



# WOKINGHAM BOROUGH COUNCIL

A Meeting of the **PLANNING COMMITTEE** will be held  
David Hicks 1 - Civic Offices, Shute End, Wokingham RG40  
1BN on **WEDNESDAY 9 AUGUST 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 1 August 2017

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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)	Philip Houldsworth
John Jarvis	Malcolm Richards	Angus Ross
Rachelle Shepherd-DuBey	Wayne Smith	Bill Soane

ITEM NO.	WARD	SUBJECT	PAGE NO.
23.		<b>APOLOGIES</b> To receive any apologies for absence.	
24.		<b>MINUTES OF PREVIOUS MEETING</b> To confirm the Minutes of the Meeting held on 12 July 2017.	5 - 12
25.		<b>DECLARATION OF INTEREST</b> To receive any declaration of interest	
26.		<b>APPLICATIONS TO BE DEFERRED AND WITHDRAWN ITEMS</b> To consider any recommendations to defer applications from the schedule and to note any applications that may have been withdrawn.	
27.	Remenham, Wargrave and Ruscombe	<b>APPLICATION NO 171328 15-27 HIGH STREET WARGRAVE, RG10 8BU</b> <b>Recommendation:</b> Conditional Approval	13 - 52
28.	Arborfield; Barkham; Finchampstead South; Swallowfield	<b>APPLICATION NO 171333 PARCEL U2 (ARBORFIELD GARRISON), BIGGS LANE, WOKINGHAM, RG2 9LN</b> <b>Recommendation:</b> Conditional Approval.	53 - 80
29.	Emmbrook	<b>APPLICATION NO 171648 7-9 SHUTE END, WOKINGHAM RG40 1BH</b> <b>Recommendation:</b> Conditional Approval	81 - 102
30.	Winnersh	<b>APPLICATION NO 171358 LAND TO THE REAR OF 484-488 READING ROAD, WINNERSH, RG41 5ET</b> <b>Recommendation:</b> Conditional Approval	103 - 124
31.	Bulmershe and Whitegates	<b>APPLICATION NO 171496 UNITS 27-28 SUTTONS BUSINESS PARK, SUTTONS PARK AVENUE, EARLEY, RG6 1AZ</b> <b>Recommendation:</b> Conditional Approval	125 - 146
32.	Shinfield South	<b>FOOTPATH SHINFIELD 10A, HOLLOW LANE, SHINFIELD</b> <b>Recommendation:</b> Authorise diversion	147 - 152

**Any other items which the Chairman decides are urgent**

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

**GLOSSARY OF TERMS**

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

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

**CONTACT OFFICER**

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**MINUTES OF A MEETING OF THE  
PLANNING COMMITTEE  
HELD ON 12 JULY 2017 FROM 7.00 PM TO 10.15 PM**

**Committee Members Present**

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

**Other Councillors Present**

Councillors: John Halsall and Oliver Whittle

**Officers Present**

Mark Cupit, Head of SDL Delivery  
Chris Easton, Service Manager, Highways Development  
Lyndsay Jennings, Legal Counsel  
Arabella Yandle, Democratic & Electoral Services Specialist

**Case Officers Present**

Mark Croucher, Senior Planning Officer  
Christopher Howard, SDL Delivery Manager  
Pooja Kumar, Senior Planning Officer  
Ashley Smith, Development Management Team Manager  
Alex Thwaites, Senior Planning Officer

**12. APOLOGIES**

An apology for absence was submitted from Councillor John Jarvis.

**13. MINUTES OF PREVIOUS MEETING**

The Minutes of the meeting of the Committee held on 16 June 2017 were confirmed as a correct record and signed by the Chairman.

**MEMBERS' UPDATE**

There are a number of references to the Members' Update within these minutes. The Members' Update was circulated to all present prior to the meeting. It also contains details of properties to be visited prior to the next Planning Meeting. A copy is attached.

**14. DECLARATION OF INTEREST**

Councillor John Kaiser declared a disclosable pecuniary interest in Item 21, application 171436 – Land adjacent to 1 Anson Walk, Shinfield on the grounds that he was a director of a company that had contracts with the client. (He left the meeting during consideration of the matter and did not take part in the vote.)

Councillor Angus Ross declared a personal interest in Item 22, application 170580 – Old Redingensians Sports Ground, Old Bath Road, on the grounds that he had assisted the applicant and received hospitality. (He left the meeting during consideration of the matter and did not take part in the vote.)

**15. APPLICATIONS TO BE DEFERRED AND WITHDRAWN ITEMS**

No applications were recommended for deferral, or withdrawn.

**16. APPLICATION NO 170264 - LAND EAST OF FINCHAMPSTEAD ROAD, FINCHAMPSTEAD NORTH, WOKINGHAM, RG40 3HE**

**Proposal:** Full application for the proposed change of use of land to Suitable Alternative natural greenspace (SANG) with associated landscape works and parking.

**Applicant:** Gladman Developments

The Committee originally heard this application on 14 June 2017, whereupon it was proposed that it be deferred until the Committee had visited the site. The Committee received and reviewed an addendum to the report about this application, set out in Agenda pages 11 to 34.

There were no further updates on this item. Members had visited the site on 7 July 2017.

Imogen Shepherd-Dubey, Wokingham Town Council, spoke against the application, stating that there was a clear link between the proposed Suitable Alternative Natural Greenspace (SANG) and future housing developments in the area. She indicated that the application clearly referred to the housing developments so that it could not be argued that the two were separate. She went on to suggest that existing evidence indicated the road could not take an increase in traffic and referred to the loss of veteran trees and the cost implication of maintaining the SANG.

Clarissa Flynn, resident, shared a presentation and spoke in opposition to the application, stating that the Council were well aware of the strong feeling in regards to this application. She cited the National Planning Policy Framework, stating that sustainability should be put at the centre of proposals. Previous applications regarding development in Woodcrae had been relating to less extensive applications and had been denied by the Committee. The development of a SANG in isolation was premature. The application could not be seen in isolation from the proposed housing development as the same surveys had been used. She requested that, if not minded to refused, the Committee defer the application until the housing development application was due to come before the Committee.

Julian McGhee-Sumner, Ward Member, spoke against the application, outlining previous decisions relating to the same stretch of land and road and the impact on traffic of any development, and citing the clear references in the application to the proposed housing development.

In response, the Case Officer stated that further work had been carried out on veteran trees and that none would be removed. He went on to state that there would be no maintenance cost unless the SANG was connected to a development.

Members raised a number of concerns regarding the application and its link to the proposed housing development, which would impinge on the green gap between Finchampstead and Wokingham, suggesting that the application was premature and should be held back until such time as the housing application was ready to come to Committee. They suggested that the existence of a SANG at the time of the housing application would mean that the housing application would be more likely to be approved despite being, in their view, inappropriate in regards to sustainability, impacting the green gap and outside an established development area.

In response to Member questions, the Case Officer stated that use of open space as open space was an acceptable use of land in a green gap. The link to the housing development

was not hidden, but until that application came forward, the SANG would represent a country park. The SANG provision would not guarantee the success of a housing application in future.

The Head of SDL Delivery stated that the application involved using open space as publicly accessible open space. If a housing application came forward, the applicant would need to show there was a SANG and ensure its maintenance.

Councillor Angus Ross proposed that the application be refused on the grounds that the proposed SANG was designed to facilitate an unsustainable housing development on adjacent land; as such the SANG development was considered to be a premature and unsustainable form of enabling development. The proposal was therefore considered to be contrary to Core Strategy Policy CP1 and CP11.

This proposal was seconded by Councillor John Kaiser.

**Resolved:** That Application no 170264 be refused on the grounds listed above.

#### **17. APPLICATION NO 170010 - LAND NORTH OF CROFT ROAD, SPENCERS WOOD, RG7 1DR**

**Proposal:** Reserved Matters application pursuant to Outline Planning Consent O/2013/0346 for 363 dwellings including internal access roads, garages, parking spaces, SUDS attenuation, open space, play areas and associated landscaping.

**Applicant:** Taylor Wimpey and David Wilson Homes

The Committee received and reviewed a report about this application, set out in Agenda pages 35 to 66.

The Committee were advised that the Members' Update included:

- A proposed update to the plan numbers listed in Condition 2, and
- A clarification regarding the percentage of affordable housing in the application and that over the site as a whole.

Nick Paterson-Neild, Agent, spoke in favour of the application, outlining the background of the application. He stated that the site was being developed within the Strategic Development Location Plan (SDLP) and included affordable housing, allotments, play areas and a sports field. He indicated that the parking had been designed to meet Council standards, with visitor spaces scattered through the site. There would be a range of presentations, with the more formal housing along primary routes and informal housing nearer the centre, delineated by hedging.

In response to a Member question regarding the delivery of the Eastern Relief Road (ERR) being delivered late, the Service Manager, Highways Development Management, stated that whilst the ERR is opening late from its current construction programme, it is actually being delivered early in the wider context of housing delivery and the trigger placed upon it through associated planning legal agreements.

In response to Member questions regarding parking, turning and road widths, the Service Manager, Highways Development Management, stated that the application complied with the Council's standards regarding passing and turning heads and the scheme had been

assessed demonstrating vehicle tracking. There is a parking management strategy secured under the Outline planning consent which will allow for parking to be monitored and issues addressed through measures to be agreed. Issues around inappropriate parking on roads both adopted and private would be addressed by the parking management strategy and could also be addressed under the Council's Civil Enforcement Policy which is due towards the end of this year. Primary and secondary roads vary in width but would be at least 5m wide.

In regards to Member questions regarding footprint and the existence of a SANG, the Case Officer stated that the internal space in the properties met standards and that the gardens were of the right dimension and could comfortably house a shed. The Mays Farm SANG had already been delivered, but other SANGS would need to be in place prior to the commencement of the development. Drainage was covered under reserved matters and fell under the outline application.

**Resolved:** That Application no 170010 be approved, subject to the conditions set out in Agenda pages 35 to 66 and the clarifications and plan numbers as laid out in the Members' Update.

### **18. APPLICATION NO 170618 - MATTHEWSGREEN PHASE 3**

**Proposal:** Reserved Matters application pursuant to Outline planning consent O/2014/2242 (outline consent for approximately 760 dwellings and associated infrastructure) for Phase 3 of the development comprising 74 dwellings, associated amenity space, access, garaging and parking, internal roads, pathways, drainage and associated landscaping and provision of a section of the streamside recreational park. Appearance, landscaping, layout and scale to be considered.

**Applicant:** Linden Homes

The Committee received and reviewed a report about this application, set out in Agenda pages 67 to 90.

The Committee were advised that the Members' Update included:

- Proposed insertion of drawing numbers under Condition 1;
- Proposed replacement of Conditions 3 and 7 regarding road widths and splays;
- Proposed deletion of Conditions 5 and 8;
- Proposed additional Condition regarding a temporary footpath;
- Additional informative regarding utilities, and
- Updated parking provision table.

Members had visited the site in 2015.

Nick Laugharne, Agent, thanked the work that had been done by the officers and stakeholders. In answer to a Member query regarding allotments, he stated that they did not make up part of reserved matters. There were open access areas and the site had been linked to other developments.

In response to Member queries regarding access and road widths, the Service Manager, Highways Development Management, stated that there was evidence to show that vehicles could access all areas. The number of unallocated parking spaces was higher than required by standards.

In response to Member questions, the Case Officer stated that drainage matters had been agreed to in the outline application. Funding had been secured through Bovis for the offsite assisted living units. The upper flats had balconies that were designed for a table and chairs. The end wall had a number of windows that would provide natural surveillance. A condition could be added stating that the application would not vary the conditions on the original outline application.

**Resolved:** That Application no 170618 be approved, subject to the conditions set out in Agenda pages 67 to 90 and the plan numbers, amended conditions and new conditions as laid out in the Members' Update and the additional condition 1: Nothing herein contained shall be deemed to affect or vary the conditions imposed by planning permission O/2014/2242 dated 02/04/15 which conditions shall remain in full force and effect save in so far as they are expressly affected or varied by this permission.

**19. APPLICATION NO 170686 - PARCELS H-J, ARBORFIELD GARRISON**

**Proposal:** Reserved Matters application pursuant to Outline Planning Consent O/2014/2280 for the erection of 179 dwellings with access from the Nine Mile Ride Extension (NMRE), with associated internal access roads, paths, circulation areas, car parking including garages, landscaping, open space and associated infrastructure and works. (Parcels H, I and J).

**Applicant:** Redrow Homes Limited C/O Pegasus Group

The Committee received and reviewed a report about this application, set out in Agenda pages 91 to 118.

The Committee were advised that the Members' Update included:

- Proposed update to the car park strategy;
- Proposed amendment to Condition 2 to include final plans, and
- Proposed additional conditions 7 to 11.

Laura Humphries, Pegasus Group, spoke in favour of the application, stating that Pegasus Group had worked closely with Crest Nicholson and officers to take an overarching view of the whole site and to ensure that the development before the Committee would not compromise other areas on the site.

In response to Member questions, the Case Officer stated that an associated SANG was already open. The design and access statement outlined the garden village principle and stated that the design had to conform to that principle.

**Resolved:** That Application no 170686 be approved subject to the conditions set out in Agenda pages 91-118, the updated car parking strategy, amendment to conditions 2 and the additional conditions as laid out in the Members' Update.

**20. APPLICATION NO 171328 - 15-27 HIGH STREET, WARGRAVE, RG10 8BU**

**Proposal:** Full planning application for demolition of existing car showroom, repair/MOT garage plus "Suncroft" dwelling and proposed erection of 10 dwellings with provision of car-parking, private amenity space, bin and bicycle storage.

**Applicant:** Oracle Marker Ltd

The Committee received and reviewed a report about this application, set out in Agenda pages 119 to 146.

The Committee were advised that the Members' Update included:

- Updated category type to Major, and
- Proposed additional condition regarding site levels information.

Peter Palmer, Business Owner, spoke against the application, stating that his business employed 30 people who would be put out of work when the site was developed. He indicated that a business presence was an integral part of village life and suggested that improvements to the garage would welcome.

Elizabeth Butler, Secretary of the Alms Houses, spoke in objection to the application, outlining the possible impact of the increased use of the track, construction traffic, uncontrolled parking, pedestrian safety, difficulties with refuse collection, loss of business from the village centre, overdevelopment and the lack of affordable housing.

John Halsall, Ward Member, spoke against the application, stating that the benefits of the application were doubtful. The increase in vehicle movements would be considerable and the necessity for cars due to the lack of local services meant that the parking provision was not adequate. The target market for the development was necessarily wealthy people who would have two cars per property as standard and would not be using public transport. He suggested that 2-3 affordable homes could be developed, to be managed by the almshouses.

In response, the Case Officer explained that the need for housing and employment needed to be weighed up. The policy team had looked at the application in relation to the local plan and had not opposed it. Part of the garage site was sui generis, that is not subject to a specific class. It was the loss of the B2 use that carried more weight. In relation to refuse collection, he stated that the site could be adequately serviced.

In regards to the question of affordable homes, the Case Officer explained that the site was a brown field site with a high existing value and the decontamination of the site. If affordable houses were to be included in the scheme, it would become unviable. The previous application had had 11 units, but this was reduced to 10 due to over development, and this had resulted in financial constraints. Any reduction in units would also make the plan unviable.

The Service Manager, Highways Development Management, stated that there would only be one more property with egress on Wargrave Hill. In the last 5 years, there had been no accidents associated with the junction or within its vicinity. Supporting information indicates that the garage produced more traffic than the proposed homes would. The removal of the garage would end the need for commercial deliveries or waste disposal.

In response to Member questions regarding overdevelopment and sustainability the Case Officer stated that the application fell in to a modest development location within a settlement boundary. There was an acceptance that these were not subject to the same degree of sustainability and had, in this case, been deemed sustainable. The garden sizes met the council standards of 11m.

In response to Member queries regarding the unique nature of the site in relation to parking, the Case Officer stated that the number of car parking spaces in the application exceeded standards.

Councillor Wayne Smith proposed that the application be deferred pending to enable the developer to take on board and consider the Committee Members concerns with the site regarding parking and layout.. This proposal was seconded by Councillor Philip Houldsworth.

**Resolved:** That Application no 171328 be deferred.

**21. APPLICATION NO 171436 - LAND ADJACENT TO 1 ANSON WALK, SHINFIELD, RG2 8JU**

*(Councillor John Kaiser declared a disclosable pecuniary interest and left the meeting before the item was addressed.)*

**Proposal:** Full planning application for the proposed erection of 2no two bedroom flats and 2no one bedroom flats with associated parking and landscaping. (Part retrospective)

**Applicant:** Wokingham Housing Limited

The Committee received and reviewed a report about this application, set out in Agenda pages 147 to 170.

The Committee were advised that the Members' Update included:

- Proposed amendment to the Planning History, and
- Proposed amendments to Conditions 7 and 8.

Members had visited the site in 2015.

Darren Toes, Wokingham Housing Limited, spoke in favour of the application, stating that it provided valuable affordable housing in the Shinfield/Woodley area, using land with little amenity value. There would be an increase in the number of car spaces and solar panels would be installed, which would reduce energy costs for lower income families.

In response to a Member question, the Case Officer explained that the application was a full application as the additional parking was outside the existing red line.

