- 5) Noise from externally mounted plant and machinery shall be assessed in accordance with BS4142:2014 to ensure that there will be no adverse effect on nearby residential dwellings. The combined noise rating level of plant and machinery when measured at the nearest residential dwelling shall be below the prevailing background sound level.

Reason: to protect the amenity of the area and to ensure that the development is not unneighbourly in accordance with Wokingham Borough Core Strategy Policies CP1 and CP3.

Highways

- 6) Prior to the commencement of the construction of the school above finished ground floor slab level, a Framework Travel Plan shall be submitted to and approved in writing by the local planning authority. The Framework 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.

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

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

Reason: To provide adequate off-street vehicle parking and turning space and to allow vehicles to enter and leave the site in a forward gear in the interests of road safety and convenience and providing a functional, accessible and safe development and in the interests of amenity. Relevant

Informatives

1. The applicant is advised that the Council seeks that employers or developers within the borough commit to using local labour / contractors where possible. This should include:
 - Advertisement of jobs within local recruitment agencies / job centres;
 - Recruitment and training of residents from the local area;
 - Seek tender of local suppliers or contractors for work.
2. The applicant is advised that the reserved matters planning approval should be read in conjunction with the S106 for the outline planning application for planning permission O/2010/1432.
3. The applicant is informed that parking may need to be restricted along the main routes and on turning heads.
4. All the new dwellings should be built to 'Secured by Design' part 2 accreditation in the interests of the safety, crime prevention and amenity of future occupiers of the development. National sustained research proves that Secured by Design housing developments suffer at least 50% less burglary, 25% less vehicle crime and 25% less criminal damage.
5. Work on Highway - The Corporate Head of Environment at the Council Offices, Shute End, Wokingham should be contacted for the approval of the access construction details before any work is carried out within the highway. This planning permission does NOT authorise the construction of such an access.
6. Mud on Road – Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on adjacent highways. For further information contact Corporate Head of Environment on tel: 0118 974 6302.
7. Highway Adoption - If it is the developer's intention to request the Council, as local highway authority, to adopt the proposed access roads etc. as highway maintainable at public expense, then full engineering details must be agreed with the Corporate Head of Environment at the Council Offices, Shute End, Wokingham. The developer is strongly advised not to commence development until such details have been approved in writing and a legal agreement is made with the Council under S38 of the Highways Act 1980.
8. Highway Management - Any works/events carried out either by, or at the behest of, the developer, whether they are located on, or affecting a prospectively maintainable highway, as defined under Section 87 of the New Roads and Street Works Act 1991, or on or affecting the public highway, shall be coordinated under the requirements of the New Roads and Street Works Act 1991 and the Traffic management Act 2004 and licensed accordingly in order to secure the expeditious movement of traffic by minimising disruption to users of the highway network in Wokingham.
9. Utilities - Any such works or events commissioned by the developer and particularly

those involving the connection of any utility to the site, shall be co-ordinated by them in liaison with Wokingham Borough Council's Street Works Team, (telephone 01189 746302). This must take place at least three month in advance of the works and particularly to ensure that statutory undertaker connections/supplies to the site are coordinated to take place wherever possible at the same time.

10. Noise - The attention of the applicant is drawn to the requirements of Section 60 of the Control of Pollution Act 1974 in respect of the minimisation of noise on construction and demolition sites. Application, under Section 61 of the Act, for prior consent to the works, can be made to the Environmental Health and Licensing Manager.
11. Employment and Skills plan should be provided in accordance with the Council's guidance. The applicant is advised to contact Angela Torr, Economic Sustainability Team, WBC.
12. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
13. The applicant is advised that planning permission does not in any way allow the public right of way to be obstructed at any time during the course of the development.
14. Nothing connected with either the development or the construction must adversely affect or encroach upon the footpath, which must remain available for public use at all times.
15. The applicant is advised that the Rights of Way Manager must be informed prior to the laying of any services beneath the path.
16. Where the ground levels adjacent to the path are to be raised above the existing ground levels, a suitable drainage system must be installed adjacent to the path, to a specification agreed with the Local Authority, prior to development commencing.
17. No alteration of the surface of the right of way must take place without the prior written consent of the Public Rights of Way Manager.

Planning History - site

O/2010/1432	Outline application for a residential development of up to 1 200 dwellings a further 150 units of specialist housing (including sheltered housing) for elderly persons a local centre to include a foodstore (2 500 sqm) and other retail and office uses a community building proposed extension of existing primary schools erection of a new primary school public open space sports pavilion suitable alternative natural greenspace (SANG) and access and landscaping. – Appeal Approved 08/11/2012
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160183	Application for Reserved Matters submission in respect of the primary infrastructure phase including access roads, suds ponds, foul and surface water drainage and associated landscaping. Approved 15/04/16
161189	Reserved Matters application pursuant to Outline planning permission VAR/2014/0624 (Pursuant to O/2010/1432) for the erection of 517 dwellings including access roads, garages, parking spaces, open space and landscape treatment of Phase 1, Shinfield West. (Access within the site, appearance, landscaping, layout and scale to be considered). Approved 21/07/2016

Planning History South of M4 SDL

F/2005/4827	Proposed construction of an Eastern relief road for Shinfield including a new bridge over the M4 motorway and under Cutbush Lane. Appeal withdrawn 31/10/2006
O/2007/2268	Outline application for the proposed residential development (C3 Use) at a minimum of 30 dph plus creation of new vehicular accesses footpath links cycleways and public open space. Approved 25/02/2008
O/2009/1027	Outline application for phase 1 development of Science & Innovation Park (Access to be considered) plus full application for the construction of access road foot and cycle ways M4 overbridge and associated works including landscaping and engineering works plus erection of boundary wall and fence adjoining Shinfield Road/Access Road. Part demolition and reformation of facade of Stable Buildings at Lane End Farm and demolition of existing farm buildings. – Approved 27/10/10
F/2010/1428	Full application for the construction of an Eastern Relief Road (ERR) to Shinfield including the construction of road foot and cycle-ways an M4 over-bridge. Re-grading of embankments landscaping utilities creation of flood compensation areas and associated works including engineering and other operations. Erection of replacement boundary wall and fence adjoining Shinfield Road/ ERR part demolition of existing farm buildings at Lane End Farm and demolition/deconstruction of two poly tunnels south of Cutbush Lane. – Appeal Approved 08/11/2012
F/2010/1434	Application for change of use of land from agricultural to Suitable Alternative Natural Greenspace (SANG) (Sui Generis use) and associated development to include Pedestrian and Vehicular access, car park, footpaths and landscaping. – Appeal Approved 08/11/2012
O/2010/1432	Outline application for a residential development of up to 1 200 dwellings a further 150 units of specialist housing (including sheltered housing) for elderly persons a local centre to include a foodstore (2 500 sqm) and other retail and office uses a community

	building proposed extension of existing primary schools erection of a new primary school public open space sports pavilion suitable alternative natural greenspace (SANG) and access and landscaping. – Appeal Approved 08/11/2012
F/2013/0347	Full planning permission for the erection of 276 dwellings with associated access landscaping and open space following demolition of existing dwelling and ancillary buildings (214a Hyde End Road). - Approved 24/12/2013
O/2013/0565	Outline application for the erection of 100 dwellings with associated landscaping and open space means of access to be considered. – Approved 10/04/2014
O/2013/0101	Outline planning permission for a residential development comprising up to 126 dwellings, public open space, children's play areas, accesses to Cutbush Lane and the Shinfield Eastern Relief Road, Landscaping, Ecological buffer zone, ground modelling, sustainable drainage systems and associated infrastructure. – Approved 22/07/2014
VAR/2014/0624	Application to remove condition 48 of planning consent O/2010/1432 (the development shall be implemented in accordance with the approved Residential Travel Plan) – <i>Officer note: this has been removed, however a deed of variation has been agreed to the S106 agreement to secure contributions towards the councils own travel plan – My Journey.</i> Approved 22/10/14
F/2014/2323	Full permission erection of 9 dwellings north of Croft Road – Approved 23/03/15
NMT/2014/1837	Application for a non-material amendment to planning consent O/2010/1432 to allow for changes to condition 15 relating to Affordable Housing Provision – <i>Officer note: this application secured 16.6% on site affordable housing provision and a commuted sum for off-site affordable housing which has been secured through a deed of variation to the legal agreement.</i> Approved 23/10/14
RM/2015/1375	Reserved Matters application pursuant to Outline Planning consent VAR/2014/0624 for the erection of 69 dwellings including access roads garages parking spaces open space and landscape treatment of Phase 1a Shinfield West (access within site appearance landscaping layout and scale).
RM/2015/0630	Reserved Matters application pursuant to Outline Planning Consent O/2009/1027 for the development of phase 1A of proposed Thames Valley Science Park comprising the construction of a gateway building and all associated landscaping and ancillary works plus temporary car parking arrangements – Appearance, Landscaping, Layout and Scale to be considered.

SUMMARY INFORMATION

Site Area	2.5ha
School Building Size	2460m ²
Max height	Up to 10m
Previous land use	Agricultural
Proposed staff parking spaces	35
Proposed drop off spaces	34 and additional 6 spaces for immediate drop off at the front of the building

CONSULTATION RESPONSES

Berkshire Archaeology	No comments
Natural England	No objection
Environmental Health	No objection
Network Rail	No comments
Thames Water	Request condition but covered by condition 33 of O/2010/1432 so no need to duplicate
WBC Planning Policy	No comment
WBC Waste services	Standing advice in respect to refuse collection / bin collection points
WBC Highways/drainage	No objection, request conditions 6-7
WBC Landscape and trees	No objection, all covered by outline planning conditions
WBC Ecology	No objection
Shinfield Parish Council	<p>Concerns over:</p> <p>Incongruous nature of the building when viewed from the ridge/green space- concern over colouring. – <i>Officer note: The design of the school is a standard design that reflects other schools that have recently been designed/built in the borough. The colouring of the render is controlled by condition 3. Further landscaping has been requested for the boundary of the site. The area has been identified as being suitable for the siting of the school through the Spatial Framework Plan for the South of the M4 SPD and the outline planning permission established the principle of development together with the AOD heights. The building has been designed to set it apart from the housing and if a roof was added to the building to help it blend in, this would lead to further bulking of the building which would make it more apparent on the landscape. Full assessment in paragraphs 23-31 below</i></p> <p>Insufficient parking – <i>Officer note: The parking layout and provision has been assessed by the highways officer who raises no objections to the provision. See report below paragraphs 49-55</i></p> <p>Narrow access to site – <i>Officer note: The access road is into the site is 6m wide to allow for tracking of vehicles entering/exiting the site. The road leading up to the site is 5.5m wide. The highways officer has assessed this and this is acceptable. The corners</i></p>

	<i>leading into the site will control vehicle speeds. Comments from Thames water in respect to drainage – Officer note: This matter is controlled by condition 33 of the outline planning consent and it is not necessary to duplicate here</i>
WBC Conservation Officer	No comments
WBC Public Rights of Way	No objection
WBC Flood Risk Officer	No objection
Sport England	Standing advice

REPRESENTATIONS

One letter of Objection /Comment in respect to

- Impact on highways / highway safety – *Officer Note: The principle of development has been established for this site under the outline planning application. This included a full Transport Assessment which assessed the impact on the highway. See report below paragraphs 49-55*
- Drop off facilities – *Officer Note: The application includes 34 drop off spaces and a drop off area for a further 6 cars. This is considered sufficient for the needs of the school by the Highways Officer. The school also includes 35 dedicated staff spaces.*
- Modern design of school – *Officer Note: The building reflects standard school design and designed to be flexible. The design will set it apart from the housing and if a roof was added to the building to help it blend in, this would lead to further bulking of the building which would make it more apparent on the landscape. Full assessment in paragraphs 23-27 below*
- Design of school in respect to render (in particular orange) – *Officer note: Condition 3 controls*
- Noise / Disruption (dust/rubbish) / Construction Access – *These matters can be controlled by condition 11 of the outline planning permission*
- Security of the school in respect to access by strangers – *Officer Note: The layout has been designed to accommodate segregated and gated access. A secure line has been incorporated into the design to prevent unwanted access by third parties.*

PLANNING POLICY

National Policy

National Planning Policy Framework 2012

Technical Guidance to the National Planning Policy Framework 2012

National Planning Policy Guidance 2014

South East Plan 2009

Saved policy NRM6 - Thames Basin Heaths Special Protection Area

Wokingham Borough Core Strategy policies:

CP1 - Sustainable Development

CP2 - Inclusive Communities

CP3 - General Development Principles

CP4 - Infrastructure Requirements

CP5 - Housing Mix, Density and Affordability

CP6 - Managing Travel Demand

CP7 - Biodiversity

CP8 - Thames Basin Heaths Special Protection Area
CP9 - Scale and Location of Development Proposals
CP10 - Improvements to the Strategic Transport Network
CP11 - Proposals outside Development Limits (including countryside)
CP17 - Housing delivery
CP19 – South of the M4 Strategic Development Location

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

Managing Development Delivery Local Plan (MDD LP) policies

CC01 Presumption in Favour of Sustainable Development
CC02 Development Limits
CC03 Green Infrastructure, Trees and Landscaping
CC04 Sustainable Design and Construction
CC05 Renewable energy and decentralised energy networks
CC06 Noise
CC07 Parking
CC08 Safeguarding alignments of the Strategic Transport Network & Road Infrastructure
CC09 Development and Flood Risk (from all sources)
CC10 Sustainable Drainage

Landscape and Nature Conservation

TB21: Landscape Character
TB23: Biodiversity and Development
SAL05: Delivery of avoidance measures for Thames Basin Heaths Special Protection Area

Shinfield Parish Neighbourhood Development Plan:

Policy 1 Location of Development
Policy 2 General Design Principles
Policy 3: Sustainable Development
Policy 4: Accessibility and Highway Safety
Policy 5: Parking
Policy 6 Trees, Hedgerows and Woodlands
Policy 7: Biodiversity
Policy 8: Flooding
Policy 9: Community Assets
Policy 10: Community and Sports Facilities
Policy 12 Broadband Provision

Supplementary Planning Documents

Wokingham Borough Design Supplementary Planning Document (18 February 2010)
Planning Advice Note, Infrastructure Impact Mitigation, Contributions for New Development (Revised 28th April 2010)
Sustainable Design and Construction Supplementary Planning Document (28 May 2010)
South of the M4 Strategic Development Location Supplementary Planning Document (October 2011)

Infrastructure Delivery and Contributions Supplementary Planning Document (October 2011)

Wokingham Borough Affordable Housing Supplementary Planning Document (2 June 2011)

A Vision for Our Villages: Ryeish Green, Spencers Wood, Three Mile Cross Character Statement

PLANNING ISSUES

Principle of development and infrastructure delivery

1. The application site forms part of a larger area designated under the Wokingham Borough Core Strategy as the South of the M4 Strategic Development Location (SDL).
2. Wokingham Borough Core Strategy policy CP17 establishes a requirement to provide at least 13,487 new dwellings with associated development and infrastructure in the period 2006-2026. The majority of this new residential development will be in four SDLs, of which South of the M4 SDL is one of these. It is anticipated that a phased development incorporating approximately 2,500 dwellings and associated infrastructure will be delivered on 77 hectares of land within the South of the M4 SDL (Appendix A7.14).
3. Core Strategy policy CP19 is amplified by Appendix 7 of the Core Strategy, the South of the M4 Strategic Development Location Supplementary Planning Document (SPD) and Infrastructure Delivery and Contributions SPD, which addresses the associated infrastructure impacts across the whole Borough. These documents establish a requirement for a sustainable, well designed, mixed use development and make clear that a co-ordinated approach to the development of the SDL will be required to deliver the necessary infrastructure, facilities and services to meet the needs of the expanded community. The development site sits within the development limits as outlined in Policy 1 of Shinfield Parish Neighbourhood Plan
4. The outline consent included a unilateral undertaking. The legal agreement secures the coordinated delivery of the infrastructure necessary to support the development and fair share of the SDL wide infrastructure. These included contributions towards off-site infrastructure and services such as roads, sports facilities, community facilities and green infrastructure. In addition, it secured the delivery of a new two form entry primary school. The requirement of this was to be delivered by the developers and a trigger for the availability of this was secured by condition at 200 dwellings. The requirements are in accordance with the Core Strategy and Infrastructure Delivery and Contributions Supplementary Planning Document.