**Resolved:** That Application no 171436 be approved subject to the conditions set out in Agenda pages 147 to 170, the amendment to the Planning History and the amendments to conditions 7 and 8 as laid out in the Members' Update.

**22. APPLICATION NO 170580 - OLD REDINGENSISANS SPORTS GROUND, OLD BATH ROAD, SONNING, RG4 6TQ**

*(Councillor Angus Ross declared a personal interest and left the meeting before the item was addressed.)*

**Proposal:** Full planning for the proposed installation of artificial grass pitch (AGP) to form a full sized playing enclosure measuring 122 x 80m with associated technical areas. Installation of new pitch perimeter and associated gated entrance to form a playing enclosure, new hardstanding, new (artificial) flood lighting, new maintenance equipment

store and retention of soil arising onsite to form a sculpted grass mound to an adjacent grass pitch.

**Applicant:** Rugby Football Union

The Committee received and reviewed a report about this application, set out in Agenda pages 171 to 196.

The Committee were advised that the Members' Update included:

- Proposed amendment to Condition 5 pertaining to landscaping;
- Proposed amendment to Condition 12 pertaining to lighting, and
- Proposed amendment to Condition 14 pertaining to the submission and approval of an event car parking management plan.

Gary Reynolds, CEO of the Redingensian Rams Club, spoke in support of the application, explaining that the Club had worked closely with the Rugby Football Union (RFU), who had provided the details and the technical information for the application. He outlined the background of the Club and its aim to increase the uptake of rugby amongst children from state schools. He went on to explain that the state of the pitches was not able to support the projected growth in the Club and that the Club had been chosen as one of those to benefit from the installation of an artificial pitch donated by the RFU.

In response to Member questions regarding light spill, the Case Officer stated that the amended Condition relating to lighting included measures to control light spill and that directed lighting would be made use of. There were examples of other pitches in the county that used this system and they were viewed as adequate.

In response to a Member query regarding noise, the Case Officer stated that the existing use of the Club permitted all pitches to be used when the Club was open. The opening hours would not be increasing. Environmental Health Officers were happy that the distance between the artificial pitch and the side wall of a neighbouring care home was sufficient, especially as it would be subject to strengthened boundaries and planting. The design of the site meant that standing supporters would mostly congregate near the parking areas and by the existing club house where there was hard standing available.

In response to a Member query regarding access and parking, the Service Manager, Highways Development, stated that the number of extra parking spaces exceeded Council standards. In regards to access, the likely increase in traffic movements was not seen as a concern. It would be monitored and incorporated in to the event parking management plan.

**Resolved:** That Application no 170580 be approved subject to the conditions set out in Agenda pages 171-196, and the amendments to conditions 2, 12 and 14 as laid out in the Members' Update.

# Agenda Item 27.

<b>Development Management Ref No</b> 171328	<b>No weeks on day of committee</b> 13	<b>Parish</b> Wargrave	<b>Ward</b> Remenham, Wargrave and Ruscombe	<b>Listed by:</b> Scheme of delegation
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**Applicant** Oraclemarker Ltd.

**Location** 15-27, High Street, Wargrave. **Postcode** RG10 8BU.

**Proposal** Full planning application for demolition of existing car showroom, repair/MOT garage plus "Suncroft" dwelling and proposed erection of 10 dwellings with provision of car-parking, private amenity space, bin and bicycle storage.

**Type** Major  
**PS Category** 01  
**Officer** Mark Croucher

**FOR CONSIDERATION BY** Planning Committee on 9 August 2017  
**REPORT PREPARED BY** Head of Development Management and Regulatory Services

## **Addendum Report**

1. The application was deferred at the Planning Committee meeting on 12<sup>th</sup> July 2017. Councillor Wayne Smith proposed that the application be deferred to enable the developer to take on board and consider the committee members concerns with the site regarding parking and layout and this proposal was seconded by Councillor Philip Houldsworth.
2. The site/parking layout and number of parking spaces has been amended in response to the member's deliberations at the committee meeting. The amendments to the plans are summarised as follows:
  - Increase in parking spaces from 17 to 23.
  - Rear vehicle access has been removed and will be stopped up. A pedestrian access to the rear of the site will be maintained.
  - The vehicle access to all of the properties will via the High Street entrance.
  - An internal driveway will link the east and west parts of the site. Previously the site was separated into two separate sections.
  - The position of the parking spaces has been amended to accommodate a single access development.
  - The width of the main building to the front of the site has been reduced by 1.6 metres to accommodate the new driveway to the north.
3. This addendum report will assess the impact of the revised layout in relation to the relevant material considerations.

## **Highways and Parking**

4. Previously the proposed plans showed a vehicular access to the north onto Wargrave Hill and an access to the south onto the High Street. The vehicle

entrance to the north has now been removed from the proposal and the site layout shows the entire development being served by the vehicle access onto the High Street. A pedestrian access to the north of the site onto the public right of way will remain. Members raised concerns regarding the safety of the junction onto Wargrave Hill and those safety concerns have been mitigated by the removal of the rear vehicle entrance. Condition 14 has been added to ensure the existing vehicle access to the rear is stopped up in perpetuity.

5. A new driveway will link the dwellings at the rear of the site with the entrance onto the High Street. The Highways Team has considered this arrangement and considers it acceptable. Vehicles will be able to manoeuvre safely on the site and enter and leave the highway in a forward gear. The width of the internal access is sufficient to allow vehicles to pass each other. The access onto the High Street is wide enough to allow vehicles to enter and leave the site simultaneously.
6. The number of parking spaces has been increased from 17 to 23 from the previous layout. The minimum parking standard for this development would be 14 spaces (10 allocated 2 unallocated and 2 visitor spaces) or 11 spaces (3 allocated 6 unallocated and 2 visitor spaces). The provision of 23 parking spaces can therefore be considered a 100% uplift from the requirement in the council's parking standards. The Highway Engineer has reviewed the amended layout and advised *'if all the properties had 1 allocated spaces there would be an additional 11 unallocated spaces and 2 visitor spaces which would result in 2.3 spaces per unit. This is a good level of parking'*. The amount of onsite parking is therefore considered to be acceptable and is well in excess of the council's standards. Condition 13 is recommended to secure a parking schedule that sets out areas of allocated, unallocated and visitor parking.
7. The revised layout with a single vehicle access improves the flexibility of the parking provision because the spaces will all be located on one plot, rather than two separate parcels as depicted in the previous plans. It is considered that the proposed layout is more practical and flexible than the previously considered plans.

#### **Design and impact on the character and appearance of the Conservation Area**

8. To accommodate the revised layout, which includes a driveway to the north of the site, the main building has been reduced in width by 1.6 metres. The reduction in width does not significantly affect the overall appearance of the development and the proposal will have an acceptable impact on the Character and Appearance of the Conservation Area.

#### **Impact on Neighbours**

9. The reduced size of the main building lessens the impact on the property known as The Garth as there will now be 19.5 metres between the structures, rather than 18 metres as depicted in the previous plans. The proposed building to the front of the site will be at an oblique angle to this neighbouring property and due to the acute angle, there will be no direct overlooking from the upper floor rear windows in the main building. Given the distance of the common boundary, the outlook from the rear windows will fall within the application site and the privacy of this neighbouring dwelling will not be detrimentally impacted. The Garth is situated on

higher land and the first floor windows of the development will only be marginally higher than the ground floor windows of this neighbouring bungalow. The impact on this neighbouring property is considered to be acceptable.

10. The level of vehicle movements along the new driveway to the north would be limited and at low speeds. It is not considered that the amount of vehicle movements would result in a level of noise or disturbance that would detrimentally impact the neighbouring occupants. Furthermore the proposed residential use will be less intrusive to neighbouring residents than the existing MOT garage and car sales currently carried out on the site.

### **Amenity of future residents**

11. The revised layout would result in a satisfactory living environment to the future occupiers. The gardens to the residential dwellings will be at least 11 metres deep and will meet the minimum garden depth requirement set out in the Borough Design Guide SPD. The proposed flats will have a communal outdoor space that is considered commensurate with the size of the apartments. All of the properties will meet the nationally described space standards. The development will therefore result in a satisfactory level of amenity for the future occupiers.

### **Conclusion**

12. The amended layout secures adequate parking capacity significantly over the council's parking standards and there will be no detrimental highway safety implications. The design and appearance of the development will have a positive impact on the character and appearance of the Conservation Area. The amended plans lessen the impact of the development on a neighbouring property because the main building will be located further away from north boundary. 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 the recommended conditions.

## **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: 16-P1382-200 Rev A; 6-P1382-200.1 Rev A; 16-P1382-202 Rev A; 16-P1382-203; 16-P1382-204 Rev A; 16-P1382-205; 16-P1382-LP; 16-P1382-105; 16-P1382-107; P596/001 Rev A and Schedule of accommodation Rev A. 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/details**

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.

4. Before the development hereby permitted is commenced, further details showing how the existing brick/flint building is to be adapted for use as a cycle and bin store shall first be 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: In the interests of visual amenity and to safeguard the character of the conservation area in which the development is located.

### **Trees & Landscaping**

5. 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, boundary treatment, tree pits 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)

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

Reason: To 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 part of any building(s) hereby permitted shall be occupied or used until vehicle parking and turning space has been provided in accordance with details to be submitted to and approved in writing by the local planning authority. The vehicle parking and turning space so-approved shall be retained in accordance with the approved details and the parking space remain available for the parking of vehicles at all times and the turning space shall not be used for any purpose other than vehicle turning.

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

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

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.

9. The dwelling/building shall not be occupied until visibility splays of 2.0 metres by 2.0 metres, have been provided at the intersection of the driveway and the adjacent footway. (Dimensions to be measured along the edge of the drive and the back of the footway from their point of intersection). The visibility splays shall thereafter be kept free of all obstructions to visibility above a height of 0.6 metres.

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

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

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

11. 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.

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

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

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

13. Prior to the occupation of the dwellings hereby approved, a parking schedule shall be submitted to and approved in writing by the local planning authority setting the allocated and unallocated spaces unless otherwise first agreed in writing by the local planning authority.

Reason: to ensure a satisfactory level of parking and parking layout.

14. The existing vehicular access to the north of the site shall be stopped up and abandoned in perpetuity and shall only be used for pedestrian access, in accordance with the approved plans listed in condition 2 of this planning consent unless otherwise agreed in writing by the Local Planning Authority.

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

### **Drainage**

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

- Results of intrusive ground investigation demonstrating seasonal high groundwater levels for the site and infiltration rates in accordance with BRE365.
- Demonstration that the base of SuDS features are at least 1m above seasonal groundwater level.
- Full calculations demonstrating the performance of soakaways or capacity of attenuation features to cater for 1 in 100 year flood event with a 40% allowance for climate change and runoff controlled at Greenfield rates, or better.
- Calculations demonstrating that there will be no flooding of pipes for events up to and including the 1 in 100 year flood event with a 40% allowance for climate change.
- A drainage strategy plan for the proposed development, including pipe details with invert levels.

- A maintenance management plan for the SuDS features throughout the lifetime of the development, as well as who will be responsible for the maintenance.

Reason: This is to prevent increased flood risk from surface water run-off.

Relevant policy: NPPF Section 10 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Core Strategy policy CP1 and Managing Development Delivery Local Plan policies CC09 and CC10.

### **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. Prior to the commencement of development, unless otherwise agreed by the local planning authority, development other than that required to be carried out as part of an approved scheme of contamination remediation must not commence until conditions A – D (below) have been complied with. If unexpected contamination is found after development has commenced, development must be halted on that part of the site affected by the unexpected contamination, to the extent specified in writing by the Local Planning Authority, until there is compliance with condition D (below)

#### **A Site Characterisation**

An investigation and risk assessment shall be completed in accordance with a scheme that has been submitted and approved in writing by the local planning authority to assess the nature and extent of contamination on the site, whether or not it originates at the site. (This is in addition to any assessment that may have been provided with the planning application) The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be submitted to the local planning authority for approval. The report of the findings must include:

- (i) a survey of the extent, scale and nature of the contamination;
- (ii) an assessment of the potential risks to:
  - b) human health;
  - c) property (existing or proposed) including buildings, crops, livestock, pets, woodland and services and pipework;
  - d) adjoining land;
  - e) groundwater and surface waters;
  - f) ecological systems;
  - g) archaeological sites and ancient monuments

(iii) an appraisal of remedial options, and proposal of the preferred option (N.B.. The assessment must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination CLR11.)

#### B Submission of a remediation scheme

A detailed remediation scheme that describes how the site will be made suitable for the intended use must be submitted to the local planning authority for written approval. The remediation scheme shall include, the proposed remediation objectives and remediation criteria, details of all works to be undertaken, the timetable of works and site management procedures. The remediation scheme shall ensure that the site cannot be declared as being contaminated under part 2A of the Environmental Protection Act 1990, in relation to the intended use, after remediation works are completed.

#### C Implementation of the approved remediation scheme

The approved remediation scheme shall be implemented before other groundworks or construction works commence unless a phased approach has been agreed as part of the approved remediation scheme or unless written approval is given by the Local Planning Authority. The applicant or contractor must give at least two weeks written notice before remediation works commence. Following completion of remediation works at the site, or upon completion of each phase a verification report shall be submitted to the Local Planning Authority for written approval.

#### D Reporting of Unexpected Contamination

If unexpected contamination is found at any time during development this shall be reported in writing as soon as possible to the Local Planning Authority. An investigation and risk assessment shall be carried out in accordance with the requirements of condition A (above), and where remediation work is necessary a remediation scheme must be prepared and submitted for written approval to the local planning authority, in accordance with condition B (above). Following the completion of measures set out in the approved remediation scheme a verification report shall be submitted to the local planning authority in accordance with condition C.

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.

### **Permitted development rights**

19. Notwithstanding the provisions of Classes A, B and 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 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 Class F of Part 1 and Class A Part 2 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 additional hard surfacing, other than depicted in the plans hereby approved, 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. The side windows in the development hereby permitted shall be fitted with obscured glass and shall be permanently so-retained. The window shall be non-opening unless the parts of the window which can be opened are more than 1.7 metres above the finished floor level of the room in which the window is installed and shall be permanently so-retained.

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

### **Archaeology**

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

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

### **Ecology**

23. Prior to commencement of the development a detailed scheme to provide wildlife enhancements for birds and bats shall be submitted to and approved in writing by the local planning authority. The measures contained within the plan shall be implemented in accordance with the approved plan unless otherwise approved in writing by the local planning authority.

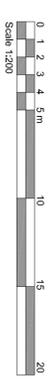
Reason: To secure wildlife enhancements within the course of the development, as appropriate under the NPPF.

### **Informatives**

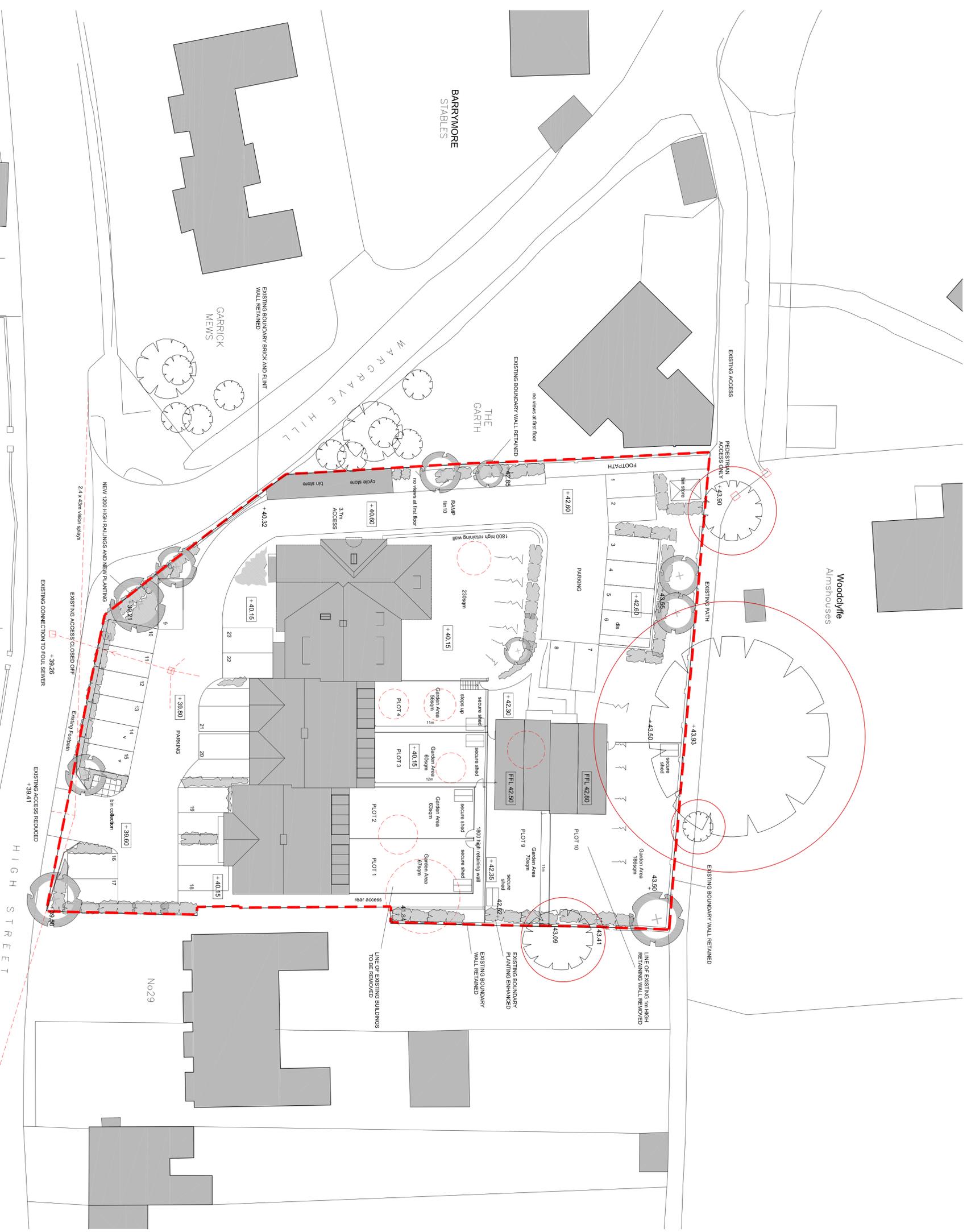
1. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received. This planning application has been the subject of positive and proactive discussions with the applicant in terms of: addressing concerns relating to highway safety and residential amenities. The decision to grant planning permission in accordance with the presumption in favour of sustainable development as set out in the NPPF is considered to be a positive outcome of these discussions.

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. Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on adjacent highways. For further information contact the Highway Authority on tel.: 0118 9746000.
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 Levy. 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.

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



KEY	
	PROPOSED TREES
	EXISTING TREES TO BE RETAINED
	TREES TO BE REMOVED
	PROPOSED INDICATIVE PLANTING
	EXISTING PLANTING
	EXISTING SPOT SITE LEVELS
	PROPOSED SPOT SITE LEVELS
	PROPOSED HOUSE FINISHED FLOOR LEVELS (SUBJECT TO CONFIRMATION BY WORKING DRAWINGS STAGE)
	DASHED LINE INDICATES BUILDING TO BE DEMOLISHED
	BANK
	SECTIONLINE



No.	Date	Drawn

**FOR COMMENT 20-07-17**

**ASCOT DESIGN**  
Timeless architecture

Ascot Design Ltd, Bechtelme House, 95-97 High Street, Ascot, Berkshire, SL5 7HY  
Tel: 01344 575200  
www.ascotdesign.com

**ORACLEMARKER**

Project No: **WARGRAVE MOTORS, 15-27 HIGH STREET, WARGRAVE, READING, RG10 8BU**

**PROPOSED SITE PLAN**

Scale: <b>1:200 @ A1</b>	Date: <b>APR 17</b>	Drawn: <b>DQ</b>
Drawing No: <b>16 - P1382 - 200</b>	Rev: <b>A</b>	

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# Agenda Item 20.

<b>Development Management Ref No</b>	<b>No weeks on day of committee</b>	<b>Parish</b>	<b>Ward</b>	<b>Listed by:</b>
171328	9	Wargrave	Remenham, Wargrave and Ruscombe	Scheme of delegation

**Applicant** Oraclemarker Ltd.

**Location** 15-27, High Street, Wargrave. **Postcode** RG10 8BU.

**Proposal** Full planning application for demolition of existing car showroom, repair/MOT garage plus "Suncroft" dwelling and proposed erection of 10 dwellings with provision of car-parking, private amenity space, bin and bicycle storage.

**Type** Minor  
**PS Category** 13  
**Officer** Mark Croucher

**FOR CONSIDERATION BY** Planning Committee on 12<sup>th</sup> July 2017  
**REPORT PREPARED BY** Head of Development Management and Regulatory Services

## SUMMARY

The application proposes the erection of 10 dwellings (6 x 2 bed houses, 2 x 2 bed flats and 2 x 3 bed duplex units) following the demolition of existing buildings at Wargrave Motors and the property known as Suncroft.

The application site is on a prominent corner at the entrance to Wargrave and is within a Conservation Area. It is within a Modest Development Location close to local facilities and service and it is considered that the principle of residential development is acceptable in such areas. The proposal will result in the loss of employment land and the planning policy team has raised no objection to this, partly because the existing buildings detract from the character and appearance of the Conservation Area.

The Conservation Officer has recommends the application for approval and the design of the scheme will enhance the character and appearance of the Conservation Area. 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 polices. The application is accordingly recommended for approval subject to conditions.

## PLANNING STATUS

- Modest Development Location
- Area of high archaeological potential.
- Conservation Area.

- Local Centre.
- 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: 16-P1382-200; 16-P1382-200.1; 16-P1382-201; 16-P1382-202; 16-P1382-203; 16-P1382-204; 16-P1382-205; 16-P1382-LP; 16-P1382-CP; 16-P1382-105; 16-P1382-107 and P596/001 Rev A. 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/details

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.*
4. Before the development hereby permitted is commenced, further details showing how the existing brick/flint building is to be adapted for use as a cycle and bin store shall first be 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: In the interests of visual amenity and to safeguard the character of the conservation area in which the development is located.*

### Trees & Landscaping

5. 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, boundary treatment, tree pits 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)*

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

*Reason: To 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 part of any building(s) hereby permitted shall be occupied or used until vehicle parking and turning space has been provided in accordance with details to be submitted to and approved in writing by the local planning authority. The vehicle parking and turning space so-approved shall be retained in accordance with the approved details and the parking space remain available for the parking of vehicles at all times and the turning space shall not be used for any purpose other than vehicle turning.

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

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

*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.*

9. The dwelling/building shall not be occupied until visibility splays of 2.0 metres by 2.0 metres, have been provided at the intersection of the driveway and the adjacent footway. (Dimensions to be measured along the edge of the drive and the back of the footway from their point of intersection). The visibility splays shall thereafter be kept free of all obstructions to visibility above a height of 0.6 metres.

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

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

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

11. 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.*

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

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

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

13. Prior to the occupation of the dwellings hereby approved, a parking schedule shall be submitted to and approved in writing by the local planning authority setting the allocated and unallocated spaces unless otherwise first agreed in writing by the local planning authority.

*Reason: to ensure a satisfactory level of parking and parking layout.*

### **Drainage**

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

- Results of intrusive ground investigation demonstrating seasonal high groundwater levels for the site and infiltration rates in accordance with BRE365.
- Demonstration that the base of SuDS features are at least 1m above seasonal groundwater level.
- Full calculations demonstrating the performance of soakaways or capacity of attenuation features to cater for 1 in 100-year flood event with a 40% allowance for climate change and runoff controlled at Greenfield rates, or better.
- Calculations demonstrating that there will be no flooding of pipes for events up to and including the 1 in 100 year flood event with a 40% allowance for climate change.
- A drainage strategy plan for the proposed development, including pipe details with invert levels.
- A maintenance management plan for the SuDS features throughout the lifetime of the development, as well as who will be responsible for the maintenance.

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

### **Environmental Health**

15. 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 8:00 am and 6:00 pm Monday to Friday and 8:00 am to 1.00pm. Saturdays and at no time on Sundays or Bank or National Holidays.

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

16. 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.*

17. Prior to the commencement of development, unless otherwise agreed by the local planning authority, development other than that required to be carried out as part of an approved scheme of contamination remediation must not commence until conditions A – D (below) have been complied with. If unexpected contamination is found after development has commenced, development must be halted on that part of the site affected by the unexpected contamination, to the extent specified in writing by the Local Planning Authority, until there is compliance with condition D (below)

a) *Site Characterisation*

An investigation and risk assessment shall be completed in accordance with a scheme that has been submitted and approved in writing by the local planning authority to assess the nature and extent of contamination on the site, whether or not it originates at the site. (This is in addition to any assessment that may have been provided with the planning application) The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be submitted to the local planning authority for approval. The report of the findings must include:

- (i) a survey of the extent, scale and nature of the contamination;
- (ii) an assessment of the potential risks to:
  - (a) human health;
  - (b) property (existing or proposed) including buildings, crops, livestock, pets, woodland and services and pipework;
  - (c) adjoining land;
  - (d) groundwater and surface waters;
  - (e) ecological systems;
  - (f) archaeological sites and ancient monuments
- (iii) an appraisal of remedial options, and proposal of the preferred option (N.B. The assessment must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination CLR11.)

b) *Submission of a remediation scheme*

A detailed remediation scheme that describes how the site will be made suitable for the intended use must be submitted to the local planning authority for written approval. The remediation scheme shall include, the proposed remediation objectives and remediation criteria, details of all works to be undertaken, the timetable of works and site management procedures. The remediation scheme shall ensure that the site cannot be declared as being contaminated under part 2A of the Environmental Protection Act 1990, in relation to the intended use, after remediation works are completed.

c) *Implementation of the approved remediation scheme*

The approved remediation scheme shall be implemented before other groundworks or construction works commence unless a phased approach has been agreed as part of the approved remediation scheme or unless written approval is given by the Local Planning Authority. The applicant or contractor must give at least two weeks written notice before remediation works commence. Following completion of remediation works at the site, or upon completion of each phase a verification report shall be submitted to the Local Planning Authority for written approval.

d) *Reporting of Unexpected Contamination*

If unexpected contamination is found at any time during development this shall be reported in writing as soon as possible to the Local Planning Authority. An investigation and risk assessment shall be carried out in accordance with the requirements of condition A (above), and where remediation work is necessary a remediation scheme must be prepared and submitted for written approval to the local planning authority, in accordance with condition B (above). Following the completion of measures set out in the approved remediation scheme a verification report shall be submitted to the local planning authority in accordance with condition C.

*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.*

**Permitted development rights**

18. Notwithstanding the provisions of Classes A, B and 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 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.*

19. 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 additional hard surfacing, other than depicted in the plans hereby approved, 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.*

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

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

### **Archaeology**

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

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

### **Ecology**

22. Prior to commencement of the development, a detailed scheme to provide wildlife enhancements for birds and bats shall be submitted to and approved in writing by the local planning authority. The measures contained within the plan shall be implemented in accordance with the approved plan unless otherwise approved in writing by the local planning authority.

*Reason: To secure wildlife enhancements within the course of the development, as appropriate under the NPPF.*

### **Informatives**

1. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received. This planning application has been the subject of positive and proactive discussions with the applicant in terms of addressing concerns relating to highway safety and residential amenities. The decision to grant planning permission in accordance with the presumption in favour of sustainable development as set out in the NPPF is considered to be a positive outcome of these discussions.
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. Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on adjacent highways. For further information contact the Highway Authority on tel.: 0118 9746000.
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 Levy. 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**

170129: Full application for the demolition of existing car showroom and repair/MOT garage and associated structures and their replacement with 8 new dwellings (6x2-bed and 2x3-bed), demolition of dwelling known as "Suncroft" and replacement with a detached building comprising 2x1-bed flats and 1x2-bed dwelling, provision of off-street car parking, private amenity space, bin and bicycle storage. Withdrawn: 04/05/2017.

#### **SUMMARY INFORMATION**

Site Area	0.26 hectares
Previous land use(s) and floorspace(s)	Vehicle sales and repairs (B2 & sui generis)
Existing units	1
Proposed units	10
Existing parking spaces	40
Proposed parking spaces	17

#### **CONSULTATION RESPONSES**

**WBC Policy and Plans** – No objection.

**WBC Conservation Officer** – No objection.

**WBC Drainage** – No objection subject to condition 14.

**WBC Environmental Health** – No objection subject to conditions 15 - 17.

**WBC Highways** – No other objection subject to conditions 7 -13.

**WBC Trees and Landscape** – No objection subject to condition 5 and 6.

**WBC Biodiversity** – No objection subject to condition 22.

**Archaeology** – No objection subject to condition 21.

**Affordable Housing/Viability** – No objection. It is not viable to provide and affordable housing contribution.

**Cllr Halsall** - list on the grounds of inappropriate development in the conservation area in particular with its intensity. I believe that vehicles will spill out into the High Street and Wargrave Hill and that vehicles will not be able to suitably manoeuvre in the site to access rear buildings.

**Parish Council** - proposal was situated in a locality of pre-existing car parking issues and therefore, there was inadequate parking provision for the practicality of the site (including visitor or delivery):

- Inadequate turning arrangements for the rear element of the proposal (especially deliveries/collection of refuse);
- The overall size site density of the proposal is out of keeping with the conservation area locality and therefore represents an over development of residential development.
- The rear element of the proposal may lead to an intensification of activity impacting upon highway safety.
- The proposal lacks affordable housing provision on site.

## REPRESENTATIONS

### 11 letters received.

4 letters **objecting** to the development and 6 letters making both negative and positive comments. **Objecting points raised (in summary):**

- Overdevelopment. (paragraphs 9 – 29, 31, 34 - 36)
- Access points are very busy. (paragraphs 30 - 34)
- Rear access is on a blind bend. (paragraphs 30 - 34)
- Loss of privacy to neighbouring houses. (paragraphs 23 & 25)
- The increase in the use of the track to the rear will result in greater conflict with pedestrians. (paragraph 33)
- The track to the rear is in a poor state of repair. (paragraph 33)
- Overlooking. (paragraphs 23 & 25)
- Overbearing impact on neighbouring properties. (paragraphs 22 – 29)
- The development is too large. (paragraphs 9 – 29, 31, 34 - 36)
- The trees on the site will not adequately screen the development. (paragraphs 25, 39 – 40)
- Insufficient parking. (paragraph 35 – 37)

- There are few amenities in the area. (paragraph 1 & 36)
- There is no turning for delivery vehicles on the northern part of the site. (paragraph 31)
- No space for construction vehicles to park. (condition 12)
- There is no pavement on Wargrave Hill. (paragraph 34)
- The flat roof dormer window is not in keeping with other dormers in the area. (paragraph 17)
- UPVC fascia and soffits are not in keeping with the Conservation Area. (condition 3)
- Parking is a problem in the area. (paragraph 35)
- The density is too high. (paragraphs 10 – 12)

1 Letter of **support** and 6 other letters making both positive and negative comments.

**Supporting points raised (in summary):**

- It will improve the appearance of the village.
- The scheme looks good.
- The development will enhance the Conservation Area.
- Supportive of 'less expensive' properties in Wargrave.

**APPLICANTS POINTS**

- The new dwellings are of a high quality, traditional design that is reflective of the Conservation Area within which it is located.
- The proposed development will enhance the character and appearance of the Conservation Area.
- Parking is provided within a courtyard to the front of the building, this parking area will be enclosed by new landscaping which will positively enhance the area. No landscaping currently exists to the front of the site to screen the area used to display cars for sale.
- The proposed layout has been influenced by the adjoining houses and in particular, the need to take account of their amenity.
- The proposed buildings are staggered which breaks up the visual bulk of the proposal.
- The proposed buildings have been sensitively sited with habitable room windows located away from sensitive boundaries to ensure that no material overlooking occurs.
- The new bin and cycle store will be formed by incorporating an element of the original garage brick and flint building.
- The application site falls within a highly sustainable location where the principle of redevelopment receives strong support from the NPPF and relevant adopted planning policies.

**PLANNING POLICY**

NPPF

- Chapter 1: Building a strong, competitive economy
- 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
- Chapter 12: Conserving and enhancing the historic environment

Core Strategy	<p>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</p>
MDD Local Plan	<p>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  TB15: Major Town, and Small Town/ District Centre Development  TB21 Landscape Character  TB23: Biodiversity and Development  TB24: Designated Heritage Assets (Listed Buildings, Historic Parks and Gardens, Scheduled Ancient Monuments and Conservation Areas)  TB25: Archaeology</p>

## PLANNING ISSUES

### Principle of development

1. The site is located within development limits of Wargrave, which is a Modest Development Location. The Core Strategy sets out that *'Modest Development Locations are those with access to some facilities and services either within them or through good public transport services to major development locations or centres in neighbouring areas'* and that residential developments up to 25 units is appropriate in such areas. The proposed development seeks the erect of 10 residential units resulting in a net gain of 9 dwellings. The scale and quantum of development proposed is acceptable in Modest Development Locations such as Wargrave.
2. The site is not located within a designated Core Employment Area. The proposed development would result in the loss of 168.4m<sup>2</sup> of Class B2 floor space (General Industrial) from the MOT/repair garage and 296m<sup>2</sup> of class Sui Generis floorspace.
3. Core Strategy Policy CP15 (Employment Development) states: 'Any proposed change of use from B1, B2 and B8 should not lead to an overall net loss of floor-space in B Use within the Borough'. Paragraph 4.70 to policy CP15 of the Core Strategy refers to an Employment Land Study (2005) which sets out that the supply of floor space for industry and warehousing needs to increase by 51,000m<sup>2</sup> to meet forecast B use growth in the Borough over the Plan period to 2026.