Site background/established principles

5. The details approved under the outline planning consent established parameters for the development including general site layout including the quantum of development, indicative location of the school site, open space, density and general heights of buildings. Access to the site was also established.
6. A reserved matters application for the infrastructure for the Shinfield West planning unit has also been approved under 160183. This has secured the early delivery of

roads to the school site and the access road to the main school entrance has been approved as part of infrastructure reserved matters approval. Drainage networks have also been approved which the school site would link into.

7. The current planning application broadly reflects the principles identified by the outline planning approval. A primary school design brief was also approved as part of the conditions secured through the outline planning consent O/2010/1432. This establishes the overarching principles for the site for areas such as parking and design principles for the school itself. The early delivery of the infrastructure will accelerate delivery of the school site and provide appropriate routes to the school for the future users.
8. Planning approval has also been granted for the phase 1 development parcels for the Shinfield West planning unit and this was for 517 dwellings together with open space (161189). The delivery of the school is set by condition to be delivered upon occupation of 200 dwellings. Some of the approved dwellings will front onto the eastern boundary of the school site and in addition a playground would be located to the south of the site.

Proposal

9. The proposal is for a 2 form entry primary school which would accommodate up to 420 pupils. In addition, 52 nursery places are to be provided within the school complex. This facility and the reception classroom would be delivered in a self-contained area at the front of the site with access to outdoor play located behind secure fencing. The school building (as mentioned in the Summary Information above) has been designed to provide a further form of entry should future residual need in the area require this. This could provide accommodation for a further 210 pupils. The masterplan demonstrates how this could be delivered and outlines where additional parking could be located on the school site.
10. The developers have carefully ensured that the design of the school is in accordance with Children's Services requirements which broadly echo the governments Building Bulletin 99. Several amendments have been made as the design of the school has evolved and this has been informed by the end user of the school.

Site Description

11. The application site lies to the west of the Shinfield West planning unit. The previous land use was agricultural. The site lies directly adjacent to the green space between Shinfield, Spencers Wood and Three Mile Cross. The site slopes gently down towards the south. The nearest residential development located at Holder Close / Deardon Way some 50m from the application site (edge of the school playing fields). Future housing will however front towards the school perimeter on the south and eastern boundary of the site (housing on the eastern boundary has already been approved under 161189).

Masterplan – Layout

12. Core Strategy Policies CP1, *Sustainable Development* and CP3, *General Principles for Development* requires high quality design that respects its context. This requirement is amplified by MDD LP Policies CC03, *Green Infrastructure, Trees and Landscaping* and TB21, *Landscape Character* and South of the M4 SPD which requires development proposals to protect and enhance the Borough's Green

Infrastructure, retaining existing trees, hedges and other landscape features and incorporating high quality - ideally native – planting as an integral part of any scheme, within the context of the Council’s Landscape Character Assessment.

13. Core Strategy policy CP19 sets out the concept rational for the design parameters for the South of the M4 SDL and these are outlined in further detail in Appendix 7 of the Core Strategy. This states that:
 - a. *Development in a series of locations around the periphery of the three villages is required. This approach should consider the relationship between the current built areas and the open countryside. Opportunities to form new edges to the existing villages exist, allowing a managed transition between urban and rural.*
14. Policy 1 of Shinfield Parish Plan sets out the development limits. These follow those identified in the South of the M4 SPD. The development site is within these limits.
15. Policy 2 sets out general design principles and requires that development is complementary to the built environment surrounding the development site and layouts should acknowledge existing landscape constraints. Policy 6 is concerned with Trees, Hedgerows and Woodland in new development and sets out a landscape led design approach with retention and appropriate buffers to existing important vegetation.
16. Further design guidance is provided by the South of the M4 SPD in section 4. Design principle 3 is concerned with character and states that there should be diversity and distinction in the SDL which should be enhanced through the application of character typologies.
17. It is important to set out the site in the context of the overarching outline planning permission for Shinfield West as the application site forms part of the planning unit. In order to ensure consistency of design for the entire planning unit, the overarching planning consent established design principles including indicative parameter plans for development limits, density and building heights. Further design guidance was also included within the Design and Access Statement (DAS).
18. To build upon these principles, a design brief was approved identifying the general principals of the site (C/2013/2495). This has helped to inform the layout of the school and facilities such as parking.
19. The submitted site layout masterplan retains the principles within the outline planning application and design brief. The school complex has been located in the area identified by the outline planning permission / SPD and the building height is in accordance with the established height parameters. The site plan is shown in figure 1 below. The school would be located on the edge of the development as envisaged by the South of the M4 SPD and the open space surrounding it would provide a degree of transition between the built form and the edge of settlement. This will be strengthened by landscaping secured by conditions 9-16 of the outline planning consent.



Figure 1: Proposed Layout

20. The applicant has also carefully considered the delivery of facilities for the school. At the entrance of the site there is a drop off area which has 34 spaces including 2 disabled bays. This is segregated to the main staff parking area which is fenced off to avoid any conflicts in use. The staff parking area would deliver 35 dedicated parking spaces. Sports pitches and outdoor play are located to the rear of the site which would ensure that the pupils are contained in this area. Two small areas of play are located to the front of the site which would serve the reception and nursery pupils and these areas would be fenced off from the car park.
21. The layout also shows how the school could be extended to 3 forms of entry should need in the wider area require a further form of entry. This shows how facilities such as the car park and school could be extended (should WBC wish to elect to secure the additional land) and shows a future proofing element of the design. Whilst these are not subject to the current application and would require a separate planning consent, the applicant has demonstrated a comprehensive approach to futureproofing the school for further expansion.
22. The school would be served both by car and foot by the established links identified by the primary infrastructure which would provide safe routes to school.

Masterplan – Design and appearance

23. In terms of the detailed design of the school, the South of the M4 SPD recommends

that the existing built form should be used to inform the design which is echoed by the Shinfield Parish Plan policy 2. The design code sets out the parameters for the site and builds upon the principles established by the design and access statement for the outline planning consent.

24. To set the site in context, the school is currently located away from existing residential houses although this will not always be the case when housing is delivered on the Shinfield West planning unit. Housing has been approved on the eastern boundary which was for a mixture of traditional and modern house types. This approach is also expected for the phase 2 reserved matters housing (when application is submitted) which will bind the site to the south. This has been considered in the school design and layout.
25. The school building would be a part single but predominantly two storey building. The design approach is a modern form with detail such as render applied to the façade. To break this up, the applicant has used different colours to the render which provides a degree of interest to the school and helps to break up the massing. The colour of this will be controlled by condition 3. The proposed design represents standard modern school design, found elsewhere in new schools within the borough and is intended to be flexible and make efficient use of the site. Given that there is no particular existing precedent set in the immediate area and the intended use of the school, it is considered that the modern design is acceptable and this approach is encouraged by the SPD. This will set it aside from the housing and apartments that will be delivered in the Shinfield West planning unit and make it easy to identify. Had a more traditional design approach been applied such as incorporating a pitched roof, further bulk would be added to the building increasing the building height and its visual impact on the wider area. This would make the building more visually prominent on the landscape. In addition the current design allows the school to be easily expanded or altered in the future if required.
26. The applicant has included a sprinkler tank on the plans and has demonstrated that a sprinkler system can be accommodated within the school building if required.
27. Given the intended use of the building, and above considerations the design of the school is considered acceptable. As such it is considered to respect the context of the site location and advice provided by the NPPF, policies CP1 and CP3, Policy 2 of the Shinfield Parish Neighbourhood Plan together with the South of the M4 SPD and Supplementary Planning Guidance and is therefore acceptable.

Masterplan – Landscaping

28. The existing landscape context of the site is limited predominantly to open fields. As such there are no significant landscape features that require retention.
29. The proposed plan includes landscaping features within the school boundary on the west and south of the site. To the north allotments are to be delivered as part of planning approval 161189 which would provide an additional buffer to the countryside to the north. On this boundary a further hedgerow is to be planted when the allotments are delivered. This would help screen the school from the open space from the north west and south of the site. On the east, the site would have frontage residential development which would in part screen the school.
30. Following requests for further information, the applicant has strengthened the landscaping on the southern boundary and further details in respect this is secured

by conditions 9 – 16 of the outline planning consent

31. Overall, there would be no loss of significant hedgerows and trees. The incorporation of hedgerows and semi mature trees within the site layout which would help soften the built form. The Landscape Officer has assessed the planting strategy and is satisfied with the planting at this stage. Further details in respect to planting can be secured by conditions 9-16 of the outline planning consent.

Masterplan – Sports Pitches

32. The layout includes sport pitch provision. There would be 1 full sized football pitch in accordance with Sport England guidance and 3 netball sized courts / multi use play space. Dual use of these facilities has not been planned at this stage as the council is seeking to focus sports facilities at Ryeish. Should need in the future be generated, however, the building design means that this could be achieved (see paragraph 33 below).

Masterplan – community use

33. Part of the approved school brief was to ensure that there could be dual use of the school building for education and community use (outside of school hours). The layout of the school has been well considered by the applicant through using a zoned approach for the classrooms, nursery and school hall / studios. This means that the classrooms can be segregated off from the hall / studio and a secure line achieved within the building. As such, the hall and studio effectively become a separate 'wing' within the building for community events. In addition, access to toilet facilities together with the kitchens can be maintained in this 'wing' for community events.

Masterplan conclusion

34. The design approach taken to inform the layout and appearance of the building is considered to respond well to the existing landscape features, context of the site and in respect to the surrounding area. The applicant has strongly demonstrated a comprehensive approach to the delivery of the school through the application of the principles established in the design code, layout of the school and design of the school building itself.
35. Overall, it is considered that the proposal would not have a significant detrimental impact on the character of the area and is broadly in accordance with the principles of the relevant planning policies and supplementary planning advice.

Residential amenity: the impact upon existing neighbouring properties/future occupants of the Shinfield West dwellings.

36. Core Strategy policy CP3 requires that new development should be of a high quality of design that does not cause detriment to the amenities of adjoining land users. Policy 2 of the Shinfield Parish Plan seeks to ensure that new development does not harm existing residential amenity. Separation standards for new residential development are set out in section 4.7 of the Borough Design Guide.
37. The site is currently reasonably well isolated from any residential development and the main potential impact can be identified to residents of Holder Close / Deardon Way. The school building would itself however be located some 70 m from the nearest residential dwelling. This exceeds Borough Design Guidance and is

sufficient to overcome any overbearing, loss of light or overlook issues associated with the delivery and use of the school.

38. In respect to noise, whilst it is acknowledged that there would be a greater level of activity in the area arising from the delivery and future occupation of the school, the principal of development and land use has been established. The noise arising from the use of the school would not be to an extent that is unusual of such a facility in a residential area. Construction activities would be temporary and in order to reduce the impact for the surrounding residents, these can be controlled by conditions 11 of the outline planning consent. It is considered that the proposal would not result in any significant harm to the amenity of the existing residents/future residents and is in accordance with policies CP1 and CP3 and supplementary planning guidance.
39. It is also important to consider the relationship of the school with the approved houses for the Shinfield West planning unit. There would be a row of houses that face towards the eastern boundary of the school site, however due to the level of separation, this would be sufficient to overcome any significant overbearing, loss of light or overlooking issues. Again the noise associated with the use of the school is an established principal and the intended use of the school would not cause significant harm to the future occupants of the approved dwellings when these are occupied. Furthermore, the developer should make the future occupants aware of the delivery of the school in that area and this will be used in the marketing of the houses when these parcels are brought forward.
40. The school building complies with the separation standards outlined in the Borough Design Guide. Where there is no prescribed standard, a comparable relationship has been applied. Given these factors and the onsite conditions, it is considered that there would be no significant issues arising in terms of loss of light, overbearing or overlooking. Planning condition 4 for community use is also attached which will control the hours of use of the building outside of the normal school operation.
41. Given these relationships and the onsite conditions, it is considered that there would be no significant amenity impacts to existing residents in terms of overlooking, loss of light and overbearing.

Security

42. The layout takes into account security and the outdoor facilities are segregated to ensure the pupils are contained within these areas when required. The school will benefit from natural surveillance from the new housing when this is delivered which will limit opportunities for antisocial behaviour outside of school hours. The school site would be secured by a perimeter fence and the layout and design are considered acceptable.

Noise

43. Core Strategy Policy CP1 and MDD LP Policy CC06 direct development away from areas where noise would impact upon amenity and require mitigation where noise cannot be completely avoided.
44. The school has been sited well away from any main sources of noise on the edge of the residential development. The activities surrounding the school site would be

akin to those in a normal residential area.

45. Whilst it is acknowledged there would be a degree of noise generated by the delivery of housing adjacent to the school, this can be controlled by the Construction Environmental Management Plan. The school building itself will be well insulated to limit noise within the building itself and construction activities would be temporary. The relationship is therefore considered acceptable.
46. On this basis there should be no significant noise issues that would be to the detriment of the future use of the school.

Sustainable Design and Construction

47. Core Strategy Policy CP1 requires development to contribute towards the goal of achieving zero carbon development by including on-site renewable energy features and minimising energy and water consumption. MDD LP policies CC04, CC05 and the Sustainable Design and Construction Supplementary Planning Document (May 2010) also emphasise this. Policy 3 of the Shinfield Parish Neighbourhood Plan also echoes these principles.
48. The Design and Access Statement makes a commitment towards sustainable design and construction and is informed by the Design Brief. The school will be constructed to a BREEAM very good standard. The design and access statement also makes a commitment to 10% renewables which will be achieved by photovoltaic panels. These measures will be secured by condition 54 of the outline planning consent. On this basis the proposal is considered in accordance with the policy requirements.

Access and movement

49. The outline planning permission for Shinfield West established the access points to the site and was accompanied with a full Transport Assessment. This included modelling the impacts of the development by using the Wokingham Strategic Transport Model which included a review of this development site, the South of the M4 SDL and the wider Core Strategy development proposals. It was demonstrated that there would be no significant harm caused by additional houses /associated infrastructure to both local and the wider transport networks, subject to the delivery of the Transport Interventions that were identified and secured through a legal process which include the Eastern Relief Road. The current reserved matters application does not deviate from the established access points approved under the outline planning application. Access to the school site has been further informed by the approval and implementation of the Infrastructure reserved matters planning permission together with the Phase 1 housing.
50. Policy 4 of the Shinfield Parish Neighbourhood Plan requires development to provide good accessibility by car, cycle and foot and ensure highway safety. Encouragement of use of public transport is also promoted. Policy 5 of the Shinfield Parish Neighbourhood Plan sets out parking standards. These should be in line with WBC standards.

Site Access

51. The site would be accessed from a road leading from the approved infrastructure spine road which is currently being delivered on site and is in an advanced state of construction. The internal roads of the Shinfield West Planning unit have been

designed to link in well with this and provided good access to the school site by foot/cycle. Outside the application site for the wider catchment areas, access to the school would be either of Church Lane/Deardon Way or Hyde End Road. Further pedestrian foot / cycle links would be provided to the centre of Shinfield when the access onto Hollow Lane is completed and work in respect to this is ongoing on site at present.

Access and movement - Site layout/parking

52. The layout of the school includes an area for staff parking and a drop off point, totalling 69 parking spaces. The staff parking area would accommodate 35 spaces and further land is available for 11 additional spaces should the school be expanded to 3FE. The staff parking is designed to be segregated from the drop off point and the car park incorporates a gate to prevent conflicts in use. The total level of car parking provision is more than the Borough car parking standards. Pre-application discussions took place to help ensure adequate car parking was available for users.
53. For the drop off area, there would be 34 spaces provided which includes 2 disabled bays. Providing adequate drop-off / short stay car parking is a difficult balance. If it is all too easy with too many spaces then it encourages more double car trips for children being dropped off and collected. On the other hand, if inadequate, then difficulties can be transferred to neighbouring streets. The proposed provision is considered to represent the right balance and the School Travel Plan as set out in the planning conditions will play an important role in ensuring this balance is maintained. The parking has been designed to provide additional space for the area of children's playground to the south of the site which will be delivered as part of the phase 1 housing and was approved under 161189. This will allow for dual use of the facility although in reality, the need generated for the children's play area is likely to be low given that further areas of play space are to be provided within the Shinfield West planning unit. The close proximity of the playgrounds means that walking is likely to be the main form of access and as such usage of the drop off area is likely to be limited.
54. A further drop off zone is provided by layby type arrangement at the front of the school site. This will allow for parents of older children to drop them off at the front of the school. This would provide a further 6 spaces for collection and drop off.
55. The drop off area has been designed to allow for refuse and coaches to manoeuvre safely within the school grounds which has been tested by tracking the proposed layout. The drop off zone at the front of the school can also be used for coaches to park as these are most likely to be within the school grounds outside of times when parents are dropping off or collecting pupils.

Access and Movement – Pedestrian & Cycle Access

56. Through the early delivery of the infrastructure, there would be good pedestrian and cycle access to the school from the outset. The layout of the approved houses and infrastructures provide good pedestrian/ cycle permeability to the site for future occupants. Whilst construction will continue on site for several years after the school has been delivered, the early delivery of the infrastructure means that these can be delivered in parcels which can be horded off from the main routes for the school. The CEMP for the housing development area can be reviewed in order to ensure construction vehicles are routed in the most appropriate parts of the site.

57. The delivery of the allotments to the north of the site will also facilitate access to the existing residential development on Deardon Way with a footpath linking to the north. Further access will also be provided to Holder Close for existing residents through the development site. Good links will also be provided for the residents of Shinfield via Hollow Lane which should encourage walking and cycling to the school.

Access and Movement - Cycle storage

58. 5 cycle stands (to serve 10 cycles) are to be located to the front of the site within the drop off area for visitor use. Within the school grounds, behind the secure fence line there would be a further 10 cycle stands (to serve 20 cycles). These would be located under cycle shelters. A further 60 spaces will be available for scooters and again these would be stored within cycle shelters close to the school entrance. There is further space available within the school complex to provide further cycle parking facilities should these be required and these can be reviewed through the travel plan.

Access and Movement - Access to public transport

59. A South of M4 Public Transport Strategy is expected to provide up to a 15 minute each way frequency bus service that operates in a loop in and out of Reading along the A327 or A33 corridors. This service has been secured and the bus service and alternative methods of travel to work can be identified through the travel plan

Access and Movement – Travel Plan

60. Condition 49 of the outline planning application secured the requirement for a travel plan within 6 months of occupation of the school. This will allow for travel patterns to become established and outline methods to encourage sustainable travel methods to the school. It will also allow for issues such as cycle parking to be reviewed and if necessary, increase provision. In the meantime, condition 6 is attached to secure a framework travel plan which will establish principles for encouraging sustainable modes of transport to the school.

Flooding and Drainage

61. Core Strategy Policy CP1 and MDDL Policies CC09 and CC10 establish that new development should avoid increasing and where possible reduce flood risk (from all sources) by first developing in areas with lowest flood risk, carrying out a Flood Risk Assessment (FRA) where required and managing surface water in a sustainable manner. These requirements are reinforced by the South of the M4 SPD Design Principle 1c(ii) which requires provision of a comprehensive system for water management, which takes account of existing features and includes proposals for effective sustainable urban drainage (SUDS), measures to avoid flood risk and new ponds. Policy 8 of the Shinfield Parish Neighbourhood Plan echoes these principles and looks to retain existing watercourses in new development.

62. The site is entirely in Flood Zone 1 where the risk of flooding is low and all uses, including more vulnerable residential uses and less vulnerable uses (the proposed school, shops and community uses) are appropriate. Furthermore, the site was allocated in the Core Strategy, which was subject to a Strategic Flood Risk Assessment.

63. The outline application was supported by a Flood Risk Assessment which assessed the impact of flooding on the application site. This identified flood risks across the

whole site and propose measures to manage surface water runoff including the 1 in 30 year and 1 in 100 year storm events (+30% for climate change) for the areas of residential development.

64. In order to ensure that the increase in surface water runoff associated with the additional built form is managed, a strategic approach to drainage is proposed. This included a SUDS pond within the school site. This would link into the drainage features approved for the wider Shinfield West Planning unit. The design of the SUDS pond has been well considered for the future use of the school and is segregated by fencing. The SUDS pond will not only attenuate storm water on site and control the discharge but will also provide landscaping features.
65. The Flood Risk Assessment and Drainage strategy propose measures on site have been assessed by the council's Drainage Officer. They have raised no objection to the proposed package of measures in terms of the impact to existing neighbouring residents and future occupiers of the site. On this basis the proposals are considered acceptable.

Ecology

66. Core Strategy Policy CP7, carried forward by MDD LP Policy TB23, requires appropriate protection of species and habitats of conservation value. Policy 7 of the Shinfield Parish Neighbourhood Plan seeks mitigation and measures to enhance biodiversity. Design Principle 1b of the South of the M4 SPD (i-ii) is concerned with protection of ecological habitat and biodiversity features, together with mitigation of any impacts that do arise. This demonstrates that the site layout has considered impacts on ecological permeability. In addition no advisee impacts are envisaged to flora and fauna and a detailed mitigation strategy has been provided.
67. In terms of existing vegetation, the applicant has demonstrated that there would be an adequate buffer zone from the proposed development to these features. The Biodiversity Officer has assessed the application and is satisfied that there would no significant impact on ecology.

Heritage

68. Policy TB24 of MDD LP seeks to ensure that development conserves and, where possible enhances the important character and special architectural or historic interest of listed buildings. The site is located well away from any listed buildings and as such would not have an impact on the character or setting of any listed buildings in the locality.

Archaeology

69. Core Strategy Policy CP3 and MDD LP Policy TB25 require the archaeological impact of development to be taken into consideration. Condition 31 relating to archaeology was attached to the outline permission for a written scheme of investigation prior to the commencement of development and this approach is supported by the Council's Archaeological Officer.

CONCLUSION

The reserved matters are consistent with the principles and parameters established by the outline planning permission, which themselves reflect the Council's adopted policies and those within the Shinfield Parish Neighbourhood Plan and guidance for development within the South of the M4 SDL. It is considered that the application will

deliver high quality school development in accordance with the Council' spatial strategy and vision and therefore can be recommended for approval.

CONTACT DETAILS

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

Planning observations from Shinfield Parish Council – 20 February 2017

170035

Proposal

Land to the west of Shinfield

Reserved Matters application for a two form entry (2FE) primary school, including all hard and soft play areas, school car parking, attenuation pond (habitat area), landscaping and associated drop off car parking.

Planning Officer
Comment

Christopher Howard Comments by 20 February 2017

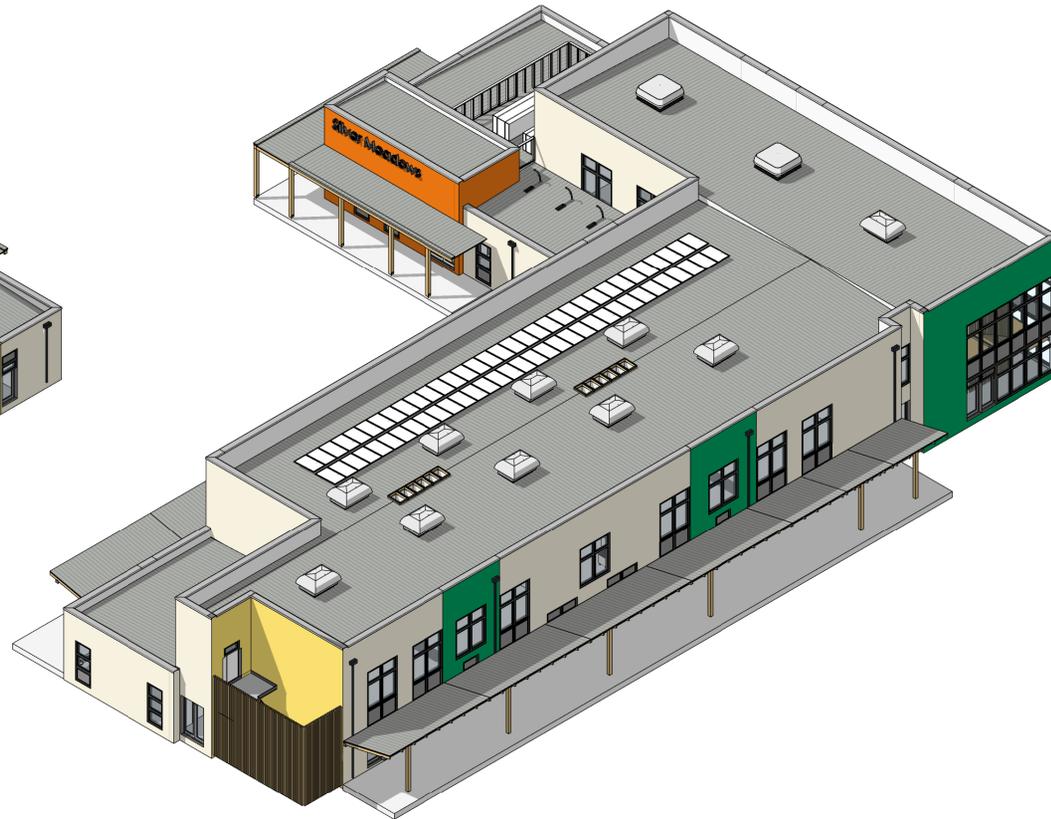
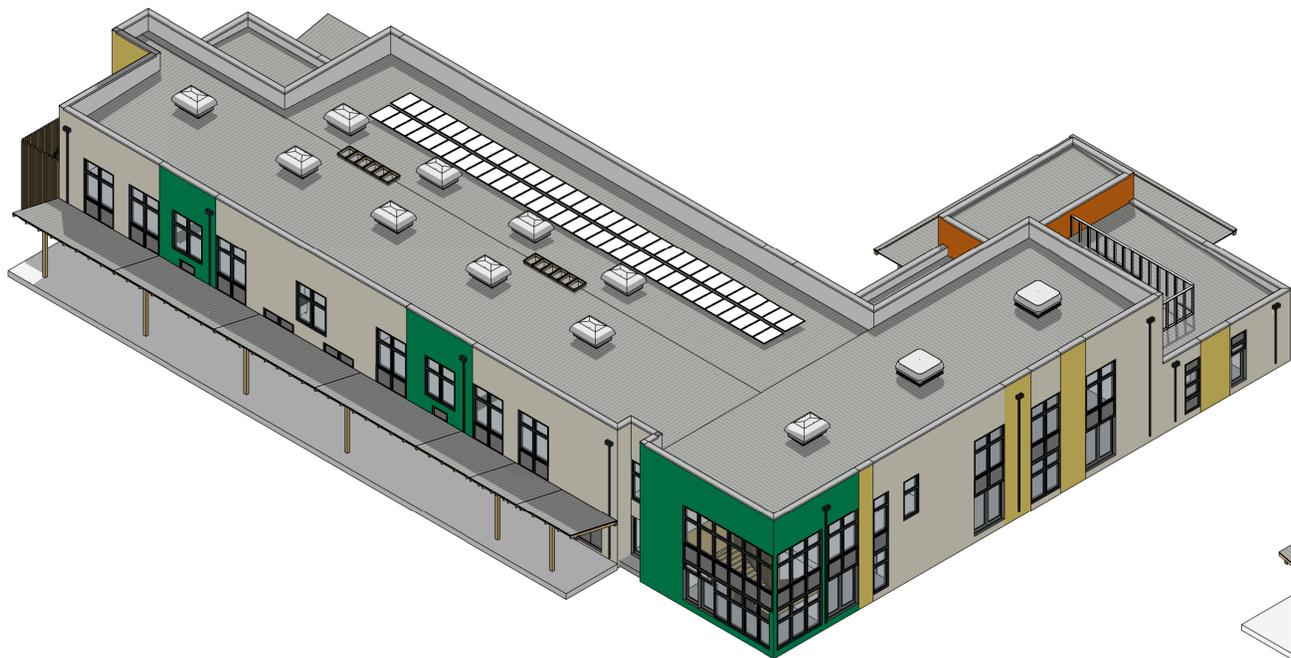
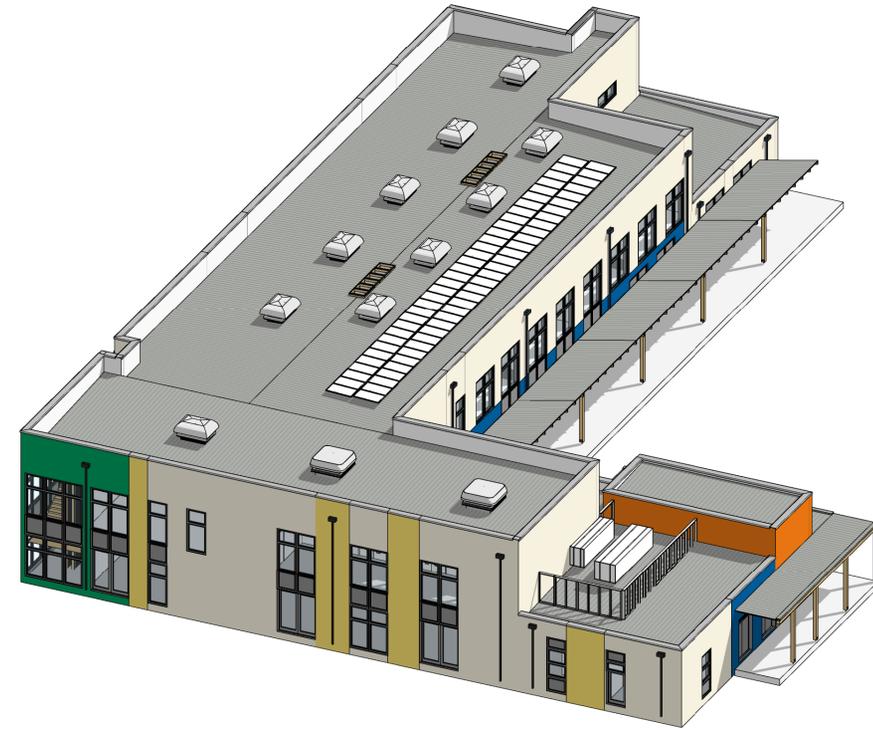
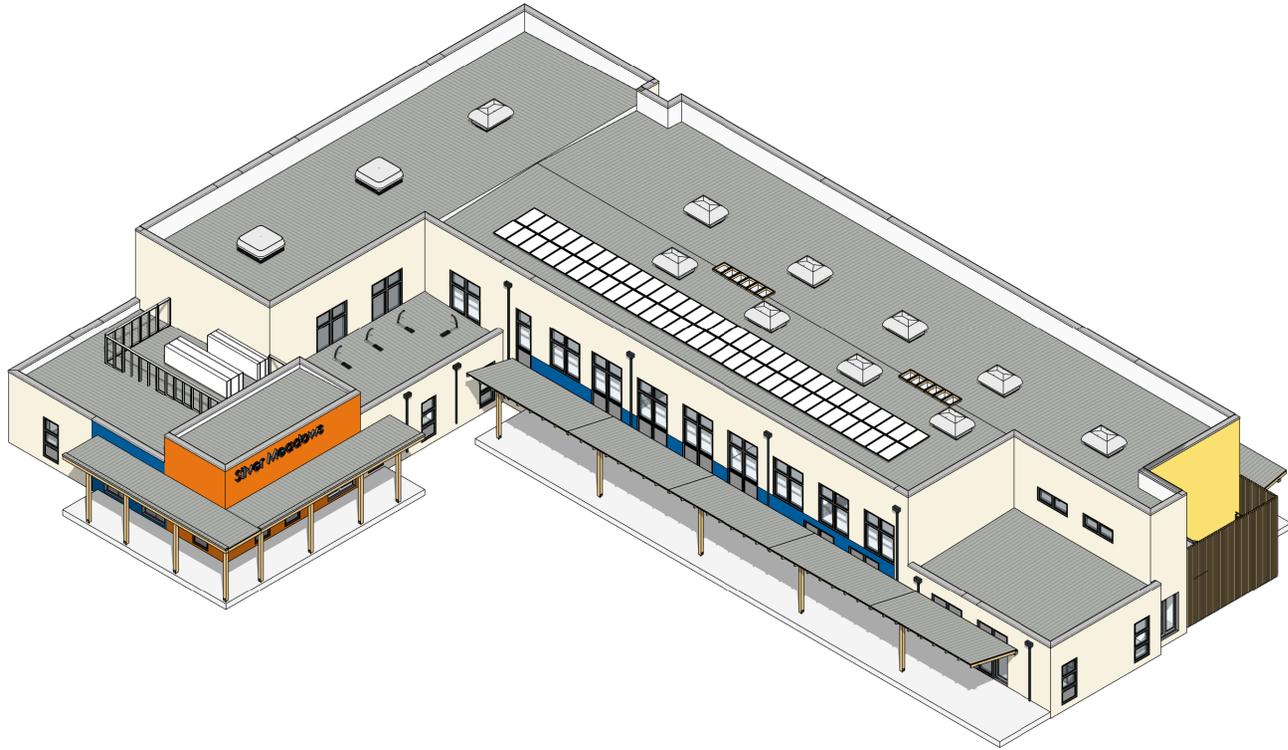
Shinfield Parish Council expresses concern over:

- The incongruous nature of the building, when viewed from the ridge and the green separation space which the Parish Council does not feel will be suitably remedied by fencing or planting, particularly if the external building material is a bright colour, as suggested in the design pictures. See the Neighbourhood Plan policy 2, which requires the use of 'materials that complement the established built environment around the development site' – which will be predominantly brick residential buildings.
- Insufficient parking for staff (Shinfield Infant and Nursery School, which has only 4 year groups, has 22 dedicated spaces on site, plus use of a free car park at school green. They have more than 50 members of staff).
- Insufficient provision of drop-off parking. Parents of children in the nursery, reception and infants are much less likely to make use of a 'kiss-and-drop' style drop off, which, whilst suitable for older and more independent children, is unlikely to be suitable for younger children, and therefore the demand for spaces where parents

can park and walk their children into the school to drop them off, is likely to far outstrip the supply, leading to on-street parking in local residential streets, and all the associated problems that this causes.