4. The Employment Land Monitoring Report for April 2013 – March 2014 demonstrates that there has been a net gain of 3,649m<sup>2</sup> of B use floor space in the borough since 1st April 2006. The report also shows that the borough has 88,099m<sup>2</sup> of extant permissions for B use floorspace in the monitoring year, which could be completed in the next six years based on historic completion rates. It should be noted that the 3,649m<sup>2</sup> figure is based on data that is almost three years old and it is considered highly likely that this figure has since been further eroded.
5. The Central FEMA (Functional Economic Market Area) Economic Development Needs Assessment (EDNA) report has been published (October 2016) which identifies a recommended net manufacturing (B1c/B2) space requirement for 2013-2036 of at least 11,655m<sup>2</sup> based on the labour supply approach. This would suggest the need to retain employment land in any future local plan strategy and therefore careful consideration should be given before permitting loss of employment floorspace. It is however noted that this study has not factored in the allocated Science Park south of the M4, which is expected to deliver significant amounts of employment floorspace up to and beyond the current plan period.
6. Notwithstanding the above, it is noted that the site lies on the edge of the local centre of Wargrave on the high street, within the conservation area. There are houses between the subject site and the main centre retail units, creating a separation within the current local centre boundary area.
7. The planning policy team has considered the information set out above and raised no objection:

*'On balance, in this highly prominent location in the conservation area, there should be a consideration of a more suitable use and form of development. As such, there is no policy objection in principle to the proposed development in the context and setting, subject to Conservation Officer confirming that this would lead to the enhancement of the conservation area. Marketing information to show that there is no requirement/demand for the existing use is therefore not required in this case.'*

8. The loss of employment and proposed residential re-development of the site is therefore acceptable in principle subject to the material considerations set out below.

#### **Design and impact on character and appearance of the Conservation Area**

9. The site is in a prominent location on the corner of Wargrave Hill and the High Street and forms part of the gateway into the centre of the village. The proposed building will replace a garage, sales forecourt and large canopy structure, which is considered to detract from the historic character and appearance of the Conservation Area. It is therefore considered that the proposed development will vastly improve the visual amenity of the locality and the rationale for this conclusion is set out in further detail in this section of the report.
10. The proposed development will have a density of 38 dwellings per hectare (dph). The density of the existing area varies due to the mix of property types in close proximity to the site and the clustered & irregular historic settlement pattern. The row

of terrace properties along the high street to the south east has a density of approximately 80 dwellings per hectare. Whereas the properties immediate to the south of the site have a density of 20 dwellings per hectare. Larger dwellings at the edge of the village have a density of approximately 5 dwellings per hectare.

11. Given the irregular development pattern of Wargrave and the broad range of property sizes and types close to the application site, the dph ratio is not a particular useful tool in assessing the proposed development in this case. Notwithstanding this, it is considered that the dph of the site is keeping with the character of the settlement and is commonly found in built up areas.
12. The proposed building to the front of the site will be in keeping with the grain of development along the High Street. It will respect the existing building line and have a staggered form to provide visual interest and replicate the gable features that characterise the area. The footprint of the building to the frontage will have a similar depth and form to the other buildings in the locality.
13. The properties located to the rear of the site will replace an existing bungalow and it is therefore not out of keeping with the existing settlement pattern to have residential development in this location. There are also of examples of buildings set back behind the properties along the High Street.
14. The proposed development includes four flats, which have been designed to appear as one large property. This is entirely in keeping with the area, which includes large houses that have been subdivided into flats. Wargrave Hall to the west of the site is one such example of this.
15. The proposed dwellings along the road frontage will be approximately 9.7 metres in height and will in fact be marginally lower than the neighbouring properties to the south of the site, which are approximately 10.45 metres high. As aforementioned, the depth and footprint of the properties is reflective of the area.
16. The elevational design utilises Edwardian and Victorian design features. The Arts & Craft movement spans from the late Victorian period to the early 20<sup>th</sup> century and the proposed development also incorporates details that are associated with this architectural movement. The proposal will utilise design features such as: tile hanging; rough cast render; solid arch detailing; prominent string course; gable features; steep roof pitches; finial detailing, and sash & casement windows. The development will also utilise brick and flint to reflect existing buildings on the site (proposed to be retained and used as a cycle and bin store) and local building materials. The bays and proportions of windows to masonry of the buildings will also complement the existing properties in the locality.
17. A neighbour representation has criticised the use of flat roof dormer windows. These features are characteristic of historic buildings and are common found on Georgian properties: There is a prominent example of this on a building located at the main cross roads in the centre of the village. There are also other examples of flat roof dormer windows on buildings along Church Street and School Lane. Whilst the proposed building is not replicating a Georgian style, Arts & Crafts properties utilised traditional buildings techniques and flat roof dormer windows were not uncommon. The proposed dormer windows will be proportionately small features positioned on the middle of the roof slope. It is considered they will be elegant features to the

building and have a satisfactory appearance.

18. The application site is within a Conservation Area. Policy TB24 of the MDD Local Plan states the Borough Council will conserve and seek the enhancement of designated heritage assets in the Borough and their settings by *'supporting development proposals or other initiatives that will conserve and, where possible, enhance the local character'*.
19. The Conservation Officer has made the following comments and recommend the application for approval:

*'Whilst representing an increase in the density of residential development on this prominent corner, the removal of the unsightly garage forecourt and canopy weigh in its favour.*

*The existing modern garage buildings are of no historic or architectural interest and their removal is welcome. To the northern boundary of the site are an attractive brick and flint wall and a number of older buildings, which have historic interest as evidence of the former use of this site. Both the wall and the older of these buildings are now to be retained, the latter proposed for use as a store for cycles/bins.*

*The northern corner of the development has also be revised following comments that the swept curve design of the building, around the corner to face Wargrave Hill, had little precedent in the village. The more frequent use of gables to turn a corner in the village is now reflected in the proposed building.*

*To the rear of the site, a unit has been removed to reduce the density and cramped feel of this part of the development.*

*The materials proposed are consistent with those traditional materials used locally (red/orange brick and flint, clay tiles and painted timber windows and doors).*

*Overall, subject to conditions, the revised scheme is considered to preserve the character of the conservation area and setting of nearby listed buildings.'*

(it should be noted that the reference to previous proposals in the above comments refer to the withdrawn application ref: 170129)

20. For the reasons set out above, it is considered that the proposed development will enhance the character and appearance of the Conservation Area.

### **Amenity of future residents**

21. The gardens to the residential dwellings will be at least 11 metres deep and will meet the minimum garden depth requirement set out in the Borough Design Guide SPD. The proposed flats will have a communal outdoor space that is considered commensurate with the size of the apartments. All of the properties will meet the nationally described space standards. The development will therefore result in a

satisfactory level of amenity for the future occupiers.

## **Impact on Neighbours**

### *The Garth*

22. The rear elevation of the neighbouring property known as 'the Garth' faces the application site. It will be at an oblique angle to the proposed building along the frontage and would be approximately 18 metres from the corner of the structure. The Borough Design Guide SPD recommends a back to flank separation distance of 12 metres and the proposed development will achieve this. Whilst the building is two storeys in height, there is accommodation in the roof space and therefore it is also appropriate to consider recommended separation distances for buildings over 2 storeys: The Borough Design Guide recommends a 15 metres gap from rear to flank and the development will also achieve this measurement.
23. The Garth is situated on higher land than the proposed building to the front of the site and this will lessen the impact of the development to the occupiers of this property. None of the upper floor windows in the side (north) elevation of the proposed building will serve as the principal windows to habitable rooms and condition 20 is recommended ensuring they are obscurely glazed.
24. The Garth does not directly back onto the rear elevation of the proposed building and therefore the recommended back-to-back separation distances are not entirely relevant in this case. However, it is useful to consider these as the buildings would be at an oblique angle to each other. To avoid overlooking the Borough Design Guide SPD recommends a back-to-back separation distance of 22 metres for 2 storey windows and 30 metres for windows above this. These separation distances assume the common boundary is equidistant between both properties. Therefore, rear windows should be at least 11 metres (2 storey) and 15 metres (over 2 storeys) from the common boundary. The centre point of the rear windows in the proposed building will be at least 11 and 15 metres from the common boundary with The Garth. The rear windows of the proposed building are also orientated to look directly out onto the application site.

### *29 High Street*

25. Plots 9 and 10 will be located to the rear of the site and will replace the existing bungalow known as Suncroft. Both properties will have gardens 11 metres deep and will comply with the Borough Design Guide SPD. The gardens will share a common boundary with the rear garden of no. 29 High Street. This property has a relatively long rear garden measuring 34 metres with trees along the common boundary. It is considered that plots 9 and 10 will have an acceptable impact on the amenity of the neighbouring occupants given the size of the neighbouring garden, tree screening and the distance of these proposed dwellings from the boundary.
26. Plot 1 will be set 3.4 metres from the side elevation of 29 High Street and this complies with the separation distances in the Borough Design Guide SPD. This separation distance is also considered to be appropriate taking into account the tight grain of development that characterises Wargrave. Plot 1 will project approximately 2 metres beyond the rear of this neighbouring property but this will not detrimentally affect light or outlook to the neighbouring rear windows or garden area.

27. 29 High Street has 2 first floor side windows that face the application site. One of the windows serves as the principal window to a bedroom. The outlook of the bedroom is orientated towards the roof of the car sales building and it is considered that there would not be a detrimental impact to the outlook of this room. With regard to a loss of light, the centre point of this window will not face the highest point of the roof and the total 3.4 metre separation distance to the proposed building will be sufficient for this room to afford natural light. The bedroom is not a main room to the house or the master bedroom. It is not considered that the impact to this window would weigh in the balance of refusing the proposed development.

#### *Other properties*

28. The proposed development will be suitably located away from any other residential dwellings as to not detrimentally impact the amenity of the respective occupiers.

29. No objection is raised with regard to the impact of the development on neighbouring properties.

#### **Highways and parking**

##### *Access / safety*

30. The existing access to the site is located on the Junction of the High Street and Wargrave Hill. The proposal development will stop up this access and move it further away from the junction. There is an existing dropped kerb in the location where the proposed access will be located and it appears that there may have once been an entrance in this position. Moving the access further away from the junction will improve highway safety. It is considered that the proposed access would achieve satisfactorily visibility splays.

31. The submitted Transport Statement includes tracking diagrams for both parking areas showing that there is sufficient space for vehicles (including delivery vehicles) to manoeuvre on the site and enter and leave the highway in a forward gear.

32. A traffic survey has been undertaken as part of the Transport Statement. The survey found that there was an average of 74 vehicle movements per day to and from the existing garage on the site. The TRICS data suggests a daily traffic generation rate of 4.283 trips per dwelling. The resulting daily traffic generation will therefore be 42 movements which is a significant reduction from the observed 74 movements per day from the existing garage. The reduction in traffic generation from the site is a significant benefit to road safety and weighs in favour of the proposed development.

33. There will be an access to the rear of the site via a public Right of Way. This is already used by vehicular traffic associated with The Garth; Suncroft; Woodclyffe and 5 Wargrave Hill. The vehicle access section of the Right of Way is privately owned and the surface is comparable to other private roads in the borough. The Highway Officer has raised no objection to one additional dwelling using this access. The Public Right of Way Officer also raises no objection.

34. A neighbour representation has commented on the fact there is no footpath along the lower part of Wargrave Hill. The Highway Engineer has advised that due to the

width of the carriageway and the neighbouring land, it is not feasible for a footpath to be retrofitted in this location. It is considered that the majority of footfall from the development would be onto the High Street towards the village centre. The properties to the rear will be able to access the centre via a public right of way that runs parallel to the eastern boundary.

### *Parking*

35. There will be 17 parking spaces on the site serving the proposed dwellings. The Highway Engineer has advised that '*the parking standards for this development would be 14 spaces (10 allocated 2 unallocated and 2 visitor spaces) or 11 spaces (3 allocated 6 unallocated and 2 visitor spaces).*' The proposed parking is therefore well in excess of the Council's parking standards. Each of the proposed dwellings will have secured cycle parking facilities and this will be secured by condition 8. Furthermore, the site is located within a sustainable location and the future occupiers will be able to access local facilities and service without the reliance on private motor vehicles. A bus stop is located directly outside of the site with services to Reading; Henley; High Wycombe and Twyford.
36. Several representations have raised concerns regarding parking on the site and the local area. The development will exceed the councils parking standards and is located within a sustainable settlement with access to local facilities, service and public transport. Taking these factors into consideration, no objection can be raised regarding insufficient parking capacity.
37. The Highway Engineer has not raised any objections regarding highway safety implications and the residential redevelopment of the site will result in highway safety improvements. There will be no detrimental conflict between cars manoeuvring on to- and off- of the site and traffic movements along Wargrave Hill or the High Street. It is considered that the proposed development has an acceptable level of parking and will not result in any detrimental highway safety impacts subject to conditions 7 - 13.

### **Trees and Landscaping**

38. The Tree and Landscape Officer has advised that there is a slight conflict relating to the footprint of plot 10 coming slightly into the root protection area (RPA) of a Beech tree to the east. However, the incursion into the RPA will be approximately 2% and this will not be an issue now or in the future with continued growth of the tree.
39. A 'Landscape General Arrangement Plan' has been submitted and this provides an indication of design intent with the tree and shrub species. The front of the site will be punctuated by elements of soft landscaping to break up the hard surfacing. This will be an improvement on the existing garage forecourt, which contains no landscaping. The proposed soft landscaping will also be more generous than many of the other properties along the High Street that are entirely hard surfaced at the front. It is considered that the level of landscaping to the front of the site is appropriate for a development within an area with a tight urban grain and enhances the Conservation Area.
40. The Landscape and Tree Officer has recommended that adequate tree pits will be required so that the trees and hedges to the front of the site will establish and grow.

Further details are recommended by condition 5.

41. It is considered that the proposed landscaping is acceptable and will complement the development and provide some enhancements to the character and appearance of the area.

### **Drainage and Flooding**

42. 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.
43. 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 Highway Engineer raises no objection with regard to drainage or flooding implications subject to recommended condition 14.

### **Affordable Housing**

44. 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 there is a requirement for the provision of 20% of the total number of units (net) to be provided as affordable housing, this equates to 1.8 units. The Affordable Housing Team recommended that the provision of 2 no. 2 bedroom flats would have been appropriate in this case subject to viability.
45. The applicant has submitted a Viability Appraisal with the application demonstrating that in this instance it is not viable for affordable housing to be delivered. The Viability Appraisal has been independently assessed and it has been advised that it is not viable for an Affordable Housing contribution in this instance. The factors that contribute to this conclusion are the relatively high value of the existing land and buildings and the requirement for demolition and contamination remediation works.
46. Paragraph 173 of the NPPF states:
- 'Pursuing sustainable development requires careful attention to viability and costs in plan-making and decision-taking. Plans should be deliverable. Therefore, the sites and the scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.'*
47. Given the detailed assessment on behalf of the Council, it is not considered to be viable to provide an affordable housing contribution as part of this development. It would therefore be contrary to the NPPF to refuse the application on the grounds of the absence of an affordable housing contribution and therefore no objection is

raised. The Affordable Housing Team therefore raises no objection.

### **Environmental Health**

48. The Environmental Health Team has made the following observation:

*'According to our records the site has been occupied by a vehicle repair/MOT garage and car showroom. We also have evidence to suggest there are 4 No. historic underground petroleum storage tanks on the site. These land uses have the potential to give rise to contamination on the application site and this may present a risk to the proposed end users. As the proposed residential use is sensitive, in accordance with the National Planning Policy Framework 2012 and the principles of sustainable development, the applicant is required to carry out a contamination risk assessment of the site followed by remediation and validation works if found to be necessary.'*

49. A report on intrusive investigation carried out at the site has been submitted with the application. The Environmental Health Team has considered this information and recommended that further information needs to be submitted (recommended condition 17).

50. The site is in close proximity to other residential dwellings. Conditions 15 and 16 to minimise noise and disturbance to the neighbouring residents as a result of construction works are therefore recommended.

### **Biodiversity**

51. The Council's Ecologist has raised no objection to the development. An Ecology Survey has been submitted and this shows that no protected species are using the site. The Ecologist has considered this report and agrees with the survey's findings. The applicant's Ecologist has recommended that bat and bird boxes are accommodated on the site. Condition 22 is recommended to ensure this is carried out.

### **Archaeology**

52. An Archaeological Desk-based Assessment was submitted in support of the application as the proposal site is located within a Conservation Area and an Area of High Archaeological Potential. Berkshire Archelogy has considered the Assessment and agree with the conclusions reached. They raise no objection subject to the recommended condition 21.

### **CIL**

53. 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.

## **4.0 CONCLUSION**

The application site is within a Modest 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 Conservation Area. The development will have an acceptable impact on the amenity

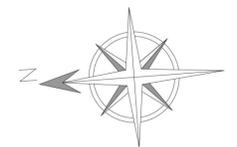
of the occupiers of the neighbouring dwellings. It is considered that sufficient parking will be accommodated into the scheme and that no detrimental highway safety implications will arise. Sufficient areas of soft landscaping and adequate garden sizes would be incorporated. The proposed development 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 the recommended conditions.