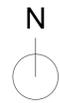
- The narrow entrance point to the site, which is likely to lead to conflict between vehicles and pedestrians.
- Concern that Thames Water are unable to comment on the proposals, due to the lack of information on the drainage. The application will only be acceptable if Thames Water have approved the drainage and water proposals for the site.

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Rev	Date	Description	By	Clk
A	27/04/2017	Planning 3D Visuals revised	MG	TP
Architect:				
		5.20 The Paintworks, Bath Road Arnos Vale, BRISTOL, BS4 3EH T +44(0)117 316 0570 F +44(0)117 316 0571 info@thebushconsultancy.com www.thebushconsultancy.com		
Client:				
				
Project title:				
Shinfield West Primary School				
Drawing Title:				
3D Views				
Drawing Status:				BIM Status:
S2 - For Information Purposes				
Drawn:	Checked:	Scale:	Date:	Previously:
Author:	Checker:	@ A1	12/22/16	
Dwg No:				Revision:
3270 - TBC - V1- XX - PL - A - SK01				A

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LEGEND

Hardscape

- Road and car parking
- Drop off - Car/Coaches
- General paved surface
- Formal paved play areas
- Informal paved play areas
- Paved Area for solid compound structure containing; Bins / Sprinkler Tank / Substation
- Expansion Car Park for 3FE; stone chipping surface
- Paved area within 3FE expansion footprint
- Multicoloured paved surface
- Nature trail path

Softscape

- Attenuation pond
- Wildlife / nature area
- Informal soft space - grass / planting
- Formal softscape - shrub / tree / hedge planting
- Sports pitches
- Hedge boundary with protective 1.2m (h) post and rail fence.

Boundaries and Fencing

- 1.8 - 2.2m (h) Galvanised and powder coated weld mesh fence with double leaf pedestrian and vehicle gates.
- 1.8 - 2.2m (h) Chain link Fence
- 1.8 - 2.2m (h) Solid Fence (located between nursery/reception and car park edge)
- 1.2m (h) Standard Bow Top fencing with single leaf self close gates.
- 1.2m (h) Timber Palisade Rounded Top fencing with self close lockable gate.
- 1m (h) Semi domed Stainless Steel Bollards
- 1.2m (h) Timber Post and Rail Fence
- Knee rail - Timber post and rail fence (School entrance)
- Southern edge of site boundary

Features

- Cycle Stores - 8 Bikes per store
48 no. bikes total across site
- Cycle Hoops x 5
- Raised Planter; tree / shrubs / fruit / vegetable planting
- Solid Compound Structure; Bins / Sprinkler Tank / Substation
- Graded slope to sports pitches

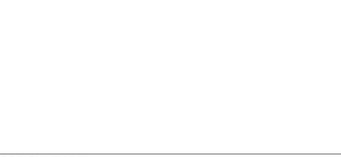
GENERAL NOTES

- 01.
- 02.
- 03.
- 04.
- 05.

REVISIONS

REV	DATE	DESCRIPTION	REV BY	CHK BY
A	10.01.17	Alterations to c/p spaces.	AMJH	AC

KEY PLAN



CONSULTANT



LEAD CONSULTANT

CLIENT

ISSUED FOR

Planning Approval

PROJECT

Shinfield West Primary School

DRAWING TITLE

GA Landscape Masterplan

Drawn	AMJH	Checked	AC	Approved	AC
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Date	06.01.17	Sheet Size	A1	Scale	1:500
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Drawing No.	Rev.
G960_L_100_GA LANDSCAPE MASTERPLAN	A

CAD File No.	Consultant Project No.
G960_L_100_	

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Agenda Item 135.

Development Management Ref No	No weeks on day of committee	Parish	Ward	Listed by:
163610	17/8	Finchampstead	Finchampstead South	Cllr Weeks

Applicant Mr P White
Location Belscot, Reading Road, Finchampstead. **Postcode** RG40 4RA
Proposal Full application for the proposed change of use of the land and buildings from Use Class B1 (Business) and B8 (Storage & Distribution) to Use Class B1 (Business), B2 (General Industrial) and B8 (Storage & Distribution).
Type Minor
PS Category 15
Officer Mark Croucher

FOR CONSIDERATION BY Planning Committee on 10th May 2017
REPORT PREPARED BY Head of Development Management and Regulatory Services

SUMMARY

The application seeks the proposed change of use of part of the site from B1 and B8 to a flexible use of B1, B2 and B8. The change of use will relate to two existing buildings and an associated external storage area. No additional built form is proposed.

The application site is within the countryside and the proposal is compliant with policy CP11 of the Core Strategy and the NPPF. A main concern expressed by neighbouring residents is noise and disturbance as a result of the B2 use. In consultation with the Environmental Health Team, it is considered that the recommended conditions would mitigate any harmful noise as a result of the B2 use. The permission would only allow a B2 use in 2 of the existing buildings.

The existing buildings have a lawful use of B1 and B8. The fall-back position of the lawful use is a material consideration. It is not considered that the impact on the character and appearance of the area or highway safety would be materially worse than the lawful use of the site. The proposed development would result in economic benefits by allowing a local business to operate on the site. It is considered that the benefits of the proposed development will outweigh any identified harm and the application is accordingly recommended for approval subject to conditions.

PLANNING STATUS

- Countryside
- Green Route

RECOMMENDATION

APPROVAL, subject to the following conditions:

Time limit

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

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

Approved plans

2. This permission is in respect of the submitted application plans and drawings numbered ref: GP/04/16, GP/06/16 Rev C and BCP/8062/01. 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.

Proposed use

3. The use of the buildings for the metal fabrication business known as Specialised Metal Fabrications Ltd hereby approved shall only occur inside of the units 2 and 3 on the plan GP/06/16 Rev C and at no time shall occur outside of these buildings.

Reason: To protect the amenity of the neighbouring properties and the character and appearance of the area.

4. The proposed B2 use hereby permitted shall be limited to the company known as Specialised Metal Fabrications Ltd and shall not be used for any other enterprise of company unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the use of the site is compatible with the character and appearance of the area and the amenity of neighbouring properties.

5. The use of the site hereby approved is to be restricted to between the hours of 0700 and 1900 Monday to Friday; 0900 and 1900 on a Saturday; and none on a Sunday, Bank or National Holiday.

Reason: In the interests of the amenities of neighbouring occupiers.

Noise mitigation

6. Acoustic installation and mechanical ventilation details of units 2 and 3 hereby permitted to be used for a B2 use shall be submitted to and approved in writing prior to the commencement of the B2 use of the buildings. The details thereby approved shall be fully implemented prior to the B2 use of the buildings and maintained in perpetuity unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure there is no detrimental noise and disturbance to the neighbouring residents.

7. The internal layout units 2 and 3 shall include a double door system in accordance with plan ref: GP/06/16 Rev C and maintained in perpetuity unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure there is no detrimental noise and disturbance to the neighbouring residents.

Waste and refuse

8. Prior to the commencement of development details of the waste and refuse arrangements shall be submitted to and approved in writing by the Local Planning Authority. The details hereby agreed shall be fully implemented unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of visual and neighbouring amenities and functional development. Relevant policy: Core Strategy CP3 and Managing Development Delivery Local Plan policy CC04.

Vehicle access & highway safety

9. 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 at, or within 10 metres of, the vehicular access onto 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.

10. Prior to the B2 use of the units, the vehicle access to the site shall be amended accordance with the plan ref: 11-095-001 Rev B providing visibility splays of 3 metres by 110 metres to the west and 3.5 metres to the east. No structure or erection exceeding 0.6 metres in height shall be placed within these sightlines.

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

External lighting

11. Details of any external lighting shall be submitted to and approved in writing by the Local Planning prior to their installation unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the character and appearance of the area and the amenity of neighbouring residents.

Contamination

12. Before development commences the applicant shall carry out an intrusive investigation and contamination risk assessment of the application site in accordance with the recommendations outlined in the Phase One Environmental Assessment Report for the site dated June 2005 by Argyll Environmental (Ref: AEL-1847-PHI-538191) and an updated walkover survey. The applicant shall then, if necessary, prepare and submit to the Local Planning Authority for written approval a remediation scheme that follows the guidelines set out in BS10175 'Code of Practice for the Investigation of Potentially Contaminated Sites' and CLR11 Model procedures for the management of Land Contamination.

Reason: To ensure that any contamination of the site is identified at the outset to allow remediation to protect existing/proposed occupants of property on the site and/or adjacent land.

13. Before buildings on the application site are occupied the remediation works to make the land suitable for its intended use, as set out in the approved remediation scheme submitted to comply with condition 12 above shall be completed and a validation report shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that any contamination of the site is identified at the outset to allow remediation to protect existing/proposed occupants of property on the site and/or adjacent land.

Trees protection & landscaping

14.(a) No development or other operation shall commence on site until an Arboricultural Method Statement and Scheme of Works which provides for the retention and protection of trees, shrubs and hedges growing on or adjacent to the site in accordance with BS5837: 2012 has been submitted to and approved in writing by the local planning authority. No development or other operations

shall take place except in complete accordance with the details as so-approved (hereinafter referred to as the Approved Scheme).

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

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

15. 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 protect existing trees and planting and the verdant character and appearance of the area.

16. Details of any proposed hard surfacing to be laid on the site shall be submitted to and approved in writing by the Local Planning Authority prior to its installation. Unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a satisfactory appearance and the protection of nearby trees.

17. Prior to the commencement of the development there shall be submitted to and approved in writing by the local planning authority a scheme of landscaping, which shall specify species, planting sizes, spacing and numbers of trees/shrubs to be planted, and any existing trees or shrubs to be retained. Planting shall be carried out in accordance with the approved detail in the first planting and seeding seasons following the occupation of the building(s).

Any trees or plants which, within a period of 5 years from the date of the planting (or within a period of 5 years of the occupation of the buildings in the case of retained trees and shrubs) die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species or otherwise as approved in writing by the local planning authority.

Reason: to maintain the Green Route and the verdant character and appearance of the area.

Informatives:

1. The Council engages with all applicants in a positive and proactive way through specific pre-application enquiries and the detailed advice available on the Council's website. On this particular application, no pre-application advice was sought before the application was submitted. As the proposal was clearly contrary to the provisions of the Development Plan, it was considered that further discussions would be unnecessary and costly for all parties.
2. 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.
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. This permission does not convey or imply any approval or consent that may be required for the display of advertisements on the site for which a separate Advertisement Consent application may be required. You should be aware that the display of advertisements without the necessary consent is a criminal offence liable to criminal prosecution proceedings through the courts.

PLANNING HISTORY

F/2001/3991: Proposed change of use of agricultural building to B1/ B8 use (office/light industrial and storage). Refused: 30/01/2002. Appeal Part allowed for B1/ B8 use: 16/01/2003.

O/2001/3989: Outline application for the proposed erection of two detached dwellings and garages with access. Refused: 03/07/2001.

F/2004/2731: Proposed refurbishment and change of use of building A to bin/cycle store and maintenance shed refurbishment and change of use of building B to B1/B8 use (office light industrial & storage use). Refused: 26/10/2014. Appeal Allowed: 26/10/2004.

F/2005/5957: Proposed change of use of buildings B & C to include B2 general industrial use. Approved: 22/12/2005.

F/2010/1056: Proposed refurbishment and change of use of Building B to B2 use and Building C to B1/B2 and B8 use. Refused: 12/08/2010.

EXT/2010/1075: Application to extend implementation date of planning consent

F/2004/2731 for a further 3 years (proposed refurbishment and change of use of building A to bin/cycle store and maintenance shed refurbishment and change of use of building B to B1/B8 use (office light industrial & storage use)). Approved: 23/07/2010.

F/2010/2633: Change of use of building C from storage (B8) to storage and/or offices (B8 and/or B1). Approved: 31/08/2011.

SUMMARY INFORMATION

Site Area	0.32 hectares
Previous land use(s) and floorspace(s)	B1 and B8.
Number of jobs created/lost	8
Existing parking spaces	12
Proposed parking spaces	12

CONSULTATION RESPONSES

Finchampstead Parish Council – Objection:

27/01/2017: No objection but we note comments from local resident at no 15 and these should be taken into consideration.

08/08/2017: Since making our comments on 27th January we note that further objections have been received from residents in particular those from The Rise. In the light of this the Parish Council wishes to offer its support to those residents who consider this application inappropriate and unacceptable particularly in view of the potential noise nuisance. When determining this application we request that WBC take full account of these concerns.

Cllr Weeks - Objection:

- Negative impact of the proposed B2 use (metal fabrication) on the rural character of the countryside.
- The proposed B2 use would have an unacceptable impact on the amenity of neighbouring residential properties, primarily through noise and vibration.
- Although the metal fabrication business has previous links with Finchampstead, they are currently located in Hook. Their previous Finchampstead location was appropriately in the middle of Hogwood Industrial Estate - not in a countryside location with light residential development.
- Local bus service is referred to - this bus runs one a week. Another bus service that is referred to is in fact a school bus service for school children - not the public. Plan 1 refers to a cycleway that runs west east connecting Finchampstead with Sandhurst - this is in fact a series of rural public footpaths which can only be used by those on foot - not bicycle.

WBC Environmental Health – No objection subject to conditions 3, 4, 5, 6, 10, 11, 12 and 13

WBC Highways – No objection.

WBC Drainage – Recommend approval with no conditions.

WBC Trees and Landscape – Recommend approval subject to conditions 14 and 15.

Berkshire Archaeology – No objection

Fire and Rescue – No additional hydrants are required.

REPRESENTATIONS

17 letters of objection points raised (in summary):

- The development will impact the adjacent residential and rural areas.
- There are more suitable sites for the proposed use.
- There have been previously unlawful uses occurring on the land.
- The site is currently dormant.
- The noise will affect the amenity of the neighbouring residents.
- The submitted noise report does not satisfactorily consider the noise that will occur as a result of the development.
- No details regarding waste and storage.
- The road junction is unsafe.
- Impact on highway safety.
- Extra traffic will impact highway safety.
- Smells and odours from the site will impact the neighbouring properties.
- Reading Road is very busy.
- Increased disturbance to local residents.
- There is limited public transport in the area.
- Increase in HGV vehicles will impact road safety.
- The proposed use is incompatible with the area.
- The site should have acceptable visibility splays.
- The operating hours should be restricted.
- Pollution arising from the use.
- Impact on trees and the environment.
- Impact on children walking to school.
- Development would impact the tranquil nature of the area.
- What action will be taken to address the foul sewage issue?
- The site is not connected to utilities.

1 letter in support points raised (in summary):

- We were given misleading information regarding the impact of the development.
- The noise from the existing site the business operates from isn't really that bad and therefore I can see no problem with the proposed development.

APPLICANTS POINTS

- The proposed use will ensure the future of a local business.
- There will be no harmful impact subject to conditions.
- The proposal will result in economic benefits to the area.
- Planning permission has previously been approved in 2005 for the addition of a B2 use under reference F/2005/5957.

PLANNING POLICY	
NPPF	Chapter 1: Building strong & competitive economies Chapter 3: Supporting a prosperous rural economy Chapter 4: Promoting sustainable transport Chapter 7: Requiring good design Chapter 11: Conserving and enhancing the natural environment
Core Strategy	CP1 Sustainable Development CP3 General Principles for Development CP6 Managing travel demand CP9 Scale and location of development proposals CP11 Proposals outside Development Limits (including countryside) CP15 Employment Development
MDD Local Plan	CC01 Presumption in Favour of Sustainable Development CC02 Development Limits CC03 Green Infrastructure, Trees and Landscaping CC06 Noise CC07 Parking CC09 Development and Flood Risk (from all sources) CC10 Sustainable Drainage TB21 Landscape Character

PLANNING ISSUES
<p><u>Principle of development</u></p> <ol style="list-style-type: none"> 1. The current lawful use of the buildings on the site is for B1 (office; research & development and light industrial) and B8 (storage & distribution) purposes. The application seeks to retain the existing uses with the introduction of a metal fabrication business which is considered to be a B2 use. 2. A B2 use on the site was previously permitted in 2005 (ref: F/2005/5957) but was never implemented and the permission has lapsed. A further application for a B2 use was refused in 2010 (ref: F/2010/1056) due to a lack of supporting information relating to noise and impact on amenity. The current application has been submitted with a Transport Statement; Environmental Noise Survey and Noise Impact Assessment Report; Tree Survey; Ecological Appraisal and Phase One Environmental Assessment. It should also be noted that the 2010 application related to an unfettered B2 use whereas the current proposal has been conditioned to relate solely to the metal fabrication business of the Applicant. 3. The application site is outside of any defined settlement limits and is within the countryside. Policy CP11 states that in order to protect the separate identity of settlements and maintain the quality of the environment, proposals outside of development limits will not normally be permitted except where: <p style="margin-left: 40px;"><i>‘1)It contributes to diverse and sustainable rural enterprises within the borough, or in the case of other countryside based enterprises and activities, it contributes and/or promotes recreation in, and enjoyment of, the countryside;</i></p>

and

2) *It does not lead to excessive encroachment or expansion of development away from the original buildings; and*

3) *It is contained within suitably located buildings which are appropriate for conversion, or in the case of replacement buildings would bring about environmental improvement’.*

4. Chapter 3 of the NPPF states ‘*supporting a prosperous rural economy*’ states ‘*to promote a strong rural economy, local and neighbourhood plans should support the sustainable growth and expansion of all types of business and enterprise in rural areas, both through conversion of existing buildings and well-designed new buildings*’.
5. The buildings would be used by a metal fabrication business that is currently located outside of the Borough near Hook in Hampshire. The enterprise is not a rural related business but the NPPF encourages supporting all sustainable businesses and enterprises within rural areas. The proposed development would result in a prosperous regional business being situated within the Borough which will bring about economic benefits to the area. It has been advised that the existing site where the business operates has been sold and the company has no other premises to move to at this stage. The proposal would not conflict with Criterion 1 of policy CP11.
6. The proposed development involves reusing the existing buildings on the site and there will be no additional built form as a result of the proposal. No details of hard surfacing have been submitted at this stage but condition 16 is recommended ensuring further details of this. Storage areas will be located outside of the buildings which will result in additional commercial paraphernalia on the site. The proposal would comply with the second criterion of policy CP11 insofar as it would not lead to additional built form on the site. The introduction of commercial paraphernalia and storage outside of the buildings is considered in further detail in the ‘*Design and impact on character and appearance of the area*’ section of this report.
7. The current buildings are relatively weathered and have been subject to some storage of hazardous materials. The proposed development will remediate the site (conditions 12 and 13) and would comply with the third criterion of CP11.
8. It is considered that the proposed development would comply with criteria set out in policy of CP11 and the guidance set out in Chapter 3 of the NPPF ‘*Supporting a prosperous rural economy*’. The principle of the using part of the site for a B2 use is considered to be acceptable subject to the material considerations set out in this report.

Design and impact on character and appearance of the area

9. Policy CP1 of the Core Strategy states that planning permission will be granted for development proposals that ‘*maintain or enhance the high quality of the environment*’. Policy CP3 of the Core Strategy states planning permission will be granted if development is ‘*of an appropriate scale of activity, mass, layout, built form, height, materials and character to the area together with a high quality of design without detriment to the amenities of adjoining land users including open spaces or*

occupiers and their quality of life’.

10. Whilst the existing buildings on the site will be refurbished, no extensions are proposed. The development will involve internal and superficial changes to the existing structures in order to bring them up to an appropriate standard for the business to operate.
11. The proposed use would lead to more industrial paraphernalia on the site. However the existing buildings are modest in size and the size of the operation would be limited by the size of these structures. Only two of the buildings would benefit from the B2 permission and the third building is proposed to be used for storage purposes. The site is well screened by mature planting and vegetation and storage outside of the buildings would have negligible impact on the public realm and the character and appearance of the countryside.
12. As aforementioned in paragraph 2 of this report, the Council has previously raised no objection to a B2 use on the site for the application ref: F/2005/5957. The Officer at the time considered that the buildings were low level and the site was well screened.
13. The existing B1 and B8 uses were permitted at appeal in 2001 (ref: F/2001/3991); 2004 (ref: F/2004/2731) and renewed in 2010 (ref: EXT/20101075). The inspector who allowed the appeal in 2004 observed:

‘The site is almost completely screened by tall established vegetation within and around its edges and views into the site are generally confined to the existing access in the south-west corner. It is scarcely noticeable from the road and because of the single-storey height of the buildings and their position at the back of the site, neither are they unduly prominent’...

‘At my visit, I observed that the site has an extensive gravel surface that provides for the access and turning of vehicles within it. In my opinion, this gives the site an industrialised appearance that diminishes its contribution to the rural qualities of the surrounding countryside.’

The Inspector also made reference to a previously approved application (ref: F/2001/3991) on the site for the change of use of the buildings to B1 & B8 and noted:

‘Moreover, I note that the approved details for Building C include a parking area for 12 cars and one lorry, a turning area for articulated lorries and access improvements. I consider that all of this would be likely to significantly change the appearance of the site, giving it a predominantly industrial character.’

14. The Inspector’s observations closely reflect those of the case officers and it is considered that the proposed use would not have a detrimental impact on the character and appearance of the locality given the existing industrial character and appearance of the site and the significant vegetation screening.
15. The buildings on the site have a permitted use for B1 and B8 uses and these include light industrial; storage and distribution uses. The current use of the site is relatively low key and has been used intermittently for storage. Notwithstanding this, the

existing authorised use could result in a more intensive operation occurring on the land without the requirement of planning permission. The proposed B2 uses will operate solely within two of the units.

16. Taking the above points into consideration, the proposed development will have an acceptable impact on the character and appearance of the area.

Impact on Neighbours

17. As aforementioned, the current lawful use of the buildings on the site is for B1 and B8 purposes. Whilst the existing use of the site is relatively low key, it could be used more intensively in line with the above authorised uses without the benefit of planning permission.

18. The proposed B2 use will be contained within two of the buildings: these will be approximately 80 metres from the nearest property to the east and 70 metres to the nearest dwelling to the south. It is noted that garden areas will be closer to the site. The properties to the south are separate from the site by the A327 and a separate access road called 'The Rise'. The site is also surrounded by mature vegetation.

19. A noise report has been submitted with the application. The Environmental Health Team has considered this information along with the comments contained within neighbour objection letters and requested further information from the applicant: additional details have been received. The Environmental Health Team raises no objection to the proposed development providing the proposed metal fabrication is contained within the buildings. Further plans have been submitted by the applicant showing an internal double door 'air lock' arrangement which will ensure that noise from the operation will be contained within the buildings. The applicant's acoustic consultants have observed that the current premises of the business are in close proximity to residential dwellings and the site under consideration for this application has greater background noise due to the proximity of the road. Conditions 3, 4, 5, 6, 10, 11, 12 and 13 are recommended which restrict the hours of operation, secure acoustic insulation details, ensure doors and windows remain closed and that the permission relates only to the proposed use and not for a general B2 usage.

20. Residents have raised concerns regarding noise and disturbance from deliveries to and from the site. It has been advised that there will be approximately 2 deliveries per day and these will range from mail to raw materials and equipment. The site currently has a lawful use for B1 and B8 and there is no current restriction on the total number of deliveries and vehicle movements to and from the site. The Environmental Health Team have considered the application and raised no objection with regard to deliveries to and from the site. Given the points raised above, in particular noting the fall-back position of the lawful use of the land, no objection is raised regarding noise and disturbance from deliveries subject to condition 11 which restricts the hours of use on the site.

21. The business occasionally conducts a dry test of metal fabricated parts. The business mainly makes items such as balustrades, railings, water fountains, ornamental bridges and small steel buildings that are constructed and sent off site in sections. These sections would only be lightly bolted together to check that the parts fit and run through level. Whilst this activity would occur outside of the buildings it is not considered that this would give rise to significant levels of noise as the industrial process will occur inside of the buildings.

22. Residents have raised concerns regarding odours and smells occurring as a result of the proposed use of the site. The B2 aspects of the enterprise will be contained within two of the buildings and condition 5 is recommended to ensure that the buildings will be appropriately fitted with mechanical ventilation.
23. Subject to conditions 3 – 7, there is no objection on the grounds of impact on neighbour amenity.

Highways and parking

24. The site can currently be used for a B1 and B8 purposes which included warehouse & distribution and office uses. The authorised use classes on the site typically generate higher volumes of traffic than the proposed B2 use.
25. A Transport Statement has been submitted with the application which includes details of the sustainable transport links to the site. Some residents have raised concerns regarding the sustainable location of the site but as there is a lawful business use on the land, it is not considered that the proposed introduction of a B2 use class raises any additional harmful impacts over and above than the authorised fall-back position.
26. The development proposes improvement to the visibility splays at the access onto Reading Road. Condition 10 is recommended ensuring these improvements are carried out.
27. The Highway Engineer has considered the application and raises no objection to the proposed development. The existing use of the site is for B1 and B8 and it is not considered that the introduction of the B2 use would have a negative impact on highway safety over and above the existing fall-back position of the lawful use.

Trees and Landscaping

28. The highway proposal drawing 11-095/001 B shows the removal of 8 non-native conifer trees near the access of the site. Reading Road is a designated Green Route. The Tree and Landscape Team has considered the application and advised that no objection is raised providing condition 17 is recommended ensuring that appropriate replacement trees are incorporated.
29. No additional built form to the existing buildings is proposed as part of this application. There are mature trees surrounding the site but none are proposed to be felled as part of the application, other than those at access. It is not considered that the introduction of a B2 use would result in more conflict with the surrounding vegetation.

Drainage and Flooding

30. The application site is in Flood Zone 1 where there is a low risk of fluvial flooding. There is no increase to footprint of built form on the site and the Drainage Engineer has raised no objection. The proposed development will have an acceptable impact with regard to flooding and drainage.

Ecology

31. An Ecological Appraisal has been submitted with the application. The site has been previously cleared of vegetation and planting & trees are only found on the periphery

of the site. No evidence of bats has been found inside of the existing buildings. The site has limited ecological value and it is not considered that the development would have a harmful impact with regard to the ecology or biodiversity.

Other Matters

- 32. The property to the east of the application site (20 Reading Road) is a Grade II Listed Building. The closest building on the site is approximately 80 metres from this dwelling. As aforementioned, no additional built form is proposed. It is considered that the proposed B2 use of the 2 of the buildings would have a neutral impact on the setting of the Grade II Listed Building.
- 33. Disposal of foul sewage and connection to utilities is controlled under Building Regulations and the respective service providers.
- 34. There are no archaeological implications regarding the application and Berkshire Archeology raises no objection.

4.0 CONCLUSION

The proposed Introduction of a B2 use will allow a local business to move onto the site which will benefit the local economy. No increase to the size of the existing buildings is proposed and there will be no detrimental impact on the character and appearance of the area. The proposed B2 use will be confined within two of the existing buildings only and it is considered that noise will be contained. The Highway Engineer has considered the proposal and raises no objection subject to improved visibility splays to the access onto Reading Road. There are no objection with regard to flooding & drainage, trees & landscaping and ecology subject to conditions. Overall it is considered that the proposed B2 use can be appropriately controlled by the recommended conditions and it does not represent a more harmful impact than the fall-back position of the established B1 and B8 use of the site. The application is accordingly recommended for approval subject to conditions.

CONTACT DETAILS

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

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Site Location Plan



Ordnance Survey © Crown Copyright 2016. All rights reserved.
Licence number 100022432. Plotted Scale - 1:5000



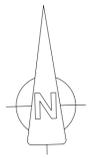
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EXISTING UNIT TO BE REMAIN 62m²

EXISTING UNIT TO BE REMAIN - 63m²

EXISTING UNIT TO REMAIN - 140m²



STORAGE

DRY TESTING

STAFF PARKING

READING ROAD

EXISTING VEHICULAR ACCESS/EGRESS



Metres

Proposed block plan
 Units 1, 2 and 3
 Belscot, Reading Road, Eversley
 Scale 1:200
 Date: March 2017
 Drawing Number: GP/06/16 Rev C

Imagecon Design Ltd
 La Camerie, Montville Jouvaux, Normandie, France, 27280
 Tel: 0033 232412889 email: imagecondesign@imagecon.co.uk

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Agenda Item 136.

Development Management Ref No	No weeks on day of committee	Parish	Ward	Listed by:
170424	9	Earley	Maiden Erlegh	Scheme of delegation

Applicant Burwod Homes and Wokingham Housing Limited

Location Land at 56a, 58, 60 Finch Road, Earley. **Postcode** RG6 7JU.

Proposal Full planning application for the proposed erection of 6no dwellings, to include 2no affordable dwellings, together with associated parking and landscaping following demolition of no's 58 and 60 Finch Road.

Type Minor
PS Category 13
Officer Mark Croucher

FOR CONSIDERATION BY Planning Committee on 10th May 2017
REPORT PREPARED BY Head of Development Management and Regulatory Services

SUMMARY

The application proposes the erection of 6 houses following the demolition of two existing dwellings. The development is a joint venture between Burwood Homes and Wokingham Housing Limited. Two of the dwellings will be designated affordable units and the other 4 will be open market private housing.

The application site is within a Major Development Location close to local facilities and service and it is considered that the principle of residential development is acceptable in such areas. The design of the scheme will enhance the character and appearance of the area and reinforce the linear development that characterises the street scene. The development will have an acceptable impact on the amenity of the occupiers of the neighbouring dwellings. It is considered that sufficient parking will be accommodated into the scheme and that no detrimental highway safety implications will arise. Sufficient areas of soft landscaping and adequate garden sizes would be incorporated.

The proposed development is considered to be acceptable in all aspects and compliant with the relevant national and development plan policies. The application is accordingly recommended for approval subject to conditions.

PLANNING STATUS

- Major Development Location

RECOMMENDATION

APPROVAL, subject to the following conditions:

Time Limit

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

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

Approved plans

2. This permission is in respect of the submitted application plans and drawings numbered ref: 2151A -100 Rev A; 2151A -101; 2151A -102 Rev E; 2151A -103; 2151A -104 Rev A; 2151A -105 Rev A; 2151A -106 Rev B; 2151A -107; 2151A -108; 2151A -109 Rev A; 2151A -110 Rev D; 2151A -111 and 2151A -112. The development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

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

Material Samples

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

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

Relevant policy: Core Strategy policies CP1 and CP3.

Trees & Landscaping

4. Prior to the commencement of the development there shall be submitted to and approved in writing by the local planning authority a scheme of landscaping, which shall specify species, planting sizes, spacing and numbers of trees/shrubs to be planted, and any existing trees or shrubs to be retained. Details of boundary treatment and hard landscaping shall also be included. Planting shall be carried out in accordance with the approved details in the first planting and seeding seasons following the occupation of the building(s).

Any trees or plants which, within a period of 5 years from the date of the planting (or within a period of 5 years of the occupation of the buildings in the case of retained trees and shrubs) die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species or otherwise as approved in writing by the local planning authority.

Reason: To ensure adequate planting 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).

5. 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 ensure adequate planting 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)

6. 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).
- a) 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.
 - b) 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.
 - c) The fencing or other works which are part of the Approved Scheme shall not be moved or removed, temporarily or otherwise, until all works including external works have been completed and all equipment, machinery and surplus materials removed from the site, unless the prior approval in writing of the local planning authority has first been sought and obtained.

Reason: To ensure adequate planting 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)

Highway safety and parking

7. No development shall commence until a Stopping Up Order (under s.247 of the Highways Act) in respect of the area of existing public highway within the frontage of plots 5 & 6 has been granted and in accordance with details to be submitted and approved by the LPA.

Reason: to ensure the public highway is built to an adoptable standard.

8. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), the car ports identified on the approved plans shall be kept available for the parking of vehicles ancillary to the residential use of the site at all times. *The car ports shall not be fitted with doors or other means of enclosure* and shall not be used for any business purpose nor as habitable space.

Reason: to ensure adequate parking is maintained on the site and that overspill parking does not occur that would impact highway safety.