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



**KEY**

- PROPOSED TREES
- EXISTING TREES TO BE RETAINED
- TREES TO BE REMOVED
- PROPOSED INDICATIVE PLANTING
- EXISTING PLANTING
- EXISTING SPOT SITE LEVELS
- PROPOSED SPOT SITE LEVELS
- PROPOSED HOUSE FINISHED FLOOR LEVELS (SUBJECT TO CONFIRMATION AT WORKING DRAWINGS STAGE)
- DASHED LINE INDICATES BUILDING TO BE DEMOLISHED
- BANK
- SECTIONLINE



459

Rev.	Date	Detail
Rev.	Date	Detail

Status **PLANNING APPLICATION**



**ASCOT DESIGN**  
Timeless architecture

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Client **ORACLEMARKER**

Project Title **WARGRAVE MOTORS, 15-27 HIGH STREET, WARGRAVE, READING, RG10 8BU**

DRAWING Title **PROPOSED COLOURED SITE PLAN**

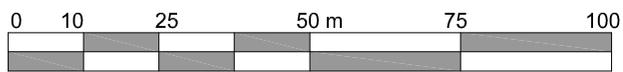
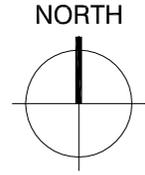
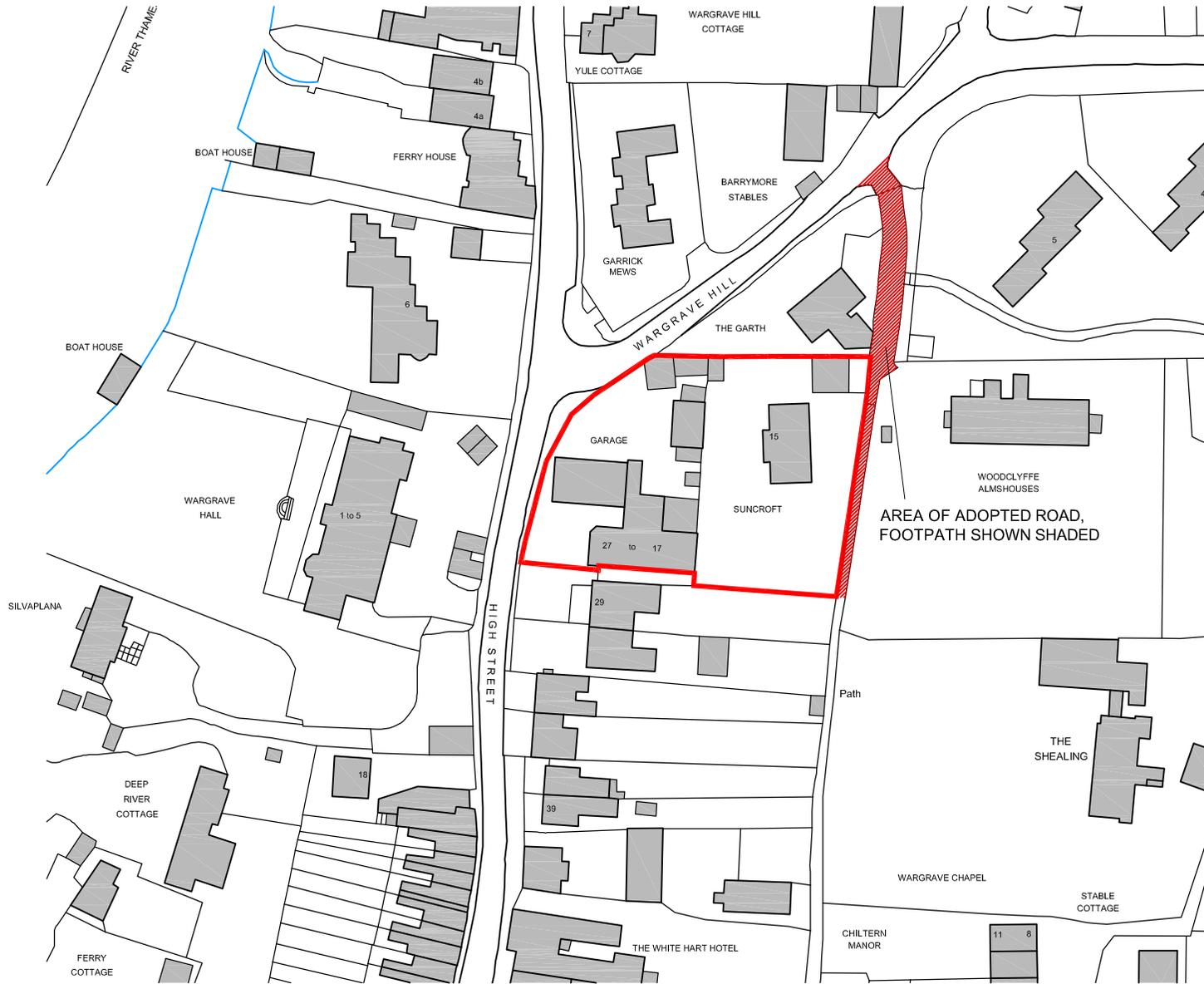
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475



Scale 1:1250

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Status	<b>PLANNING APPLICATION</b>
Client	<b>ORACLEMARKER</b>
Project Title	<b>Wargrave Motors, 15-27 High Street, Wargrave, Reading, RG10 8BU</b>

Rev.	Date	Detail
DRAWING Title <b>LOCATION PLAN</b>		
Scale	Date	Drawn
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DRAWING No. <b>16-P1382-LP</b>		Rev. -

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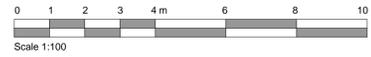
PROPOSED FRONT ELEVATION



PROPOSED SIDE ELEVATION Plots 6 and 8



PROPOSED FLANK ELEVATION Plot 1



PROPOSED REAR ELEVATION  
plot 1 plot 2

plot 3

plot 4

plot 5

plot 6

491

Rev.	Date	Detail
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**PLANNING APPLICATION**



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Client

**ORACLEMARKER**

Project Title

**WARGRAVE MOTORS,  
15-27 HIGH STREET**

Drawing Title

**PLOTS 1-8  
ELEVATIONS**

Scale:	Date	Drawn
1:100@A1	APR '17	KMB

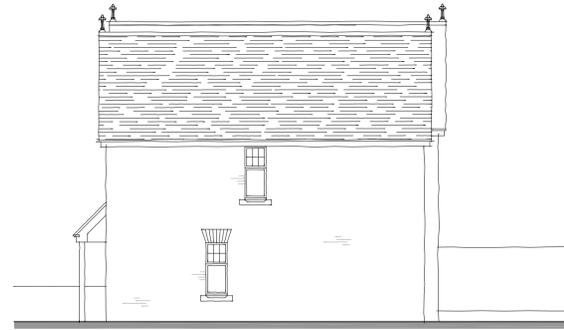
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FRONT ELEVATION



FLANK ELEVATION

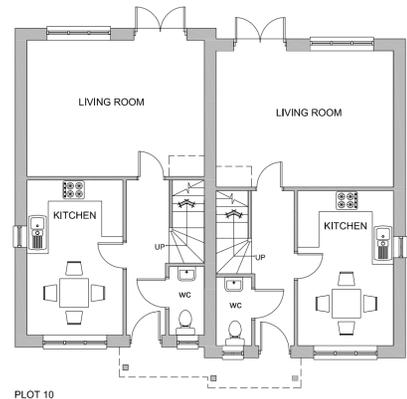


REAR ELEVATION

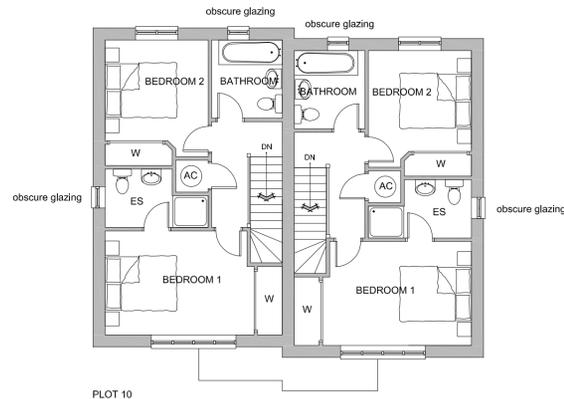


SIDE ELEVATION

543



GROUND FLOOR PLAN



FIRST FLOOR PLAN



Rev.	Date	Detail

Status **PLANNING APPLICATION**

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Client **ORACLEMARKER**

Project Title **WARGRAVE MOTORS,  
15-27 HIGH STREET**

Drawing Title **PLOTS 9-10  
FLOOR PLANS**

Scale	Date	Drawn
1:100@A1	APR '17	KMB

Drawing No.	Rev.
16-P1382 -203	

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# Agenda Item 28.

<b>Development Management Ref No</b>	<b>No weeks on day of committee</b>	<b>Parish</b>	<b>Ward</b>	<b>Listed by:</b>
171333	Planning Performance Agreement	Barkham, Finchampstead, Swallowfield, Arborfield	Barkham, Finchampstead South, Swallowfield, Arborfield	SDL Major Development

<b>Applicant</b>	Crest Nicholson Operations Limited C/O Savills		
<b>Location</b>	Arborfield Garrison and adjoining land	<b>Postcode</b>	RG2 9LN
<b>Proposal</b>	Application for approval of Reserved Matters pursuant to Outline Planning Consent O/2014/2280 for 79 dwellings with access from Biggs Lane, with associated internal access roads, parking, landscaping and open space, footpaths/cycleways, Sustainable Urban Drainage (SuDs) sub-station and gas governor.		
<b>Type</b>	Reserved Matters		
<b>PS Category</b>	7		
<b>Officer</b>	Alex Thwaites		

<b>FOR CONSIDERATION BY</b>	Planning Committee on 9 August 2017
<b>REPORT PREPARED BY</b>	Head of Development Management and Regulatory Services

## SUMMARY

This application relates to land within the 'Lakeside' character area of the Outline planning consent granted under planning application O/2014/2280 which established the principle of access to the site together with development parameters. The designated 'Parcel U2' is located to the north of Biggs Lane, adjacent to the existing lake and first phase of development (Parcel O1).

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

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

This current application is for reserved matters application for 79 dwellings, which represents phase five of the Arborfield Garrison development. The application seeks permission for the details of appearance, landscaping, layout and scale only. Conditions applications have also been submitted in parallel to the reserved matters which seek approval for other detailed matters such as flooding and drainage.

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

The site is located between Biggs Lane and Nuffield Road (internal Garrison road). The topography of the site varies, with the key aspects being the existing Lake to the west of the site and an existing ditch to the north of the applicant site. The masterplan has been designed with these features in mind and utilises views over the lake. The Sustainable Drainage Systems (SUDS) have been designed as part of the site layout and there is sufficient capacity within the site to accommodate the development.

The proposal would provide for an adequate level of amenity for the future occupants of the dwellings together with an acceptable impact on ecology, traffic, highway safety and flood risk in addition to contributing to the delivery of infrastructure provided jointly by the wider SDL.

In design terms, the proposal meets all the council's standards, in particular internal space, garden depths, road designs and parking standards. Equally, the proposals follow the parameters set out in the outline application and the development comprises of a contemporary design that is reflective of the previously approved 'Parcel O1' that is currently under construction and within the same Character Area. The proposal provides good mix of housing and sufficient affordable units on this parcel.

The proposals are considered to be acceptable and therefore it is recommended that Reserved Matters are approved subject to conditions outlined below.

#### **PLANNING STATUS**

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

#### **RECOMMENDATION**

**APPROVE RESERVED MATTERS** subject to the following conditions:

1. Outline Application Compliance

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

2. Plans

The development hereby permitted shall be carried out in accordance with the following approved plans unless otherwise agreed in writing with the Local Planning Authority:

Plans and Document list to be finalised for Members update.

*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. Landscape Maintenance and Management

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

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

### 4. Highway Construction Details

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

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

### 5. Layout of Private Driveways

Prior to the commencement of development, full details of the proposed private driveway layouts and lengths in front of footways, including materials, to be submitted to and approved in writing by the local planning authority.

*Reason: To discourage car parking across footways in the interests of highway safety and convenience in accordance with NPPF Wokingham Borough Core Strategy Policies CP1 and CP6 and Managing Development Delivery Local Plan Policy CC07 and parking standards outlined in Appendix 2 of the Managing Development Delivery Local Plan and the Arborfield Strategic Development Location Supplementary Planning Document (2011).*

#### 6. Surfacing of Access

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

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

#### 7. Access Prior to Occupation

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

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

#### **Informatives:**

1. Nothing herein contained shall be deemed to affect or vary the conditions imposed by planning permission O/2014/2280 dated 02/04/2015 which conditions shall remain in full force and effect save in so far as they are expressly affected or varied by this permission. Equally, this permission should be read in conjunction with the legal agreement under section 106 of the Town and Country Planning Act that accompanies planning permission O/2014/2280 dated 02/04/2015.
2. The 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.
3. **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.
4. **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.
5. **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.

#### 6. 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.

7. 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.

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

	Suitable Alternative Natural Greenspace (SANGS) (In the north-eastern part of the application site ("Northern SANGS") and at West Court ("West Court SANGS") including car parking areas, path/walkways, fencing and associated landscaping; re-use of existing MoD gymnasium for sports/community uses/centre (Classes D1/D2; new roundabout junction to A327 Reading Road; junction improvements to Langley Common Road, Baird Road and Biggs Lane; junction improvements and new access at Biggs Lane/Princess Marina Drive; re-use and improvements to existing site accesses from Biggs Lane.	
150162	Reserved Matters application for the erection of 113 dwellings with access from Biggs Lane and Princess Marina Drive, with associated internal access road, parking, landscaping and open space, footpaths and sustainable Urban Drainage (Suds) – 'Phase One'	Approved 26/11/2015
153336	Reserved Matters application pursuant to planning consent O/2014/2280. The application relates to the Nine Mile Ride Extension, School Access Road and A327 Roundabout. Details of access, appearance, landscaping, layout and scale to be considered.	Approved 24/03/2016
161536	Application for Reserved Matters for the erection of 127 dwellings together with access from Princess Marina Drive with associated internal access roads, landscaping, open space, footpaths and sustainable urban drainage (SUDS), relating to (parcel T) land – 'Phase Two'	Approved 14/09/2016
161747	Application for Reserved Matters for the erection of 223 dwellings together with access from Sheerlands Road and the Nine Mile Ride Extension, with associated internal access roads, parking, landscaping, open space, footpaths, bridleways and sustainable urban drainage (SUDS), relating to Parcel A-G land – 'Phase Three'	Approved 23/11/2016
170686	Reserved Matters application pursuant to Outline Planning Consent O/2014/2280 for the erection of 179 dwellings with access From the Nine Mile Ride Extension (NMRE), with associated internal access roads, paths, circulation areas, car parking including garages, landscaping, open space and associated infrastructure and works. (Parcels H, I and J) – 'Phase Four'	Approved 24/07/17

**SUMMARY INFORMATION****For Residential**

Site Area	1.9ha
Existing units	MOD Use
Proposed units	79
Proposed density - dwellings/hectare	Average 40 d/ha (Approved Parameter Plan identifies this parcel as being Medium and Higher density: Medium: 27-37 d/ha Higher: 37-50 d/ha)
Number of affordable units proposed	15 (20%) and 15% commuted sum
Previous land use	Brownfield site (MOD)
Proposed parking spaces	143

**CONSULTATION RESPONSES**

Berks, Bucks and Oxon Wildlife Trust	No comments received at time of writing.
Berkshire Archaeology	No objection.
WBC Biodiversity	No objection
WBC Building Control	No comments received.
WBC Children Services	No comments received.
WBC Community Infrastructure	No objection.
WBC Conservation Officer	No comments received.
Crime Prevention Design Officer	No comments received.
WBC Drainage	No objection.
WBC Economic Sustainability Team	No objection.
WBC Education Services	No comments received.
Environment Agency	No comment.
WBC Environmental Health	No objection.
WBC Health and Wellbeing	No comments received.
WBC Highways	No objection – subject to conditions
Highways England	No objection.
Historic England	No comment.
WBC Trees & Landscape	No objection – subject to conditions
WBC Libraries	No comments received.
Natural England	No comment.
Network Rail	No comments received.
WBC LUTT (Policy)	No objection
WBC Public Rights of Way	No objection.
Royal Berkshire Fire and Rescue	No comments received.
South East Water	No comments received.
South West Train	No comments received.

Southern Gas Networks	No comments regarding this particular application, however reference to the previously approved outline – no objection.
Sport England	No comment.
SSE Power Distribution	No objection.
Thames Water	No objection.
WBC Waste Services	No objection.