9. Notwithstanding the approved plans, prior to the commencement of the development there shall be submitted to and approved in writing by the local planning authority, details of *unallocated off-street parking space within the site for two vehicles*. The dwellings shall not be occupied until all of the parking spaces so-

approved have 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 parking is maintained on the site and that overspill parking does not occur that would impact highway safety.

10. 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.

11. 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.

12. No building shall be occupied until the vehicular accesses have been surfaced with a permeable and bonded material across the entire width of the access for a distance of 8.0 metres measured from the carriageway edge.

No other development of the site as hereby approved shall take place until the vehicular accesses have been constructed in accordance with the approved plans.

13. The existing vehicular access(es) to the site shall be stopped up and abandoned, and the footway and/or verge crossings shall be re-instated within one month of the completion of the new access(es) in accordance with details to be submitted to and approved in writing by the local planning authority.

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

14. No development shall commence until provision has been made to accommodate all site operatives, visitors and construction vehicles loading, off-loading, parking and turning within the site during the construction period, in accordance with details to be submitted to and agreed in writing by the local planning authority. The provision shall be maintained as so-approved and used for no other purposes until completion of the development or otherwise as provided for in the approved details.

Reason: To prevent queuing and parking off site, in the interests of highway safety and convenience. Relevant policy: Core Strategy policy CP6.

Drainage

15. No building hereby permitted shall be occupied until surface water drainage works have been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the

principles set out in Annex F of PPS25 (or any subsequent government guidance), and the results of the assessment provided to the local planning authority. Where a sustainable drainage scheme is to be provided, the submitted details shall:

- a) provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- b) include a timetable for its implementation; and
- c) provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

Reasons: 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

Environmental Health

16. 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 8:00a.m. and 6:00p.m. Monday to Friday and 8:00 a.m. to 1.00p.m. Saturdays and at no time on Sundays or Bank or National Holidays.

Reason: In the interests of the amenities of neighbouring occupiers.

17. Before development commences the applicants 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.

18. Development shall not commence until a scheme of works for protecting local residents from externally generated noise has been submitted to and approved in writing by the Local Planning Authority.

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

Permitted development rights

19. Notwithstanding the provisions of Classes B and D of Part 1 of the Second Schedule 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 buildings, enlargement or alterations permitted shall be carried out without the express permission in writing of the local planning authority.

Reason: to maintain a continuity of the development and preserve the character and appearance of the area.

20. Notwithstanding the provisions of Classes E of Part 1 of the Second Schedule 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 hard surfacing shall be laid to between the front elevation of the dwellings and the highway unless otherwise agreed in writing by the Local Planning

Authority.

Reason: To ensure the soft landscaping to the front of the site maintained and to preserve the character and appearance of the area.

21. 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 first floor level or above in the **side** elevations of the **dwelling**s hereby permitted except for any which may be shown on the approved drawing(s).

Reason: to avoid overlooking into neighbouring dwellings and a loss of privacy.

Affordable Housing

22. No development shall take place until a scheme for the provision of affordable housing has been submitted to and approved in writing by the local planning authority. The affordable housing shall be provided in accordance with the approved scheme and shall meet the definition of affordable housing contained in the National Planning Policy Framework (NPPF). The scheme shall include:

- a) All residential units on site for use as affordable housing.
- b) The tenure and rent levels to be agreed by the Council and could include all or some of the following; social rent, affordable rent, intermediate rent and shared ownership
- c) The arrangements to ensure that such provision is affordable in perpetuity.

Reason: To secure the provision of affordable housing in perpetuity.

Informatives

1. The Council engages with all applicants in a positive and proactive way through specific pre-application enquiries and the detailed advice available on the Council's website. On this particular application, no pre-application advice was sought before the application was submitted. As the proposal was clearly contrary to the provisions of the Development Plan, it was considered that further discussions would be unnecessary and costly for all parties.
2. 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.
3. 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.

4. Any works/ events carried out by or on behalf of the developer affecting either a public highway or a prospectively maintainable highway (as defined under s.87 New Roads and Street Works Act 1991 (NRSWA)), shall be co-ordinated and licensed as required under NRSWA and the Traffic Management Act 2004 in order to minimise disruption to both pedestrian and vehicular users of the highway. Any such works or events, and particularly those involving the connection of any utility to the site must be co-ordinated by the developer in liaison with the Borough's Street Works team (0118 974 6302). This must take place AT LEAST three months in advance of the intended works to ensure effective co-ordination with other works so as to minimise disruption.
5. The development hereby permitted is liable to pay the Community Infrastructure Lew. As an affordable housing development a claim for relief can be made. This is a matter for the developer. The Liability Notice issued by Wokingham Borough Council will state the current chargeable amount. Anyone can formally assume liability to pay, but if no one does so then liability will rest with the landowner. There are certain legal requirements that must be complied with. For instance whoever will pay the levy must submit an Assumption of Liability form and a Commencement Notice to Wokingham Borough Council prior to commencement of development. For more information see <http://www.wokingham.gov.uk/planning/developers/cil/cil-processes/>.
6. The applicant is advised to consider the rubbish and recycling information on the Council's website: <http://www.wokingham.gov.uk/rubbish-andrecycling/collections/information-for-developers/>.
7. Should any bats or evidence of bats be found prior to or during the development, all works must stop immediately and an ecological consultant or the Council's ecologist contacted for further advice before works can proceed. All contractors working on site should be made aware of the advice and provided with the contact details of a relevant ecological consultant.

PLANNING HISTORY

F/2015/0262: Proposed erection of 2no three bed houses and 4no two bed flats (C3) on the remainder of the site together with construction of a supported living accommodation facility (sui generis) for 7 adults with ancillary residential staff accommodation extension to number 56A Finch Road to construct a 3no bed house following demolition of houses number 58 and 60 Finch Road. Withdrawn: 30/03/2015.

SUMMARY INFORMATION	
Site Area	0.22 hectares
Previous land use(s) and floorspace(s)	Residential (C3)
Existing units	2
Proposed units	6
Existing parking spaces	1
Proposed parking spaces	12

CONSULTATION RESPONSES	
WBC Environmental Health	– No objection subject to conditions 16 - 18.
WBC Highways	– No other objection subject to conditions 7 - 14.
WBC Trees and Landscape	– Recommend approval subject to conditions 4 - 6.
WBC Affordable Housing	– No objection subject to condition 22.

REPRESENTATIONS	
5 letters of objection points raised (in summary):	
	<ul style="list-style-type: none"> • No room for the development • Insufficient space for parking. • Overlooking. • Extra traffic would pose a safety risk. • Existing trees should be retained along the boundary. • Alleyway to the rear of the properties should be sealed off to discourage antisocial behaviour. (<i>Officer's note: there is no public access to the rear of the houses</i>) • Limited parking.

APPLICANTS POINTS	
	<ul style="list-style-type: none"> • The application site is within a Major Development Area where there is a presumption in favour for sustainable development. • The design has addressed the comments previously raised by the Council. • The proposal accords with the development plan policies. • The development incorporates large rear gardens. • The scheme has been designed so that it does not result in harmful impacts to neighbouring dwellings.

PLANNING POLICY	
NPPF	Chapter 4: Promoting sustainable transport Chapter 6: Supporting a prosperous rural economy Chapter 7: Requiring good design Chapter 10: Meeting the challenge of climate change, flooding and coastal change Chapter 11: Conserving and enhancing the natural environment
Core Strategy	CP1 Sustainable Development CP2 Inclusive communities CP3 General Principles for Development CP5 Housing mix, density and affordability CP6 Managing travel demand CP7 Biodiversity CP9 Scale and location of development proposals CP17 Housing delivery
MDD Local Plan	CC01 Presumption in Favour of Sustainable Development CC02 Development Limits CC03 Green Infrastructure, Trees and Landscaping CC04: Sustainable Design and Construction

CC06 Noise
CC07 Parking
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

PLANNING ISSUES

Principle of development

1. The application site is in a Major Development Location in the defined settlement boundary of Earley. The proposed development is for the erection of 6 no. residential dwellings following the demolition of 2 no. existing properties. It is considered that the principle of residential development on the site is acceptable subject to the other material considerations set out in this report.

Design and impact on character and appearance of the area

2. Policy CS1 of the Core Strategy states that planning permission will be granted for development proposals that *'maintain or enhance the high quality of the environment'*. Policy CP3 of the Core Strategy states planning permission will be granted if development is *'of an appropriate scale of activity, mass, layout, built form, height, materials and character to the area together with a high quality of design without detriment to the amenities of adjoining land users including open spaces or occupiers and their quality of life'*.
3. The proposed development seeks to demolish the existing semidetached properties and erect 3 pairs of semidetached houses. The proposed dwellings will be orientated so that they front onto Finch Road and will broadly align with the existing houses in the street scene, re-enforcing the linear development that characterises the area.
4. Parking spaces will be laid out to the front of the properties. Residential parking in the area comprises of a mix informal on-street space and driveways to the sides and front of the houses. Whilst parking areas immediately to the front of dwellings can result in a cluttered appearance and obscure front elevations, the parking bays are broken up by areas of soft landscaping which will soften the appearance of the hard surfacing and parked vehicles. It is considered that sufficient areas of soft landscaping will be incorporated to the front of the site to satisfactorily tie the proposed development into the existing street scene.
5. The proposed dwellings have been design to utilise design characteristics of the existing properties. The pitch roof gable ended form of the proposed dwellings and their general proportions match the existing houses in the locality. The proposed flat roof porches and rendered elements also reflect similar design features on the existing houses in the street scene. Overall the proposal combines traditional architectural form with modern vernacular detailing and this design approach relates well to the existing dwellings in the area; reflecting the architecture style of the present day.
6. The proposed dwellings will be 9.15 metres in height and will be higher than the

adjacent semidetached houses by approximately 1.8 metres. The increase in height will not be jarring as the proposed development will be set a sufficient distance away from the neighbouring houses. Furthermore, Finch Road is characterised by properties of varying sizes which includes single storey bungalows; two storey dwellings and three storey blocks of flats.

7. The proposed dwellings will have a two storey depth of approximately 9.5 metres and they will have a deeper footprint than the adjacent properties by approximately 3 metres. As aforementioned, the proposed development will set a good distance away from the neighbouring houses and there are a variety of building sizes in the locality. The proposed dwellings will be larger than the neighbouring properties but this increase in size will not appear unduly incongruous in the street scene.
8. In summary, it is considered that the proposed development will have a satisfactory appearance and will have an acceptable impact on the character and appearance of the area.

Impact on Neighbours

9. The rear elevations of the proposed dwellings will be approximately 27 metres from the rear boundary and 40 metres from the back walls of the houses fronting onto Repton Road. The Borough Design Guide SPD recommends a separation distance of 30 metres between rear elevations and a rear garden depth of at least 11 metres. The proposed development will meet these criteria and will not detrimentally overlook the dwellings that front onto Repton Road. Several trees align the rear boundary of the site and this will further minimise any intervisibility between the application site and the houses on Repton Road.
10. The proposed houses will be set appropriately away from the existing dwellings adjacent to the site that front onto Finch Road (62 and 56a Finch Road) and they will not breach the 45° test set out in the Borough Design Guide SPD. The development will not be overbearing to the existing properties to the sides of the site due to the separations distances and the size of the proposed houses. None of the proposed dwellings have side windows that will overlook the neighbouring houses to the east or west.
11. The proposed dwellings will be 3 bedroom houses with a total floor area of either 98 or 120 square metres and they accord with the Nationally Described Space Standards. The proposed dwellings will provide a satisfactory level of amenity to the future occupiers.
12. It is considered that the proposed development will have an acceptable impact on the amenity of neighbouring residents and the future occupants.

Highways and parking

13. The proposed layout will incorporate 2 off street parking spaces for each property which equates to 12 in total and accords with the Council's parking standards. It is recommended that two unallocated visitor spaces are incorporated on site. Considering the layout of the development, this can be easily incorporated and condition 9 is recommended ensure details of unallocated visitor spaces are submitted and built out. The parking arrangement will be a betterment of the existing situation as there is currently only one on-site space serving the existing two dwellings and the remainder of the parking occurs along Finch Road. The proposed

development will secure the entire parking requirement on site in accordance with the Council's parking standards.

14. The exiting turning head will be removed but this serves no purpose other than for informal parking. The Highway Engineer raises no objection to this subject to a section 247 agreement to ensure the development of the public highway is satisfactory.
15. The Highway Engineer has not raised any objections regarding highway safety implications. There will be no detrimental conflict between cars manoeuvring on to and off of the site and traffic movements along Finch Road. It is considered that the proposed development has an acceptable level of parking and will not result in any detrimental highway safety impacts.

Trees and Landscaping

16. Fourteen trees are proposed to be removed from the site. The trees to the rear of the site that contribute to the green buffer between Finch Road and Repton Road will be maintained. The Tree and Landscape Officer raises no objection to the proposed loss of trees providing that suitable replacements (condition 6) are incorporated into the scheme. Given the size of the resulting gardens it is considered that sufficient replacement planting can be incorporated without compromising the amenity of the future occupants.
17. The front of the site incorporates soft landscaping to break up the hard surfaced parking bays and soften the impact of the development. The existing grass verge along the pavement will be fragmented by the development but the removal of the large turning head and increase in planting in this area will offset this impact.
18. The proposed soft landscaping is considered to be acceptable subject to conditions 4 – 6.

Drainage and Flooding

19. The application site is in Flood Zone 1 where the risk of flooding from rivers or seas is low and as such all forms of development, including 'more vulnerable' uses, are acceptable.
20. MDD Local Plan policy CC10 states that all development proposals must ensure surface water arising from the proposed development including taking into account climate change is managed in a sustainable manner and this must be demonstrated through a Surface Water Drainage Strategy. The proposal should reproduce greenfield runoff characteristics and return run-off rates and volumes back to the original greenfield levels. No objection is raised with regard to drainage or flooding implications subject to recommended condition 15.

Affordable Housing

21. The threshold for affordable housing is 5 dwellings or more or residential sites of 0.16 hectares or larger. The site exceeds this threshold and therefore there is a requirement for the provision of affordable housing.
22. The Affordable Housing Officer has advised:

'To meet the requirements of Policy CP5 of the Core Strategy, a minimum of 20%

of the total number of units (net) should be provided as affordable housing, this equates to 0.8 units in the proposed 6 dwellings (net gain of 4 units). However, as this site is a joint venture between WHL and Burwood Homes, for which WHL has received HCA affordable homes grant, we are happy to see 2 units being proposed for shared ownership (please note: our model for shared ownership is a minimum equity share of 35% on initial sale, with rent capped on the unsold equity at 1.5% per annum). Please note that as this is Council land, transfer of the land should be subject to the granting of 100% nominations rights to the Council for the 2 shared ownership properties, so that the development meets local priorities.'

23. The applicant is Wokingham Housing Limited which is subsidiary company of the Council. The level of affordable housing complies with policy CP5 of the Core Strategy and is therefore acceptable. Typically, affordable housing is secured through a legal agreement however, in this instance, due to Wokingham Housing Limited being a subsidiary company of Wokingham Borough Council; it is considered a condition would be more appropriate. As such, condition 22 ensures that 2 affordable units would be secured in perpetuity.

Environmental Health

24. There are no known contamination issues on the site. However the parcel of land is within an established residential area and therefore the Environmental Health Team have recommended conditions 16 - 18 to ensure there is no undue noise, disturbance or dust as a result of construction works.

CIL

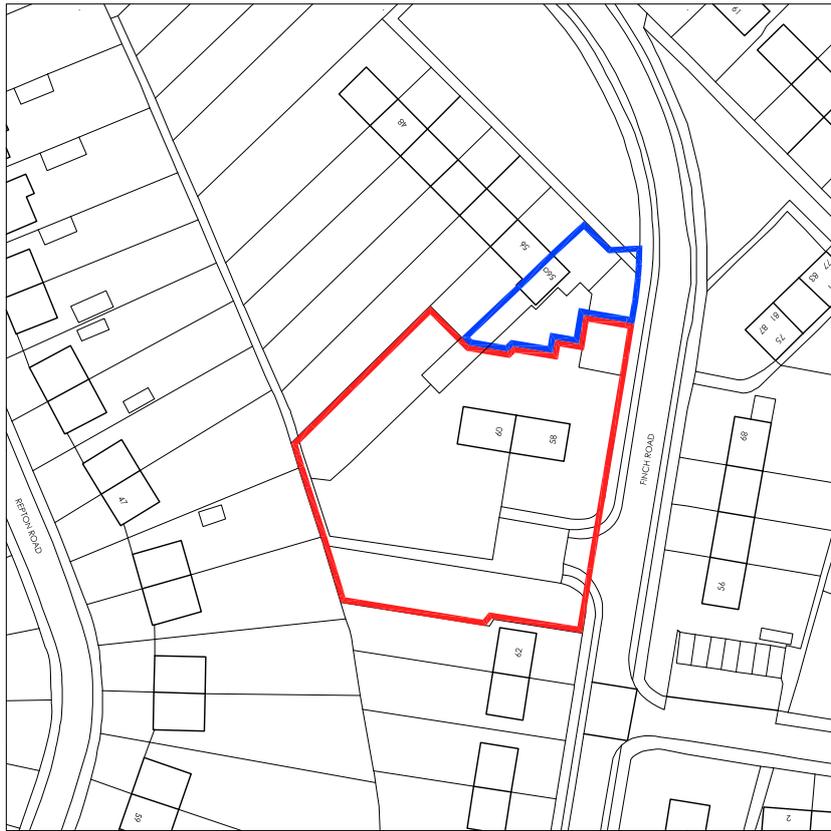
25. As the proposal is for new residential floor space, it would be a CIL liable development. CIL is charged at a rate of £365 per square metre. Part of the scheme is for affordable housing which may be liable to an exemption. It is the applicant's responsibility to seek an exception from CIL payments.