<b>REPRESENTATIONS</b>	
<b>Arborfield Parish</b>	No comments or concern
<b>Finchampstead Parish</b>	No objection
<b>Barkham Parish</b>	No comment
<b>Local Members</b>	No comments received
<b>Neighbours</b>	No neighbour representation received

<b>PLANNING POLICY</b>
<p><u>National Policy</u></p> <p>National Planning Policy Framework 2012  Technical Guidance to the National Planning Policy Framework 2012</p> <p><u>South East Plan 2009</u></p> <p>Saved policy NRM6 - Thames Basin Heaths Special Protection Area</p> <p><u>Wokingham Borough Core Strategy policies:</u></p> <p>CP1 - Sustainable Development  CP2 - Inclusive Communities  CP3 - General Development Principles  CP4 - Infrastructure Requirements  CP5 - Housing Mix, Density and Affordability  CP6 - Managing Travel Demand  CP7 - Biodiversity  CP8 - Thames Basin Heaths Special Protection Area  CP9 - Scale and Location of Development Proposals  CP10 - Improvements to the Strategic Transport Network  CP11 - Proposals outside Development Limits (including countryside)  CP13 – Town Centres and Shopping  CP17 - Housing delivery  CP18 – Arborfield Garrison Strategic Development Location</p> <p>Appendix 7 – Additional Guidance for the Development of Strategic Development Locations</p> <p><u>Managing Development Delivery Document (Local Plan) (adopted February 2014)</u></p> <p>CC01 – Presumption in Favour of Sustainable Development  CC02 – Development Limits  CC03 - Green Infrastructure, Trees and Landscaping  CC04 - Sustainable Design and Construction</p>

CC05 - Renewable energy and decentralised energy networks  
 CC06 - Noise  
 CC07 - Parking  
 CC08 - Safeguarding alignments of the Strategic Transport Network & Road Infrastructure  
 CC09 - Development and Flood Risk (from all sources)  
 CC10 - Sustainable Drainage  
 TB05 - Housing Mix  
 TB07 – Internal Space Standards  
 TB08 - Open Space, sport and recreational facilities standards for residential development  
 TB09 – Residential accommodation for vulnerable groups  
 TB12 – Employment Skills Plan  
 TB15 – Major Town, and Small Town/District Centre development  
 TB16 – Development for Town Centre Uses  
 TB20 – Service Arrangements and Deliveries for Employment and Retail Use  
 TB21 - Landscape Character  
 TB23 - Biodiversity and Development  
 TB24 – Designated Heritage Assets (Listed Buildings, Historic Parks and Gardens, Scheduled Ancient Monuments and Conservation Areas)  
 TB25 - Archaeology  
 TB26 – Buildings of Traditional Local Character and Areas of Special Character  
 SAL05 - Delivery of Avoidance Measures for the Thames Basin Heath Special Protection Areas

**Supplementary Planning Documents**

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

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

**PLANNING ISSUES**

Principle of Development and Infrastructure Delivery

1. The application site forms part of a larger area designated under the Wokingham Borough Core Strategy as the Arborfield Garrison Strategic Development Location (SDL).

2. Wokingham Borough Core Strategy policy CP17 establishes a requirement to provide at least 13,487 new dwellings with associated development and infrastructure in the period 2006-2026. The majority of this new residential development will be in four SDLs, of which Arborfield Garrison is one of these. Policy CP18 identifies that the Arborfield Garrison SDL will deliver a sustainable, well designed mixed use development of around 3,500 dwellings and associated infrastructure.
3. Core Strategy Policy CP18 is amplified by Appendix 7 of the Core Strategy, the Arborfield Garrison Strategic Development Location Supplementary Planning Document (SPD) and Infrastructure Delivery and Contributions SPD, which address the associated infrastructure impacts across the whole borough. These documents establish a requirement for a sustainable, well designed, mixed use development and make clear that a co-ordinated approach to the development of the SDL will be required to deliver the necessary infrastructure, facilities and services to meet the needs of the expanded community.
4. Outline planning permission for the site was granted by Wokingham Borough Council on 02/04/2015. This established the principle for development for the site together with access for up to 2,000 new dwellings, district centre, neighbourhood centre, secondary school, primary school and two Suitable Alternative Natural Greenspace (SANGS). These were considered against the relevant Core Strategy policies and Local Plan policies. The current application seeks reserved matters approval for appearance, layout, landscaping and scale. Other issues such as updating the Flood Risk Assessment and Phasing are being considered under separate conditions applications.
5. The outline consent included an Infrastructure Delivery Plan and S106 legal agreement. The legal agreement secures the coordinated delivery of the infrastructure necessary to support the development and fair share of the SDL wide infrastructure. These included contributions towards off-site infrastructure and services such as roads, education, sports facilities, community facilities and green infrastructure. In addition, it secured an affordable housing contribution in accordance with the Core Strategy and Infrastructure Delivery and Contributions Supplementary Planning Document.
6. The details approved under the outline planning consent established parameters for the development including general site layout including the quantum of development, indicative location of housing, open space, density and general heights of buildings. Access to the site was also established.

#### Site Description

7. The application site relates to an area of land within the Outline application that lies in the character area of 'Lakeside'. The application site, referred to as 'Parcel U2' at outline, is immediately adjacent to Biggs Lane and Nuffield Road, which was an internal road within the former Garrison.
8. As described in the Outline application the existing land use of the site comprises of the vacated Arborfield Garrison (MOD use), which is currently not accessible to the public.

#### Dwelling Mix:

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

		Private	Affordable	Total
Apts	1 bed	3	3	6
	2 bed	24	12	36
Houses	2 bed	13	0	13
	3 bed	20	0	20
	4 bed	4	0	4
Total		64	15	79

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

#### Masterplan – Layout

13. Core Strategy Policies CP1, *Sustainable Development* and CP3, *General Principles for Development* requires high quality design that respects its context. This requirement is amplified by MDD LP Policies CC03, *Green Infrastructure, Trees and Landscaping* and TB21, *Landscape Character* and Arborfield Garrison SPD which requires development proposals to protect and enhance the Borough's Green Infrastructure, retaining existing trees, hedges and other landscape features and incorporating high quality - ideally native – planting as an integral part of any scheme, within the context of the Council's Landscape Character Assessment.
14. Core Strategy policy CP18, *Arborfield Garrison Strategic Development Location* sets out the concept rationale for the design parameters for the Arborfield Garrison SDL and these are outlined in further detail in Appendix 7 of the Core Strategy. This states that:
- The attractive rural setting, which requires a design response to ensure the development, is absorbed into the landscape, taking account of natural features including watercourses, and to ensure a sense of the landscape permeates the development through an open space strategy*
15. Further design guidance is provided by the Arborfield Garrison SPD in section 4. Design principle 3 is concerned with character and states that there should be diversity and distinction in the SDL which should be enhanced through the application of character typologies.
16. It is important to set out the site in the context of the wider planning permission for Arborfield Garrison. The application parcel itself forms part of the Arborfield

Garrison planning unit. In order to ensure consistency of design for the entire development, the Arborfield Garrison planning consent established design principles including indicative parameter plans for development limits, density and building heights. Further design guidance was also included within the Design and Access Statement.

17. To build upon these principles, a requirement of the outline planning permission was for the applicant to submit an acceptable design code (ref: 170085) for approval to the council prior to the submission of reserved matters applications. The purpose of the design code is to ensure continuity of development across the site. In accordance with this requirement, the applicant has provided these details which have demonstrated the overarching principles for the entire site. The design principles outlined in the code will be expected to be incorporated for the other development parcels within the 'Lakeside Character area' parcels when they submitted in the future.
18. The submitted masterplan retains the principles within the outline planning application and design code. To reflect this and inform diversity of development, the applicant has ensured differing street typologies, building heights and landscaping have been applied to promote variety and also manage vehicle speeds throughout the site. In addition, consideration has been applied to the relationship of the site and the constraints of the surrounding area through the application of these differing character areas.
19. The layout of the wider Arborfield Garrison development has been determined through the previous outline (O/2014/2280) and this included access into the development parcel. The parcels have been designed to decrease the street hierarchy off these main accesses to promote a variety of street typologies and promote the differences between the character areas. The layout of this parcel has been designed in accordance with site constraints, WBC standards and good practice and as such is considered acceptable.

#### Masterplan – Density

20. Design principles 3 (a-g) are outlined in the Arborfield Garrison SPD and are concerned with the character of the development, including the density of development. The Core Strategy approach for the Arborfield Garrison SDL in respect to density is outlined in Appendix 7 which indicates an average density of 30-35 dwellings per hectare (d/ha) across the SDL. Additionally the Arborfield Garrison outline planning consent established 'Parcel U2' to be split almost directly in half between '*medium* density' and '*higher* density', therefore prescribed as 27-37 dwellings per hectare (d/ha) on the east side and 40-50 d/ha on the west side.
21. The overall density proposed by the application equates to 40 d/ha which will include a provision of 20% on-site affordable housing. The remaining 15% is to be commuted off-site. As discussed, the eastern side of the Parcel enjoys a slightly lower density at approximately 35 d/ha and the western side, designated as '*higher* density' is approximately 50 d/ha. Both compliant with the previously approved parameter plans at outline.
22. This approach is considered consistent with the advice provided by the SPD, the previously approved outline application and the overall density of development is in line with Appendix 7 of the Core Strategy and is therefore acceptable.

### Masterplan – Design and Appearance

23. In terms of the detailed design of the buildings, the Arborfield Garrison SPD recommends that the existing built form should be used to inform the design. The Design and Access Statement and Design Code include a character analysis of the surrounding area and picks out themes that are common in the locality. These have been used to help inform the design style of the dwellings which take clear character references from the local vernacular architecture. The design should also be influenced and consistent with the Garden Village Principles as well as relating well with previously approved parcels.
24. Throughout the site, the applicant has provided a good range of housing types and styles ensuring that there is diversity in the built form and a range of housing for future occupants. The application of character areas outlined above also helps provide variety throughout the site. In addition, there is diversity in the style and heights of the dwellings achieved through detailing such as rendering on some house types and brick work details on others. This helps to provide a clear and legible neighbourhood.
25. The development parcel is a relatively small section of the Arborfield Strategic Development location and is surrounded by open space on the eastern and western boundaries. The public spaces are overlooked by dwellings to ensure surveillance and security. The designs of the dwellings and outline parameter plans, allow for three storey building to create 'landmark buildings' at strategic locations as well as fronting onto Biggs Lane, the key Lake feature and the adjoining public open space. Equally the materials used and details, such as render and timber cladding, is not only reflective of the surrounding properties but also reflective of the first phases of development in the Arborfield Garrison development location.
26. Whilst the proposal introduces a contemporary design into the SDL, the NPPF states *planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.* The proposal consists of features that are found in the local vernacular as well as the previously approved Parcels that are currently being developed. It is considered that the applicant has carefully considered the design in the context of the surrounding area and proposes a design that is respectful to the character of the area.
27. The overall design approach for all of the dwellings is considered appropriate and successful in its approach and respects the context of the site location and in accordance with the advice provided by the NPPF, policies CP1 and CP3 together with the Arborfield Garrison SPD and Supplementary Planning Guidance. The proposal is therefore considered acceptable.

### Masterplan – Landscape

28. Aside from the existing MOD building that is to be removed, much of the development site is open fields at present whilst there is not a significant presence of significant existing vegetation; the masterplan has carefully considered the landscape and incorporated this into the design. The development parcels are

enclosed by existing mature vegetation and these are to be retained and reinforced in areas where required.

29. Elsewhere in the parcels, the key vegetation on the eastern side adjacent to the lakeside boundary is to be retained and these mature trees and landscaping will help soften the built development from the outset. The existing mature vegetation will create a green edge against the Lake, as well as surrounding the cycle path that links to the wider SDL and Linear Park. Again the layout has been carefully considered to ensure that this would be retained with appropriate buffers from the built form. Street planting helps soften the development and there is also hedgerow planting to the front of the dwellings in front garden areas where space is limited for tree planting.
30. Within the development, landscaping is proposed throughout the residential areas. Landscaping strips and SUDs have been established through the primary infrastructure and these will include tree planting. Along the central main road in the development a regular line of trees is proposed which, when established, will give this area an avenue type feel and also help distinguish it as part of the primary route for the site. More informal planting is proposed in the other residential street areas which include trees and low level planting. These measures together with the proposed boundary treatments would reduce and mitigate the proposed development's impact on the landscape and is generally consistent with the advice provided by the Arborfield Garrison SPD.
31. The applicant has carefully considered the landscaping within the site masterplan. Where possible existing trees are to be retained and there would be no loss of any species considered significant by the Landscape Officer. Semi mature trees are proposed within the site layout which would help soften the built form and provide a verdant character along the areas of public open space. Where existing vegetation has been lost, this has been established at the outline planning stage. Particular attention has been given to the existing vegetation along the boundaries and Biggs Lane and this is considered satisfactory by officers.

#### Masterplan – Conclusion

32. The design approach taken to inform the layout and appearance of the buildings is considered to respond well to the existing landscape features, context of the site and surrounding area. The applicant has satisfactorily demonstrated a comprehensive approach to the delivery of the dwellings under consideration by this reserved matters application. This has been achieved through applying the principles of the design code in the proposed layout and the principles of the Garden Village.
33. 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 and represents high quality development.

#### Residential Amenity – Impact upon Neighbouring Properties

34. 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.

35. The proposal is subject to parameters set at outline stage that includes both separation distances and open space plans. The development parcel is located in the northern section of the Arborfield Garrison development away from neighbouring properties. It is therefore considered that there would be no significant impacts to existing residents in terms of overlooking, loss of light and overbearing.

#### Residential Amenity – Noise

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

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

#### Residential Amenity – The Amenity of Future Occupants of the Development

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

##### *Private Amenity Space*

39. The Borough Design Guide sets a minimum garden depth of 11.0 metres. In terms of the submitted masterplan, the proposed layout complies with these requirements with all houses meeting the minimum threshold, apart from a minor number of the 79 units. However, the majority of these units front either front onto or are in close proximity to open space within the layout and there are large amenity areas within a short distance. Equally, for some of the proposed houses, the garden areas are wide which increases the area of amenity space. Apartment blocks also enjoy good private spaces as well as individual balconies for each apartment. Overall, it is considered the development will provide acceptable levels of private amenity space for the future occupants of the dwellings and is in accordance with policy.

##### *Internal Space Standards*

40. With respect to internal floor space of the units, since 1st October 2015 national space standards have been in place as the Technical housing Space Standards. The dwellings comply to National Space standards, meeting requirements for overall area, bedroom sizes and storage allowances.

#### Security

41. The layout of the masterplans takes into account the security required for a residential scheme. For example key three storey apartment buildings face onto the area of open space directly in the middle of the development parcel. Equally, the car parking for properties are well overlooked and dwellings located on the

periphery are orientated to overlook public paths. The layout also means that there are back to back relationships which restrict access to private amenity space.

#### Noise

42. 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. Noise impacts from traffic from Biggs Lane upon the new occupier's amenities have been considered and are considered acceptable. The Environmental Health officer is satisfied with the proposals and therefore there is not considered to be significant impacts to the occupants of the proposed dwellings.

#### Sustainable Design and Construction

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

#### Access and Movement

45. The outline planning permission established the access points to the site and was accompanied with a full Transport Assessment. This involved modelling the potential impacts of the development by using the Wokingham Strategic Transport Model which included a review of this development site, the Arborfield Garrison SDL and the wider Core Strategy development proposals. It was demonstrated that there would be no significant harm caused by additional houses to both local and the wider transport networks, subject to the delivery of the Transport Interventions that were identified and secured through a legal process. The current reserved matters application does not deviate from the established access points approved under the outline planning application. It should be noted that most of the highways related matters are being assessed in detail under separate conditions applications.
46. The main site accesses from Biggs Lane were operationally assessed within the original outline planning application (O/2014/2280). A Road Safety Audited was also undertaken. These proposals also include pedestrian and cycle and facilities along the site frontage adjacent to Biggs Lane. It should be noted that the scheme has been amended to remove a second access onto Biggs Lane which would have served the affordable units on the site only. This is due to concerns about safety and movement along the highway and also to ensure better integration of the development and unit mixes.

#### Access and Movement – Site Layout

47. The main access to the site would be from Biggs Lane which has a direct connection to an improved roundabout junction with Langley Common Road.

48. The proposal has been designed in accordance to the street hierarchy detailed in the Design Code. It is composed of a Secondary Street, two Tertiary Streets and two Access Ways / Parking Courts all designed in accordance with Manual for Streets. The Secondary Street with the main access will in the future provide a bus route that will loop around the development parcels north of Biggs Lane. Due to bus access the street is 6.1m wide. The Tertiary Streets measure 5.0 - 4.5m wide with Road 2 5.0m and Road 3 4.5m).
49. On the Tertiary Street, where pavements have not been provided the proposed roads have been designed to have a shared surface for good pedestrian access within the site and future phases of development in the wider Arborfield Garrison development.
50. Additionally, the proposal includes shared surfaces and private drives off the tertiary streets that provide access to some residential dwellings. These areas of road are short in length and often consist of turning heads which will ensure low vehicle speeds within these zones. As such this is acceptable.

#### Access and Movement – Car Parking

51. In line with Core Strategy Policy CP6, Managing Travel Demand and MDDL Policy CC07: Parking, condition 40 requires reserved matters to incorporate car parking in line with the Council's standards. The standards require allocated parking to be supplemented with unallocated or visitor parking.
52. A summary of the car parking provision is provided on the table below:

	<b>Number</b>
Total Visitor / unallocated	29
Total Garages	8
<b>Total Visitor, allocated &amp; garages</b>	<b>151</b>

53. The garages are large, 7x3m however these are not included in the parking calculation, which leaves a total number of 143 spaces. It should be noted that given the size of the garage it is likely this will encourage parking in addition to storage in the garage.
54. This parking is in accordance with the WBC parking standards (WBC demand calculator assumes that garage accommodation accounts for 0.5 spaces per dwelling) and the amount of parking is proportionate to the size of dwelling that it is intended to serve. The parking for the proposed dwellings is provided on plot with apartment parking also being located within courtyards. Parking spaces on the driveways have been set out to minimise vehicles that can potentially block driveways. Visitor parking is also well distributed through the development and this is provided in bays which are mainly off-set from the carriageway to reduce the level of on carriageway parking.
55. On this basis, the level of parking provided and its location should limit demand for on street parking along the primary street and throughout the development. As such the proposed parking is considered acceptable on the site.

#### Access and Movement – Pedestrian, Cycle & Equine Access

56. As discussed the proposal is located immediately off Biggs Lane adjacent to a shared pedestrian and cycle link that runs across the site frontage. This link connects to the wider Arborfield network and is not far from the greenway connection that is programmed later this year to California Country Park. Within the parcel U2 itself there is a network of walk and cycle links and where there are cul-de-sacs at least a footway connecting to other routes.
57. Given the proposal at Parcels U2 is the fifth phase of the wider Arborfield Garrison development it is acknowledged that permeability across the wider area remains limited at this early stage. However, the applicant and the Council are working to ensure links are established early on in the development process to help promote sustainable routes across the wider area and that future residents can move between parcels and the wider area safely and easily.

#### Access and Movement – Cycle Storage

58. Consistent with Core Strategy Policies CP1, Sustainable Development and CP6, Managing Travel Demand, which expect development to make provision to support sustainable travel, Condition 29 of the outline planning consent requires cycle parking and storage in line with the Council's standards at the time. These are set out in MDDL Appendix 2: the requirement is for provision of at least one cycle space for dwellings with three or fewer habitable rooms, two spaces for dwellings with four or five habitable rooms and three cycle spaces for larger dwellings.
59. Cycle parking is provided on site in designated individual cycle storage for dwellings and communal cycle storage for apartments. All dwellings and apartments have been provided with sufficient space for cycle storage/parking in accordance with the above requirements and as such the proposals are considered acceptable on this basis

#### Access and Movement – Access to Public Transport

60. In order to ensure good public transport to the site, a public transport strategy has been secured by Condition 33 of the outline planning consent. New bus stop facilities will be provided on Biggs Lane which means that services will be within a 400m walk of all dwellings.

#### Flooding and Drainage

61. Core Strategy Policy CP1 and MDD DPD Policies CC09 and CC10 establish that new development should avoid increasing and where possible reduce flood risk and Arborfield Garrison SPD generally requires provision of a comprehensive system for water management, which takes account of existing features and includes proposals for effective sustainable urban drainage (SUDS), measures to avoid flood risk and new ponds.
62. At the outline stage, the applicant undertook a Flood Risk Assessment which determined that the residential part of the outline site is not located within areas shown to be at risk of flooding, as indicated by Flood zone 1 on the Environment Agency's Flood map. Although some of the areas adjacent to the lake floods, no housing development or roads are located within areas that flood and therefore the proposal is considered acceptable in this regard.

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

64. A raft of measures has been provided to alleviate flood risk for the site and to accord with the parameters set at the outline stage. These have been assessed and there is no objection from the Drainage Officer. The proposed drainage strategy generally fits in with the approved AECOM surface water drainage strategy with discharge limited to no more than what was approved at outline stage.

#### Affordable and Specialist Housing

65. Core Strategy Policy CP5 requires a mix of tenures, including up to 50% affordable housing. The Infrastructure and Contributions SPD states that development within the SDLs should seek 35% affordable housing which echoes Appendix 7 of the Core Strategy.

66. The application proposes 15 units of affordable housing on site. Under the Outline permission the s106 sought a commuted sum for the provision of off-site affordable housing in order to secure the 35% affordable housing required for the application. In this instance, the onsite provision for this parcel is marginally below this requirement, by one dwelling. This is considered acceptable in this instance as it helps to ensure better and easier management of the affordable housing going forward. As this site needs to be looked at as a whole and forms part of the larger development area, it is considered that one affordable unit can be easily accommodated elsewhere on the later parcels. As such Officers are satisfied that the site wide affordable housing requirement can be satisfactorily achieved and will not be prejudiced through the approval of this application.

#### Thames Basin Heaths Special Protection Area

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

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

users away from the SPA. Natural England and the Biodiversity Officer are satisfied with this approach.

#### Ecology

69. Core Strategy Policy CP7, carried forward by MDD LP Policy TB23, requires appropriate protection of species and habitats of conservation value. Design Principle 1b (i-ii) is concerned with protection of ecological habitat and biodiversity features, together with mitigation of any impacts that do arise. The scheme includes some measures that promote ecology and biodiversity, for example bat bricks within the properties as well as connecting to the wider pedestrian and cycle network to adjacent SANGs. Officers have assessed the application and are satisfied that there would no significant impact on ecology.

#### Archaeology

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

### **CONCLUSION**

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

### **CONTACT DETAILS**

<b>Service</b>	<b>Telephone</b>	<b>Email</b>
Development Management and Regulatory Services	0118 974 6428 / 6429	<a href="mailto:development.control@wokingham.gov.uk">development.control@wokingham.gov.uk</a>

# ARBORFIELD GREEN - PARCEL U2 - PARKING STRATEGY

This drawing is to be read in conjunction with drawings prepared by the architects, structural engineers and service consultants and all other relevant details and information.  
 Any queries or discrepancies must be reported immediately to the architect.  
 Do not scale: use figured dimensions only.  
 All dimensions must be verified by the main contractor before the commencement on site of any item of work or the preparation of shop drawings for their own work or that of sub-contractor or suppliers.



**CAR PARKING KEY**

- Houses - Allocated Parking on plot
- Houses - Garage parking (Not included in numbers) 3.0 x 7.0m 8 spaces
- Apartments - allocated in private courtyards 42 spaces
- Unallocated (visitor) Parking in laybys 21 spaces
- Unallocated (visitor) Parking in private courtyard 8 spaces

UNALLOCATED TOTAL : 29 spaces

**CYCLE PARKING KEY**

- Cycle Stores for Apartments (enclosed, covered and lockable- sized to accommodate 1 cycle per 3 habitable rooms.)
- Garages are 3.0m x 7.0m, adequately sized to store cycles (no sheds)
- Houses without garages are provided with sheds

Rev	Date	Drawn by	Description
D	07.07.17	HS	3 additional unallocated parking spaces shown. Plots 27-33 driveways adjusted. Cycle path alignment adjusted to be 5m from junction with Biggs Lane. Parking court radius adjusted for Block 1 and 2. Turning head adjusted north of Blocks 3 and 4.
E	28.07.17	RHS	WBC Highways comments incorporated. 1 no access removed from Biggs Lane. Parking courts to apt bks 1-4 amended to suit.

## PLANNING

**Arborfield Green**

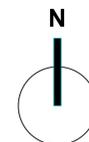


Drawing title: **Parcel U2- Parking Strategy Plan**

Date	Drawn By	Checked	Parcel
April 2017	SP	RS	<b>U2</b>
Scale	Rev		
1:500 @ A1	E		
Drawing number:	<b>1273-D-1200</b>		Sheet

architecture master planning urban design

Gardner Stewart Architects  
 176 Blackfriars Road, London SE1 8ET  
 T: 020 7620 6255  
 E: info@gsa-studios.com  
 W: www.gsa-studios.com



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**From:** [Arborfield & Newland Parish Council](#)  
**To:** [Alex Thwaites](#)  
**Subject:** Re: Application 171333 - Parcel U2 ~[UNCLASSIFIED]~  
**Date:** 25 July 2017 09:17:17

---

Hi Alex,

Thank you for the reminder. Think this one has passed us by. We did go to the presentation that Cratus/Crest did and no comments or concerns arose from it so please take this as the Councils response.

Kind Regards,

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

0118 976 1489  
[www.arborfield.org.uk](http://www.arborfield.org.uk)

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

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**From:** Alex Thwaites  
**Sent:** Monday, July 24, 2017 2:38 PM  
**To:** Arborfield & Newland Parish Council ([parishclerk@arborfield.org.uk](mailto:parishclerk@arborfield.org.uk))  
**Subject:** Application 171333 - Parcel U2 ~[UNCLASSIFIED]~

Afternoon,

I write with regard to application reference 171333 - Arborfield Garrison Parcel U2

Looking through my comments, I don't believe I've received any from the Parish Council to date, are there any comments you wish to make regarding the application?

Kind regards,

Alex Thwaites  
Senior Planning Officer  
**Wokingham Borough Council**  
Civic Offices, Shute End, Wokingham, Berks RG40 1WR  
☎ 0118 974 6431 / 07738 860 907 [Alex.Thwaites@wokingham.gov.uk](mailto:Alex.Thwaites@wokingham.gov.uk)



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**From:** [BPC Clerk and BVH](#)  
**To:** [Alex Thwaites](#)  
**Subject:** RE: Application 171333 - Parcel U2 ~[UNCLASSIFIED]~  
**Date:** 24 July 2017 15:44:30  
**Attachments:** [image001.png](#)

---

Hi Alex,

No comment from us.

Regards  
Judith

Judith Neuhofer

Clerk to Barkham Parish Council

---

**From:** Alex Thwaites [mailto:[Alex.Thwaites@wokingham.gov.uk](mailto:Alex.Thwaites@wokingham.gov.uk)]  
**Sent:** 24 July 2017 14:35  
**To:** [clerk@barkham-parishcouncil.org.uk](mailto:clerk@barkham-parishcouncil.org.uk)  
**Subject:** Application 171333 - Parcel U2 ~[UNCLASSIFIED]~

Afternoon,

I write with regard to application reference 171333 - Arborfield Garrison Parcel U2

Looking through my comments, I don't believe I've received any from the Parish Council to date, are there any comments you wish to make regarding the application?

Kind regards,

Alex Thwaites  
Senior Planning Officer  
**Wokingham Borough Council**  
Civic Offices, Shute End, Wokingham, Berks RG40 1WR  
☎ 0118 974 6431 / 07738 860 907 [Alex.Thwaites@wokingham.gov.uk](mailto:Alex.Thwaites@wokingham.gov.uk)



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Location	Ref No/ Planning Officer	Applicant	Proposal	Comments	Meeting date	Decision
Biggs Lane, Arborfield, Parcel U2`	171333  Alex Thwaites	Crest	<b>Adjoining Parish Consultation, Comments by 6<sup>th</sup> June</b> Application for approval of Reserved Matters pursuant to Outline Planning Consent O/2014/2280 for 79 dwellings with access from Biggs Lane, with associated internal access roads, parking, landscaping and open space, footpaths/cycleways, sustainable urban drainage (SuDs) sub-station and gas governor.	No objections.	<b>17.5.17</b>	

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# Agenda Item 29.

<b>Development Management Ref No</b>	<b>No weeks on day of committee</b>	<b>Parish</b>	<b>Ward</b>	<b>Listed by:</b>
171648	8/8	Wokingham Town	Emmbrook	Council's Own Application

**Applicant** Wokingham Borough Council (Housing Services)  
**Location** Broadway House, 7-9 Shute End, Wokingham **Postcode** RG40 1BH  
**Proposal** Full application for the proposed change of use from bed and breakfast (Use Class C1) to a residential hostel (Sui Generis) with 10no self-contained units including changes to fenestration and internal refurbishment  
**Type** Other - Change of Use  
**PS Category** 20  
**Officer** Pooja Kumar

**FOR CONSIDERATION BY** Planning Committee on 9 August 2017  
**REPORT PREPARED BY** Head of Development Management and Regulatory Services

## SUMMARY

The application proposes the conversion of a former Bed and Breakfast (Use Class C1) to a residential hostel (Sui Generis) to provide temporary accommodation for homeless families and individuals on a temporary basis.

The site is in a sustainable location, within the town centre with good access to various public transport links, schools and services; therefore there is no vehicle parking proposed as part of the current application. The proposed external alterations are limited to replacement, relocated and altered windows and doors whilst all other alterations would be internal and relate to the refurbishment of the building.

The hostel includes a ground floor office to provide space for a Specialist Housing Officer to use during regular Monday-Friday office hours. An out of hours contact point will also be available for occupants of the site and neighbours.

Concern has been raised by local residents regarding fire and safety issues, overlooking, character of the area, noise and disturbance, lack of outdoor space, cramped number of units and highway safety issues. Whilst these concerns are understood, the proposal would not have a detrimental impact due to these issues at a level that would warrant refusal. Para's 8 to 48 covers these concerns in greater detail.

## PLANNING STATUS

- Major development location
- Town & District Centre Boundary
- Conservation Area
- Thames Basin Heaths SPA- 7km
- Contaminated land consultation zone
- South East Water
- Sand & Gravel Extraction
- Aerodrome Safeguarding for Wind
- Archaeological Site

## RECOMMENDATION

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

### A. Conditions and Informatives:

#### Timescale

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 details

2. This permission is in respect of the submitted application plans and drawings numbered 5150.02.01 Sheet 01; 5150.02.02 Sheet 01; 5150.003 Sheet 01; Location Plan 1:1250 and; Design & Access Statement (June 2017) received by the local planning authority on 14<sup>th</sup> June 2017. The development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

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

#### External Materials

3. Except where stated otherwise on the approved drawings, the materials to be used in the construction of the external surfaces of the extension hereby permitted shall be of similar appearance to those used in the existing building, unless otherwise agreed in writing by the local planning authority.

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

#### Further Details to be approved

4. Prior to the commencement of the relevant part of the work the following details shall be submitted to and approved in writing by the local planning authority and shall be implemented as so-approved prior to occupation of the development.

- i) Window and door joinery details
- ii) Details of ventilation bricks to bin store windows
- iii) Details of the means of widening and making good the front entrance

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

#### Cycle Parking

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

*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.*

Hours of construction

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

Restriction of permitted development rights - windows

7. Notwithstanding the provisions of the Town and Country Planning, (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no additional windows or similar openings shall be constructed in the first floor level or above in any elevation of the development hereby permitted except for any which may be shown on the approved drawing(s).  
*To safeguard the residential amenities of neighbouring properties. Relevant policy: Core Strategy policy CP3*

Number of Occupants

8. The hostel hereby approved shall be occupied by no more than 19 adults at any one time.  
*Reason: In the interests of highways safety and parking. Relevant policy: Core Strategy policy CP1 and CP3 and Managing Development Delivery Local Plan CC07*

Site Management Plan

9. Prior to first occupation a site management plan shall be submitted to and approved in writing by the Local Planning Authority. The Site Management Plan shall include details of occupation contracts and their conditions, management of the site, out of hours contact details and restriction of parking. The management of the site shall be in accordance with the agreed Site Management Plan unless otherwise agreed in writing by the Local Planning Authority.  
*Reason: In the interest of the residential amenity of future occupants and neighbour amenity. Relevant policy: Core Strategy policies CP1 and CP3.*

*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. 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.
3. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received. This planning application has been the subject of positive and proactive discussions with the applicant in terms of:
  - A full pre-application submission was made by the applicant.
 The decision to grant planning permission in accordance with the presumption in favour of sustainable development as set out in the NPPF is considered to be a positive outcome of these discussions.

### PLANNING HISTORY

Historical planning records relate to minor alterations to the site. The most recent history is outlined below:

F/2004/1155	Proposed change of use from offices B1 to boarding house (C1) plus single storey rear extension <b>conditionally approved</b> on 20 <sup>th</sup> October 2004
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### SUMMARY INFORMATION

Site Area	183 sqm
Existing use	Bed & Breakfast (C1)
Proposed use	Residential Hostel - Sui Generis
Existing number of rooms	12
Proposed number of units	10
Existing & Proposed parking spaces	3

### CONSULTATION RESPONSES

WBC Biodiversity	No objection subject to informative 2
WBC Drainage	No objection
WBC Conservation & Listed Building	No objection subject to conditions (3 and 4)
WBC Ecology	No objection
WBC Environmental Health	No objection
WBC Highways	No objection subject to condition (5)
WBC Tree & Landscape	No objection
WBC Waste Services	No objection
Royal Berkshire Fire & Rescue	No objection

### REPRESENTATIONS

**Wokingham Town Council:** No comments received

**Local Members:** No comments received

**Neighbours:** Thirteen letters of objection received on the basis of the following:

- Fire Safety issues with no. of occupants and layout; (para 42-43)

- Noise & Disturbance; (para 46-47)
- No parking on site; (para 26-29)
- Unreasonable to think people will park elsewhere; (para 26-29)
- Milton Road is a suitable alternative site; (para 45)
- No leisure/play space; (para 35-37)
- Highways safety issues with only one access; (para 24-25)
- Cramped internal layout; (para 44)
- Out of character building with adjacent listed buildings; (para 13-20)
- Proposal fails to enhance Conservation Area; (para 13-20)
- No disabled access; (para 4)
- Guildgate House has no parking; (para 27)
- Who will control rubbish & recycling; (para 40-41)
- Anti-social behaviour rife on site; (para 46-47)
- Site needs to be cleared up from rubbish; (para 401-41)
- Loss of privacy to properties at the rear of the site; (para 21)
- The proposal would have a negative impact on the Town Centre Regeneration; (para 13-20)
- Location maps out of date and do not include 4a Milton Road; (para 49)
- Applicant failed to discuss proposal with local residents in advance of the planning application (para 48).