4.0 CONCLUSION

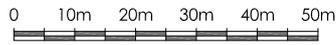
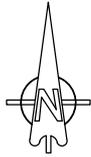
The application site is within a Major Development Location close to local facilities and service and it is considered that the principle of residential development is acceptable in such areas. The design of the scheme will enhance the character and appearance of the area and reinforce the linear development that characterises the street scene. The development will have an acceptable impact on the amenity of the occupiers of the neighbouring dwellings. It is considered that sufficient parking will be accommodated into the scheme and that no detrimental highway safety implications will arise. Sufficient areas of soft landscaping and adequate garden sizes would be incorporated. The proposed development is considered to be acceptable in all aspects and compliant with the relevant national and development plan policies. The application is accordingly recommended for approval subject to conditions.

CONTACT DETAILS

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

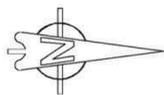


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Rev	Date	Description	Rev By	Chk'd By
A	25.01.2017	BOUNDARY LINES AMENDED	TVT	MMD
Project Title		Residential Development 56A to 60 Finch Road Earley Reading		
Client		Burrwood Homes Ltd		
Status		Planning		
Scale		1:1250	Drawing Size	A4
Drawn By	JCGS/LB	Checked By	TVT	Date 12.02/16
Drawing Title		Site Location Plan		
Job-Dwg No		2151A - 100	Rev	A
<input type="checkbox"/> THE HARRIS PARTNERSHIP MILTON KEYNES The Old Rectory, 79 High Street Newport Pagnell, MK16 8AB t. 01908 211 577 f. 01908 211 722				
<input type="checkbox"/> THE HARRIS PARTNERSHIP WAKEFIELD 25 St. Johns North, Wakefield, WF1 3QA t. 01924 291 800 f. 01924 290 072				
<input type="checkbox"/> THE HARRIS PARTNERSHIP MANCHESTER 2nd Floor, Carvers Warehouse, 77 Dale Street, Manchester, M1 2HG t. 0161 238 8555 f. 0161 244 5809				
<input checked="" type="checkbox"/> THE HARRIS PARTNERSHIP READING 101 London Road, Reading, RG1 5BY t. 0118 950 7700 f. 0118 956 8442				
				<small>www.harrispartnership.com</small>

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Key

-  Proposed Tree
-  Existing Tree
-  Tree to be Removed

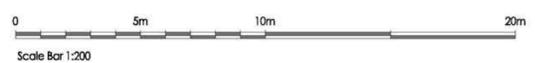
Accommodation

4 No - 3 bed houses (98 m²)
 (2 storey with room in the roof)

2 No - 3 bed houses (120 m²)*
 (2 storey with room in the roof)

* Excluding carports

12 x parking spaces
 including carports



Rev	Date	Description	Rev By	Chk'd By
D	26.01.2017	RED LINE ADDED	MMD	TVT
C	25.01.2017	BOUNDARY INDICATED	MMD	TVT
B	16.01.2017	EXISTING TREES UPDATED	TVT	MD
A	02.08.2016	BIN STORES RELOCATED	LB	TVT

Project Title	Residential Development		
	56 A to 60 Finch Road Earley Reading		
Client	Burwood Homes Ltd		
Status	Planning		
Scale	1:200	Drawing Size	A2
Drawn By	JS/LB	Checked By	TVT
		Date	12.02/16
Drawing Title	Proposed Site Plan		
Job-Dwg No	2151A - 102	Rev	D

THE HARRIS PARTNERSHIP MILTON KEYNES
 The Old Rectory, 79 High Street
 Newport Pagnell, MK16 8AB
 t. 01908 211 577 f. 01908 211 722

THE HARRIS PARTNERSHIP WAKEFIELD
 2 St. Johns North, Wakefield, WF1 3GA
 t. 01924 291 800 f. 01924 290 072

THE HARRIS PARTNERSHIP MANCHESTER
 2nd Floor, Carvers Warehouse,
 77 Dale Street, Manchester, M1 2HG
 t. 0161 238 8555 f. 0161 244 5809

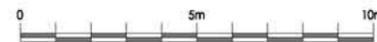
THE HARRIS PARTNERSHIP READING
 101 London Road, Reading, RG1 5BY
 t. 0118 950 7700 f. 0118 956 8642



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Finch Road Street Elevation Facing East



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Rev	Date	Description	Rev By	Chkd By

Project Title	Residential Development		
	56A to 60 Finch Road Earley Reading		
Client	Burnwood Homes Ltd		
Status	Planning		
Scale	1:200	Drawing Size	A3
Drawn By	LB	Checked By	TVT
		Date	03.02/16

Drawing Title	Street Elevation	
Job-Dwg No	2151A - 109	Rev -
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<input type="checkbox"/> THE HARRIS PARTNERSHIP WAKEFIELD 2 St. Johns North, Wakefield, WF1 3QA t. 01924 291 800 f. 01924 290 072		
<input type="checkbox"/> THE HARRIS PARTNERSHIP MANCHESTER 2nd Floor, Carvers Warehouse, 77 Dale Street, Manchester, M1 2HG t. 0161 238 8555 f. 0161 244 5809		
<input checked="" type="checkbox"/> THE HARRIS PARTNERSHIP READING 101 London Road, Reading, RG1 5BY t. 0118 950 7700 f. 0118 956 8642		



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Development Management Ref No	No weeks on day of committee	Parish	Ward	Listed by:
170360	13/13	Earley	Bulmershe and Whitegate	Major

Applicant	Standard Life Assurance Ltd.		
Location	Unit 21, Suttons Business Park, Earley	Postcode	RG6 1AZ
Proposal	Application to vary condition 28 of planning consent 161666 (15/9/2016) to allow changes to delivery hours		
Type	Full		
PS Category	4		
Officer	Graham Vaughan		

FOR CONSIDERATION BY	Planning Committee on 10 th May 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 and on Suttons Business Park. The park is well established and is designated a Core Employment Area in the development plan. The site comprises of unit 21 which was formerly used for offices with associated parking provision and landscaping. In September 2016, permission was granted to demolish unit 21 and erect two buildings; Specifically, an A1 supermarket and a drive-through A3/A5 coffee shop/cafe. The application was approved subject to a number of conditions controlling different impacts of the site.

The current proposal seeks to alter the delivery hours for the two commercial buildings by increasing the duration that deliveries could be made. Specifically, it is proposed to gain an additional half hour at either end of the day on Mondays through to Saturdays. No changes are proposed to the delivery times on Sundays, bank or public holidays. The reason for the alteration is to allow sufficient time in the mornings and evenings for deliveries to be made, shelves stocked and opening times adhered to. In particular it would mean fresh goods could be stocked in the morning before opening and dry goods stocked after closing ready for the next day. The impact on this change is twofold; firstly on the highway network and secondly on residential amenity. It is considered that as there is no change proposed to the physical built form of the building, no other aspects would be impacted.

With regards to the highway network, the proposed change in delivery times would result in a greater number of traffic movements occurring outside the peak hours and, on this basis, no objection is raised. With regards to residential amenities it is noted that there are residential properties located 25 metres away on Shepherds House Lane. There is potential for these properties to be impacted by noise from deliveries and the 'coming and goings' of delivery vehicles. Nonetheless, it should be noted that the deliveries would occur on the opposite side of the building i.e. it would provide a 'shield' and that the deliveries themselves occur from within the building i.e. the lorries reverse so that they are flush to the building and those inside can walk into the lorry. Furthermore, the surrounding business park, which includes industrial units, does not have restrictions on delivery hours and therefore could potentially occur at any time.

Against this however, no site specific noise assessment has been submitted to demonstrate the existing tonal quality of the surrounding area and whether the change in delivery times would detrimentally impact this. Nevertheless, the Environmental Health Officer has stated a temporary alteration to the delivery times would be an appropriate means of determining if any substantial harm would occur in planning terms. On this basis therefore, the application is recommended for approval on the provision that the changes to the hours occur for 12 months. This would mean a further application would be required to make the change permanent.

PLANNING STATUS

- Major development location
- Contaminated land consultation zone
- Core Employment Area
- Sand and gravel extraction
- Green Route

RECOMMENDATION

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

A. Conditions and informatives:

Condition 1 and 28 are varied to read as follows and informative 9 is added:

1. The development hereby permitted shall be begun before the expiration of three years from the date of permission 161666.

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).

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

For the following 12 months from the date of occupation of the development hereby approved:-

[06:30 – 23:00] Monday - Saturdays

[08:00 – 20:00] Sundays, Bank or Public Holidays

Thereafter, unless agreed in writing by the Local Planning Authority:-

[07:00 – 22:30] Monday - Saturdays

[08:00 – 20:00] Sundays, Bank or Public Holidays

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

9. It is noted that condition 8 has been part discharged by application 162878 and conditions 4, 5, 6, 7 and 8 are currently being considered under application 170740.

All other conditions of planning permission 161666 apply to this planning permission and are listed for information:

1. See above.

2. This permission is in respect of the submitted application plans and drawings numbered '30746-PL-102D', '30746-PL-111A', '30746-PL-112A', '30746-PL-113', '30746-PL-114A', '30746-PL-115', '30746-PL-116A', '30746-PL-117C' and '30746-PL-118' received by the local planning authority on 20th June 2016. The development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the local planning authority.
Reason: For the avoidance of doubt and to ensure that the development is carried out in accordance with the application form and associated details hereby approved.

3. The buildings hereby permitted shall be erected in accordance with the 'External Finishes' schedule as set out on plan number '30746-PL-115' and '30746-PL-116A' unless otherwise agreed in writing with the Local Planning Authority.
Reason: To ensure that the external appearance of the building is satisfactory.
Relevant policy: Core Strategy policies CP1 and CP3

4. No development (excluding demolition) shall commence until a programme of archaeological work (which may comprise more than one phase of work) in accordance with the submitted Project Specification (TVAS 16e46ev 29th April 2016) has been submitted to and approved in writing by the local planning authority. The development shall only take place in accordance with the detailed scheme approved pursuant to this condition.
Reason: The site is identified as being of archaeological potential. Investigation is required to allow preservation and recording of any archaeological features or artefacts before disturbance by the development. Relevant policy: National Planning Policy Framework Section 12 (Conserving and Enhancing the Historic Environment) and Managing Development Delivery Local Plan policy TB25

5. No development (excluding demolition) shall take place until a drainage strategy has been submitted to and approved in writing by the Local Planning Authority. The strategy shall include:
 - a) Details of the disposal of surface water to ensure that soakaways are not constructed into contaminated land;
 - b) Full details of BRE365 soakage test results to demonstrate whether infiltration is achievable (including groundwater levels for the development area);
 - c) If infiltration is achievable then the strategy should indicate the location of soakaways that have been adequately sized to cater for the 1 in 100 flood event with a suitable allowance for climate change;
 - d) If infiltration is not achievable and runoff has to be attenuated and discharged at a controlled rate into the surface water sewer to the north, an agreement from Thames Water acknowledging that their system has capacity to cope with the proposed 5l/s/ha flows shall be demonstrated.

The strategy shall be implemented in accordance with approved details and thereafter maintained as such.
Reason: To prevent increased flood risk from surface water run-off and protect the aquifers and river from potential migration of historic contamination. Relevant policy: NPPF Section 10 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Core Strategy policy CP1 and Managing Development Delivery Local Plan policies CC09 and CC10

6. No development (excluding demolition) shall commence until an Employment and Skills Plan has been submitted to and approved in writing by the local planning authority. The Employment and Skills Plan shall show how the development hereby

permitted provides opportunities for training, apprenticeship or other vocational initiatives to develop local employability skills and shall be implemented in accordance with the approved details.

Reason: To ensure training opportunities are available for local workers. Relevant policy: Managing Development Delivery Local Plan policy TB12

7. No development shall commence until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:
- a) A preliminary risk assessment which has identified;
 - i. All previous uses
 - ii. Potential contaminants associated with those uses
 - iii. A conceptual model of the site indicating sources, pathways and receptors
 - iv. Potentially unacceptable risks arising from contamination at the site.
 - b) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
 - c) The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
 - d) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

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

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

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

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

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

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

permanently retained in the approved form for the parking of bicycles and used for no other purpose.

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

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

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

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

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

12. No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

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

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

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

14. a) The development hereby permitted shall not be carried out unless in accordance with the submitted tree protection works (the approved scheme) as shown on plan numbers 'DLA-1713-L02 Rev 2' and 'DLA-1713-L03 Rev 2'. The tree protection measures approved shall be implemented in complete accordance with the Approved Scheme for the duration of the development (including, unless otherwise provided by the Approved Scheme) demolition, all site preparation work, tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening or any other operation involving use of motorised vehicles or construction machinery.
- b) No development (including any tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening or any other operation involving use of motorised vehicles or construction machinery) shall commence until the local planning authority has been provided (by way of a written notice) with a period of no less than 7 working days to inspect the implementation of the measures identified in the Approved Scheme on-site.
- c) No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within an area designated as being fenced off or otherwise protected in the Approved Scheme.
- d) The fencing or other works which are part of the Approved Scheme shall not be moved or removed, temporarily or otherwise, until all works including external works have been completed and all equipment, machinery and surplus materials removed from the site, unless the prior approval of the local planning authority has first been sought and obtained.

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

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

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

16. The development hereby approved shall be carried out in accordance with the

details as agreed in 'Energy Statement – Dunwoody May 2016' received by the Local Planning Authority on 20th June 2016.

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

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

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

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

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

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

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

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

Reason: To protect the occupiers of neighbouring properties from noise and disturbance outside the permitted hours during the construction period. Relevant policy: Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy CC06.

21. No trees, shrubs or hedges within the site which are shown as being retained on the approved plans shall be felled, uprooted wilfully damaged or destroyed, cut back in any way or removed without previous written consent of the local planning authority; any trees, shrubs or hedges removed without consent or dying or being severely damaged or becoming seriously diseased within 5 years from the completion of the development hereby permitted shall be replaced with trees, shrubs or hedge plants of similar size and species unless the local planning authority gives written consent to any variation.

Reason: To secure the protection throughout the time that development is being carried out, of trees, shrubs and hedges growing within the site which are of amenity value to the area. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21

22. The new buildings shall achieve BREEAM level 'Very Good' in accordance with the requirements of BREEAM [or such national measure of sustainability for non-residential design that replaces that scheme].

Reason: To ensure developments contribute to sustainable development. Relevant policy: NPPF Section 10 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Core Strategy policy CP1 and Managing Development Delivery Local Plan policy CC04

23. The visibility splays at the junction of Suttons Park Avenue and the entrance road to the site shall be cleared of any obstruction exceeding 0.6 metres in height and maintained clear of any obstruction exceeding 0.6 metres in height at all times.

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

24. Notwithstanding the provisions of the Town and Country Planning, (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), the discount food store hereby approved shall only have a maximum of twenty five percent (25%) of the total floor space used for the sale of the following goods:

- a) Clothing and footwear, fashion accessories including handbags and luggage, watches and jewellery;
- b) Pharmaceutical and personal care products (including perfumes, toiletries, spectacles and contact lenses;
- c) Books, music records and CDs, DVDs and other recorded media; and
- d) Toys

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

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

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

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

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

27. Notwithstanding the provisions of the Town and Country Planning, (General Permitted Development) (England) Order 2015 (or any Order revoking and re-

enacting that Order with or without modification), no additional equipment shall be constructed or installed in the north east elevation of the retail unit hereby permitted except for any which may be shown on the approved drawing(s).

Reason: To safeguard the residential amenities of neighbouring properties.

Relevant policy: Core Strategy policy CP3

28. See above.

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

[08:00 – 22:00] Mondays – Saturdays,

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

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

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

[05:30 – 22:00] Mondays – Saturday,

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

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

Informatives

1. The applicant is reminded that this approval is granted subject to conditions which must be complied with prior to the development starting on site. Commencement of the development without complying with the pre-commencement requirements may be outside the terms of this permission and liable to enforcement action. The information required should be formally submitted to the Council for consideration with the relevant fee. Once the details have been approved in writing the development should be carried out only in accordance with those details. If this is not clear please contact the case officer to discuss.
2. Thames Water recommends the installation of a fat trap on all catering establishments. Also, and in line with best practice, the collection of waste oil by a contractor particularly to recycle for the production of bio diesel.
3. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx.. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
4. All sewage or trade effluent should be discharged to the foul sewer if available subject to the approval of Thames Water Utilities or its sewerage agent
5. The requisite Travel plan would need to comply with the latest national and local guidance:
 - 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/>

f) <https://www.gov.uk/government/policies/improving-local-transport>

Also: WBC Transport Plan 3 and Active Travel Plan 2011 – 2026, WBC Workplace Travel Plan Guidance and Residential Travel Plan Guidance. Documents, covering workplace travel plans and residential travel plans provide local guidance and are available on the Borough's website.

6. The submission of the Travel Plan should include the travel surveys undertaken within the first six months of occupation.
7. With respect to conditions 10 and 11, these shall not be fully discharged until both operators have submitted the respective details.
8. The Environment Agency has reviewed the Ramboll Environment Phase 1 Environmental Review for Plots A & B Sutton Business Park dated 8th April 2016; the Soil Consultants Interim Ground Investigation Report for Plot B Suttons Business Park dated 30 May 2016 and the Ramboll Environment Phase I and II Environmental Site Assessment for Plot B Sutton Business Park dated 9th June 2016 and is satisfied that part 1 of condition 7 has been fulfilled.

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

application site)	27-28) and reconfiguration of car parking area; the erection of a new Class B2/B8 industrial unit with ancillary office space together with new car parking and landscaping; erection of a new security hut conditionally approved on 29 th June 2016
161666	Full application for demolition of existing industrial unit (Unit 21) and the erection of a retail supermarket (use class A1) and a drive- through coffee shop/cafe (mixed use class A3/A5) with associated car parking and landscaping conditionally approved on 15 th September 2016

SUMMARY INFORMATION

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

CONSULTATION RESPONSES

WBC Environmental Health	No objection subject to condition requiring temporary change in delivery hours
WBC Highways	No objection

REPRESENTATIONS

Earley Town Council: No objection

Woodley Town Council: No comments received

Local Members: Listing request from Councillor Swaddle if the application is recommended for approval on the grounds that the changes to the delivery hours would involve deliveries taking place during anti-social hours and cause noise at a time when general ambient noise level is lower than during working hours.

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

- Unnecessary and will wake people (see paragraphs 6 – 9)
- Control measures not applied to the coffee shop (officer note: this requires a different level of deliveries which are not considered to result in a harmful impact)
- Opening hours could be made later (officer note: the planning merits of the proposal being applied for has to be considered)
- Noise from vehicle reversing warning systems, lorry ramps being deployed and steel goods trolleys will be heard by residents in Shepherds House Lane (see paragraphs 6 – 9)

APPLICANTS POINTS

- Allows for deliveries to be made prior to opening and after closing times
- Multiple control measures in place to prevent proliferation of noise
- Business park operates without restriction to delivery hours

PLANNING POLICY

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

	CP3	General Principles for Development
	CP6	Managing Travel Demand
	CP7	Biodiversity
	CP9	Scale and Location of Development Proposals
	CP13	Town Centres and Shopping
	CP15	Employment Development
Adopted Managing Development Delivery Local Plan 2014	CC01	Presumption in Favour of Sustainable Development
	CC02	Development Limits
	CC03	Green Infrastructure, Trees and Landscaping
	CC04	Sustainable Design and Construction
	CC05	Renewable energy and decentralised energy networks
	CC06	Noise
	CC07	Parking
	CC09	Development and Flood Risk
	CC10	Sustainable Drainage
	TB11	Core Employment Areas
	TB12	Employment Skills Plan
	TB15	Major Town and Small Town/ District Centre development
	TB16	Development for Town Centre Uses
	TB20	Service Arrangements and Deliveries for Employment and Retail Use
	TB21	Landscape Character
Supplementary Planning Documents (SPD)	BDG	Borough Design Guide – Section 7

PLANNING ISSUES

Description of Development:

1. Planning application 161666 was approved in 2016 for the redevelopment of the site to provide an A1 use building for retail and an A3/A5 use building for a restaurant and drive-through. The permission was granted subject to a number of conditions, one of which related to delivery times for both buildings:

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

[07:00 – 22:30] Monday - Saturdays

[08:00 – 20:00] Sundays, Bank or Public Holidays

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

2. The application proposes that the delivery times are amended on Mondays to

Saturdays to allow for an additional half hour in the morning and evening and therefore be allowed between 06:30 – 23:00. No changes to the Sunday, bank or public holiday times are proposed. Supporting information has been submitted outlining the requirements for the extended hours; namely the need to supply and stock produce before opening in the morning and after closing in the evening.

3. Details regarding typical delivery impacts are also provided. On average, one articulated lorry will make a delivery per day but this may sometimes be two. However, two different deliveries would not take place at the same time. Deliveries are made in contact with the store manager and therefore actual times and any delays caused through traffic would be communicated to the store manager. The actual deliveries can be undertaken by the vehicle driver completely independent of the store such that the delivery is not dependent on the store being open. Delivery cages would not be used as the lorry locks on to the service dock and the rear of the lorry is sealed onto the dock before doors are opened internal to the building. All loading and unloading is done internally via the movement of pallets on manually controlled electronic pallet jacks. Once docked engines would be switched off and, if the delivery is outside store opening hours, refrigeration units would also be switched off. Whilst the vehicles used would typically be equipped with audible warning systems, these are not used outside store opening hours. With regards to the A3/A5 use building, deliveries in such large quantities are not required and typical unloading/loading practices would take place.

Principle of Development:

4. The principle of development was considered to be acceptable through application 161666. The proposed changes relate to delivery times and do not change the location of the proposal or the use being applied for. As such, the site is still within development limits and for an A1 and A3/A5 use and therefore is still acceptable in principle.

Character of the Area:

5. The impact on the character of the area was considered acceptable through application 161666. The proposal does not result in any additional built form and therefore no further impact would occur on the character of the area. Although it is noted the proposal could result in increased activity on the site at an earlier and later time that envisaged, given the fact it is within a business park and for a commercial use, no harm is considered to arise.

Residential Amenities:

6. The previous application 161666 considered the impact on residential amenity was acceptable, subject to conditions. The condition subject to this application protected residential amenity with regards to the potential disruption and noise that would occur as a result of deliveries. However, condition 11 does require further details to be submitted with respect to deliveries, through a delivery management plan and this would allow greater control. The opening hours of the buildings are also controlled by condition.
7. The closest properties that could potentially be impacted would be along Shepherds House Lane as a result of the A1 use building. It should be noted that these are 25 metres away from the building and exist adjacent to a railway bridge and the business park which is well established. Additionally, the delivery point of the A1 building is on the opposite side from residential properties and the A3/A5 use

building is even further away. Regard has to be had however to policy TB20 of the MDD Local Plan which requires proposals to demonstrate that they will not detrimentally impact the area in terms of service arrangements and deliveries.

8. The submitted information does demonstrate that delivery practices for the A1 building are designed to minimise noise and disturbance. In particular, the fact that the transfer of goods would happen internally and the lorry sealed to the delivery dock would greatly lower the potential for noise. However, any activity outside of the delivery point would potentially cause disturbances and in particular this could be through people talking or shouting, through the closing of doors or leaving an engine running. Again it is noted that such elements are proposed to be controlled and reverse warning systems not in use outside store opening hours. Furthermore, details regarding deliveries are proposed to be controlled through condition 11 which will give greater control over any impact on residential amenity. It is noted that the deliveries to the A3/A5 use building would be different to the A1 building. However, it is located further away from residential properties, closer to the main road and would involve a much smaller scale of delivery products than the A1 building. As such, the main impact is considered to be through the A1 use building.
9. Notwithstanding the above, it is acknowledged that a site specific noise assessment has not been carried out. This would establish the tonal quality of the area and assess how deliveries would impact on this tonal quality. In the absence of this information, the Environmental Health Officer has proposed that a temporary permission be granted in order to assess the true impact of deliveries on residential amenity. This would be on the basis of 12 months at the proposed hours and thereafter either a permanent permission would need to be sought, or, the delivery hours would revert to those established by planning permission 161666. It is considered this achieves a suitable balance between protecting residential amenity and supporting local business and the economy. As such, subject to appropriate wording of the condition to achieve a temporary change for 12 months, the Environmental Health Officer does not object to the application.

Access and Movement:

10. The impact on highways was considered acceptable through application 161666. The proposal would result in vehicle movements at a time earlier and later than previously envisaged. Nonetheless, deliveries to both buildings are expected and the changes to the times would make it more likely that deliveries would occur outside of the peak hours. Additionally, this would help avoid conflict between deliveries and users of the buildings which would result in a potential highway benefit. On this basis, the Highways Officer has not objected to the proposal.

Other Issues:

11. The previous application 161666 considered a range of other issues associated with the development of the site including the impact on flooding and drainage, landscape and trees, environmental health issues, ecology, sustainable design and construction, the Community Infrastructure Levy, archaeology and employment skills. None of these are considered to be impacted by the change to the delivery hours particularly as there is no change to the built form of the scheme. Therefore no objection is raised with regards to these elements which are controlled by conditions also attached to this consent.

CONCLUSION

The alteration to delivery hours has the potential to create noise and disturbance which would impact on nearby residential properties. However, this needs to be balanced against the operating requirements of a business within an established business park. The option of providing temporary permission for the alteration to delivery hours is considered to achieve a suitable balance between these two conflicting elements as it allows for the impact to be assessed without a permanent change in place. As such, the application is considered to accord with planning policy and is recommended for conditional approval.

CONTACT DETAILS

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

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FROM: Graham Vaughan Telephone: 0118 974 6694

DATE: 17 February 2017

EARLEY TOWN COUNCIL PARISH CONSULTATION SHEET

Application Number: 170360

Proposal: Application to vary condition 28 of planning consent 161666 (15/9/2016) to allow changes to delivery hours. .

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

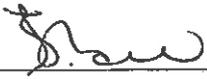
Applicant: The Owner and/or Occupier.

Your observations are required in respect of this application **by 17/03/2017**.

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

170360

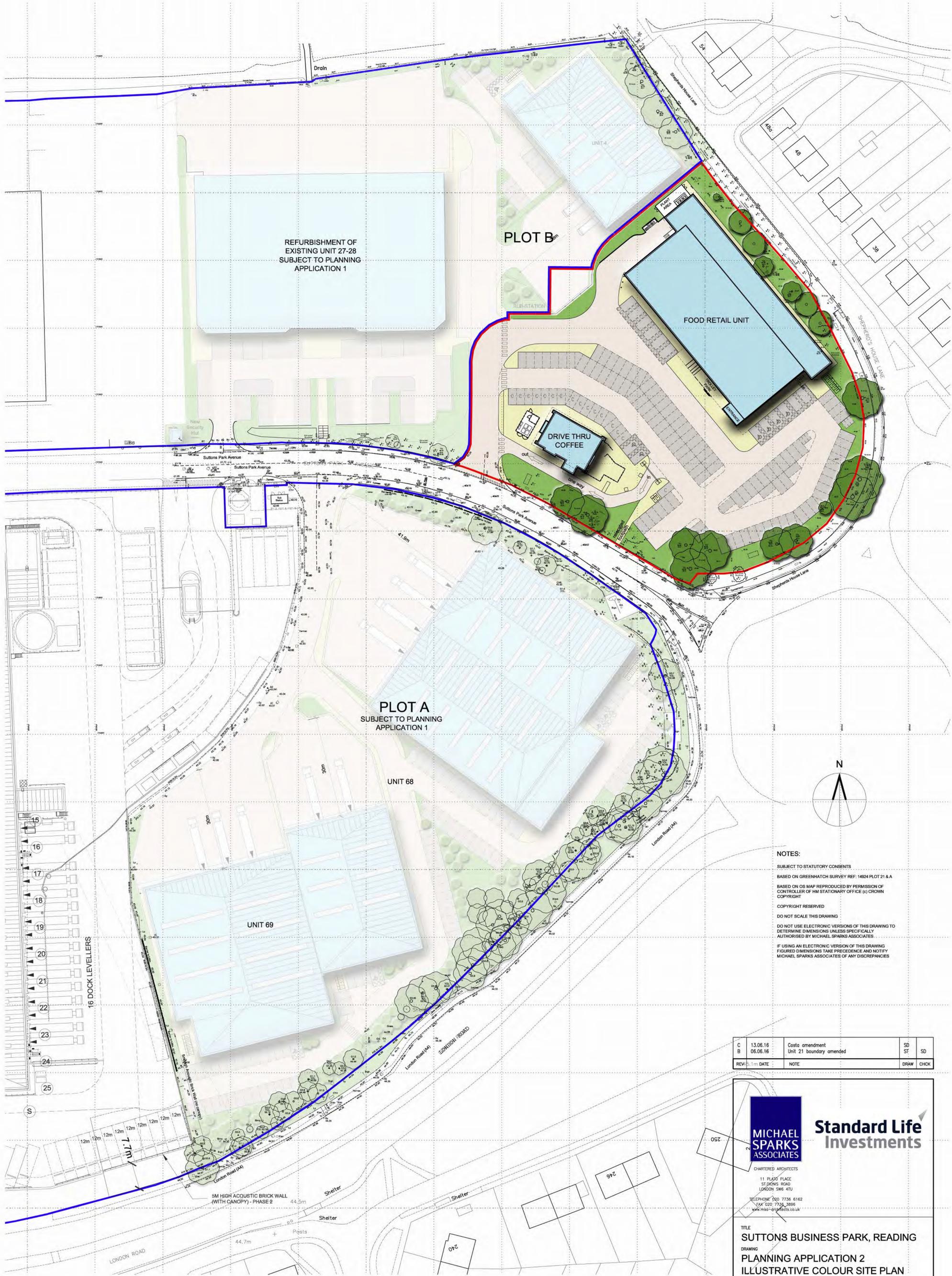
No objection

SIGNED:  DATE: 6-3-17

Clerk To Earley Town Council Parish/Town Council.

CASE OFFICER	
PLANNING	
10 MAR 2017	
COPIES	
REPLIED	

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

PLOT B

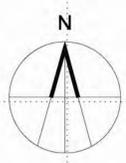
FOOD RETAIL UNIT

DRIVE THRU COFFEE

PLOT A SUBJECT TO PLANNING APPLICATION 1

UNIT 68

UNIT 69



NOTES:
 SUBJECT TO STATUTORY CONSENTS
 BASED ON GREENHATCH SURVEY REF: 14824 PLOT 21 & A
 BASED ON OS MAP REPRODUCED BY PERMISSION OF CONTROLLER OF HM STATIONARY OFFICE (c) CROWN COPYRIGHT
 COPYRIGHT RESERVED
 DO NOT SCALE THIS DRAWING
 DO NOT USE ELECTRONIC VERSIONS OF THIS DRAWING TO DETERMINE DIMENSIONS UNLESS SPECIFICALLY AUTHORISED BY MICHAEL SPARKS ASSOCIATES.
 IF USING AN ELECTRONIC VERSION OF THIS DRAWING FIGURED DIMENSIONS TAKE PRECEDENCE AND NOTIFY MICHAEL SPARKS ASSOCIATES OF ANY DISCREPANCIES

C	13.06.16	Costo amendment	SD	ST	SD
B	06.06.16	Unit 21 boundary amended			
REV	DATE	NOTE	DRAW	CHECK	



Standard Life Investments

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TITLE		
SUTTONS BUSINESS PARK, READING		
DRAWING		
PLANNING APPLICATION 2		
ILLUSTRATIVE COLOUR SITE PLAN		
CLIENT		
STANDARD LIFE INVESTMENTS		
DATE	SCALE	DRAWN
JUNE 2016	1:500@A1	SD
	STATUS	CHECKED
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SITE LAYOUT PLAN
1:500



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