#### **APPLICANTS POINTS**

- The Council have a duty to provide temporary accommodation for households (with children and/or who are vulnerable) while their applications for Council housing are investigated but also while permanent accommodation is found.
- The Council currently houses 23 households (individuals and families) in B&B's outside of the Borough (generally Slough and Reading areas).
- The site will provide temporary accommodation, usually 6 to 9 months in duration, for the households currently outside of the Borough. Allowing 15 households to be accommodated on site in a 12 months period.
- Due to the demographics of the proposed occupants it is unlikely that they will own a car. However, should there be a need for parking, then this is available at other local sites.
- The proposal will allow households to remain within the Borough and close to their existing schools and work places.
- There would be staff on site between 9am and 5pm Monday to Friday.
- The site is sustainably located and would meet the Borough's need for alternative accommodation.

#### **PLANNING POLICY**

National Policy	<b>NPPF</b>	National Planning Policy Framework
Adopted Core Strategy DPD 2010	<b>CP1</b>	Sustainable Development
	<b>CP2</b>	Inclusive Communities
	<b>CP3</b>	General Principles for Development
	<b>CP6</b>	Managing Travel Demand
	<b>CP7</b>	Biodiversity
	<b>CP9</b>	Scale and Location of Development Proposals

Adopted Managing Development Delivery Local Plan 2014	<b>CC01</b>	Presumption in Favour of Sustainable Development
	<b>CC02</b>	Development Limits
	<b>CC03</b>	Green Infrastructure, Trees and Landscaping
	<b>CC04</b>	Sustainable Design and Construction
	<b>CC06</b>	Noise
	<b>CC07</b>	Parking
	<b>CC09</b>	Development and Flood Risk
	<b>CC10</b>	Sustainable Drainage
	<b>TB09</b>	Residential accommodation for vulnerable groups
	<b>TB12</b>	Employment Skills Plan
	<b>TB21</b>	Landscape Character
	<b>TB24</b>	Designated Heritage Assets (Listed Buildings, Historic Parks and Gardens, Scheduled Monuments and Conservation Areas)
Supplementary Planning Documents (SPD)	<b>BDG</b>	Borough Design Guide – Section 7

## **PLANNING ISSUES**

### Description of Development:

1. The proposal is for the conversion of the existing building from a former 12 bedroom Bed & Breakfast (Use Class C1) to a residential hostel (Sui Generis) comprising of 10 self-contained units.
2. The proposal does not include any extensions; however there are amendments proposed to the front elevation windows at ground floor level to provide obscure glazed windows and ventilation to the bin store; re-positioning and widening of the front door and; amendments to the ground floor rear extension to relocate windows and doors in the existing rear extension.
3. The proposed alterations would accommodate the conversion of the building into 10 bedroom hostel with a ground floor bin area; ground floor cycle parking; ground floor office; ground floor communal washing are and; second floor kitchenette. Each unit would have its own kitchen unit and would be en-suite. Bedrooms 2 and 3 on the ground floor would have linked rooms and would accommodate a larger family if required.
4. The widening of the access door is for the purposes of disabled access to the building. Although it is acknowledged that a lift is not proposed within the building, the site would allow the ground floor rooms to be occupied by any disabled occupants if necessary.
5. There is no vehicle parking proposed as part of this scheme due to the demographics of the proposed occupants, however should there be a need for

parking then this is available at other similar Council operated site's in the local area such as Foxwood on Milton Road (approved by planning committee in July 106) and 48 Oxford Road. The availability of parking spaces is detailed in paragraph 24.

6. The site would have an office which would be occupied during normal office hours, Monday to Friday. The occupants would be able to contact Housing Services out of hours should any problems occur, however from other sites managed by Housing Services their experience is that that this is rare.
7. The development would provide space for those who have been made homeless. The site would provide temporary housing (on a likely 6/9 month basis) which the applicant has advised would be much more cost effective than long term stay in bed and breakfast housing and to ensure that relocation away from Wokingham didn't take place. Housing would be provided on a temporary basis until individuals were able to find alternative accommodation.

Principle of Development:

8. The National Planning Policy Framework has an underlying presumption in favour of sustainable development which is carried through to the local Development Plan. The Managing Development Delivery Local Plan Policy CC01 states that planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise.
9. The site is located within a major development location and as such the development is acceptable in principle providing that it complies with other policies in the Core Strategy and MDD Local Plan. Policy CP3 of the Core Strategy states that development must be appropriate in terms of its scale of activity, mass, layout, built form, height, materials and character of the area in which it is located and must be of high quality design without detriment to the amenities of adjoining land users and occupiers and this is discussed below.
10. The site is in a sustainable location, and whilst it is termed as supported living, the proposal would be residential in nature which would reflect the use of residential properties seen along this part of Shute End.
11. As the site is located within a Conservation Area, it must be assessed against policy TB24 of the MDD Local Plan. The policy advises that WBC will 'support development proposal that will conserve and, where possible enhance the local character, setting, management and historic significance of designated heritage assets' criterion 2b. The proposed development is considered to accord with policy TB24 in that it would conserve the character of the Conservation Area by limiting the amount of external alterations to the built fabric.
12. Policy CP2 (Inclusive Communities) of the Core Strategy outlines that planning permission will be granted for proposals that address the requirements of (b) Children, young people and families, including co-ordination of services to meet their needs whilst Policy TB09 (residential accommodation for vulnerable groups) of the MDD Local Plan supports, support for vulnerable adults and families in situations such as this. In this instance, the proposal would be in accordance with

the spirit of Policies CP2 and TB09 as the scheme would provide accommodation for homeless families for a temporary period and therefore the proposal would address the requirement of this policy.

Character of the Area:

13. The site is located within Wokingham Town Centre Conservation Area and along one of the main routes into Wokingham town centre. The site contributes to the character and setting of the Conservation Area by virtue of the external finishes and building line of development along Shute End. The site is prominent within the street scene and visually in some disrepair, as noted by comments from local residents. The application site is also attached to a grade II listed building no.5 Shute End to the east of the site.
14. WBC Conservation Officer has been consulted on the proposal and has advised that the building on site is a much altered two storey plus attic building built of red brick with tile hung first and attic storeys. The officer advises that the age of building is built in the late 19<sup>th</sup> century which at the time was of two storeys with a traditional gabled roof, however the roof space was altered to a flat attic storey in the latter part of the 20<sup>th</sup> century.
15. The proposed alterations to the site are limited to the insertion of terracotta ventilation bricks in the window heads of two ground floor windows which would serve the bin store, the insertion of film/opaque glass to these windows and the widening and set-back of the front door. These alterations would be at ground floor level and would be visible changes in the front elevation; however it is considered not to result in any harm to the appearance of the site and setting of the Conservation Area and WBC Conservation Area officer has raised no objection to this. The proposed amendments would make a functional amendment to this non-listed building and it is considered that these amendments would not adversely affect the street scene.
16. The proposed flue would project through the flat roof of the main building; however it is considered that this amendment would not be visually prominent from the street. As such no harm is considered to occur from this element of the proposed works.
17. To the rear, work is limited to bricking an existing window and door in the rear extension and creation of a new rear entrance door a several new casement windows at ground floor level. The new openings are proposed to match the existing brickwork and the proposed windows are proposed to include painted timber. It is considered that the proposed rear amendments would not have a harmful impact on the character of the Conservation Area, nor harm the setting of the attached listed building.
18. It is acknowledged that a number of local residents have had commented on the scheme, especially with respect to the impact on the character of the area, Conservation Area and wider impact on the Town Centre Regeneration. The proposed use, combined with the proposed amendments is considered not to be out of character for a town centre location. In addition the proposed use is considered to be more compatible with the nearby residential (Use Class C3) uses than the existing bed and breakfast use. The proposal would bring the

building back into a form of residential use which is compatible with other town centre uses and furthermore the proposal is considered not to adversely affect the town centre regeneration.

19. The proposed change of use and associated alterations to the building is considered not to result in any harm to the listed building to which it is attached. The proposed obscure glazed windows to the front elevation would be similar to the ground floor windows at the adjacent building Guildgate House which has been converted from offices to residential flats under the prior approval route (OFF/2013/1481). The re-location and widening of the front door is considered to have no detriment to the visual appearance of the site within the street scene.
20. In respect of character and appearance the proposed development is considered not to result in any adverse impact. The proposal would not enhance the character of the Conservation Area but it would in fact maintain the character of the same and would result in no harm to the setting of the adjacent listed building. The proposed external alterations are considered to be limited and by bringing the site into use the appearance of the building would be improved. As such, subject to conditions recommended by WBC Conservation Officer it is considered that the proposal would accord with policy CP3 of the Core Strategy and policy TB24 of the MDD Local Plan.

#### Residential Amenities:

##### Overlooking:

21. The proposed development would not introduce new windows along any of the elevations of the host building. It is noted that a neighbour to the rear of the site has advised that there could be potential overlooking/loss of privacy as a result of the proposal; however it is considered that the existing relationship between the application building and neighbouring sites would remain unaltered as a result of the proposed development and therefore there is no adverse impact on residential amenity in respect of overlooking. As such the proposal is considered to accord with policy CP3 of the Core Strategy in this respect.

##### Loss of Light

22. The proposal includes no extensions and alterations to the existing building and therefore it is considered that there are no adverse impacts in respect of loss of light as a result of this proposal. As such the proposal accords with policy CP3 of the Core Strategy in this respect.

##### Overbearing:

23. The proposal includes no extensions to the existing building and therefore the proposal is considered not to result in any adverse impact in respect of overbearing. As such the proposal is considered to accord with policy CP3 of the Core Strategy in this respect.

#### Access and Movement:

24. **Highway Safety and Access:** The proposal would utilize an access point, albeit relocated further into the site. It is considered that this is acceptable for the proposed use and would not result in any harm in respect of highways safety.

25. Some comments have been raised from local residents that the access is unsuitable for children. The pavement outside of the site is in accordance with the borough's standards and provides sufficient space for people to stand and wait whilst entering and exiting the site. As such the proposal is considered to have no adverse impact on highways safety.
26. **Parking:** There is no vehicle parking available on site and Highways officers have advised that due to the site's town centre location and access to various modes of public transport the lack of parking is considered acceptable in this instance. The 12 bedroom bed and breakfast also had no parking and therefore the proposal is considered to be an improvement on the current lawful use.
27. An objection has been received in respect of the lacking of parking available for Guildgate House, which is attached to the application to its western side. The lack of parking at an adjacent site is not a material consideration for the determination of this application. As advised in paragraph 22, Highways officers have raised no objection to the lack of parking as this is a sustainable location and the demographics of the potential occupants would mean that they are unlikely to own a car.
28. In addition to this, there is long term vehicle parking available at the nearby Foxwood Milton Road and 48 Oxford Road which are other hostels owned and managed by the Council. The applicant has advised that there are 9 parking spaces at Foxwood for 5 residential flats and 15+ parking spaces at Oxford Road for 9 flats. As such there is sufficient capacity for parking in the event that it is needed.
29. It is considered appropriate to condition the maximum number of adults on site at any one time to ensure that there is no excessive demand for parking at the other site. Based on the number of bedrooms (10) and the number of beds within the rooms, it is considered that no more than 19 adults could occupy the site at any one time. As such it is considered appropriate to attach condition 8 in the interests of parking and highways safety.
30. **Cycle Parking:** The proposed floor plans indicate that there would be secure cycle parking available at ground floor level. A condition (5) to secure this is by officers, subject to which the proposal is considered to accord with policy CC07 of the MDD Local Plan.
31. **Sustainability:** The site is located within a major development area and within the boundary of Wokingham Town Centre where there are excellent links to the railways station and frequent bus services. Moreover there is a secure cycle on site. As such, the proposal is considered to accord with Core Strategy policy CP6.

#### Flooding and Drainage:

32. There are considered to be no flood risk and drainage issues arising from the proposed development. The proposal would not alter the footprint of the building and the site is not within an area that suffers from high surface water flooding. As such the scheme is considered not to result in any adverse impact in respect of policies CC09 and CC10 of the MDD Local Plan.

### Landscape and Trees:

33. The proposed change of use would not require the loss of landscaping within the rear amenity area of the site. The site is currently not in use and visually in some disrepair. WBC Trees and Landscaping officers advise that there is very little space in the rear amenity area which could accommodate successful tree and/or shrub planting and therefore it is considered inappropriate to attach any landscaping conditions with the application before us.
34. The application site is located within Wokingham Town Centre Conservation Area and it is considered that in this instance additional planting is not necessary to maintain the character and appearance of the Conservation Area. As such, the proposal is considered to accord with policy TB21 of the MDD Local Plan.

### Amenity:

35. The Borough Design Guide provides standards for residential developments, including flatted developments in town centre locations. The guide advises that for flatted developments balconies are generally acceptable.
36. The proposal is for temporary accommodation and the outdoor space available on site is in the form of a small courtyard wrapped around the existing single storey rear extension. It is recognised that this area is relatively small, however it is common of historic urban centre's to provide a small courtyard in the form of outdoor space. The proposal itself is for temporary accommodation (use class sui generis) and not for use class C3, and therefore it is considered that residential (C3) standards should not be applied to the proposal. There are public parks available around the town centre and it is therefore considered that in respect of the current application the courtyard and local parks are acceptable amenity areas for the development.
37. Whilst there is limited outdoor amenity space on site it is considered that this would not have an adverse impact on the amenities of future occupants. The hostel would be for temporary accommodation only and the standards provided within the Borough Design Guide are for residential (Use Class C3).

### Ecology:

38. The proposed development relates to a conversion with works to the roof space limits to the internal refurbishment. The site is not identified as being a known bat roost or having any ecological issues; however it is considered appropriate to attach an informative to planning permission in the case that the protected species of bats are found whilst works are being carried out. Subject to informative 2, the proposal is considered to accord with policy TB24 of the MDD Local Plan.

### Community Infrastructure Levy:

39. As the proposal is for the erection of supported living accommodation, it is likely that it would not be CIL liable development.

### Waste:

40. Waste officers have reviewed the details submitted with this application and have advised that the re-location of the front door and the proposed bin store is considered to be appropriate for the number of units proposed on site. As there are residential dwellings in the vicinity, there are provisions in place for refuse collection and it is considered that there would be no harm in respect of waste collection as a result of the proposed development.
41. Local residents have identified that waste collection has been an issue from the previous occupants of the site. As a result of the proposed use there will be an on-site manager who will advise occupants on bin collections and therefore the same issues should not occur in the future.

### Other:

#### Fire, Health & Safety:

42. Objections have been received on the internal layout of the scheme representing a cramped form of residential occupation and in turn the health and safety risks from this. Some objectors have also raised fire risks following the fire at Grenfell Tower. These comments are noted; however fire, health and safety risks will be assessed following the grant of planning permission by the Council's Building Regulations team.
43. It is noted from discussions with the applicant that they have produced a fire safety strategy in conjunction with a local fire expert from the Royal Berkshire Fire and Rescue Service and a private consultant. The applicant will need to submit this with a subsequent application to Building Regulations for approval.

#### Internal Space

44. There have been objections received on the basis of the number of units being excessive and conditions being cramped on site. The proposed use is classed in the use classes order as 'sui generis' and the internal space standards are applied to C3 use. The nature of the proposal as temporary accommodation means that occupants would not be on site for longer than 6/9 months and therefore it is considered that the generic space standards could not be applied in this instance. Furthermore the proposal would have fewer rooms than the existing bed and breakfast.

#### 'Foxwood' Milton Road

45. Objectors have advised that there is a suitable alternative site available for this use at Foxwood, Milton Road. This site at Milton Road was approved as a residential hostel by planning committee in July 2016. It provides residential hostel accommodation in addition (5 bedrooms) to the application before planning committee. The applicant has advised that the current need is to accommodate 23 households (in addition to Oxford Road which is at full capacity) and the combination of Foxwood and Broadway house would provide 15 units for occupation by those who are accommodated outside of the Borough, going a long way towards meeting the identified need.

#### Noise & Disturbance

46. Objectors have advised that anti-social behaviour has been rife at the application site previously. The local planning authority are aware of these issues due to involvement of planning enforcement officers with the site. The issues were prevalent with the previous owner of the site and since the authority have purchased the site, it has not been in use. It is considered that as a result of planning approval the site would be managed by the local authority and there are unlikely to be anti-social behaviour issues which were previously seen.

47. The hostel at Oxford Road which is in full occupation the Council's Environmental Health Team has not received any complaints from neighbours in respect of anti-social behaviour and the application site would be run in the same manner. As such this is considered not to be a concern following the grant of planning approval.

#### Consultation

48. An objector has advised that the applicant has failed to discuss the proposals with local residents. The application is not a major application whereby the Council's adopted Statement of Community Involvement advises applicants to discuss major applications with local residents. However residents were formally consulted on this proposal as part of the planning process.

#### Maps

49. A resident has advised that the location maps submitted with this application are out-of-date and do include the built footprint of site's along Milton Road to the site. The applicant has used an online ordnance survey company to generate a location and site map. It is acknowledged that these plans could be out of date; however the Local Planning Authority has sent consultation letters to all adjoining residents and a notice was displayed outside the site to notify residents of the application and allow them to make comments in accordance with the Council's consultation protocols.

### **CONCLUSION**

The proposed development would be in accordance with adopted policy, principally Policies CP2 and CP3 of the Core Strategy and TB09 and TB24 of the MDD in that the proposed scheme would provide an appropriate form of accommodation for vulnerable groups in a sustainable location. The proposed development would not have a significant impact on the residential amenity of any neighbours, would not cause any highway issues and would not have a detrimental impact on the character of the area.

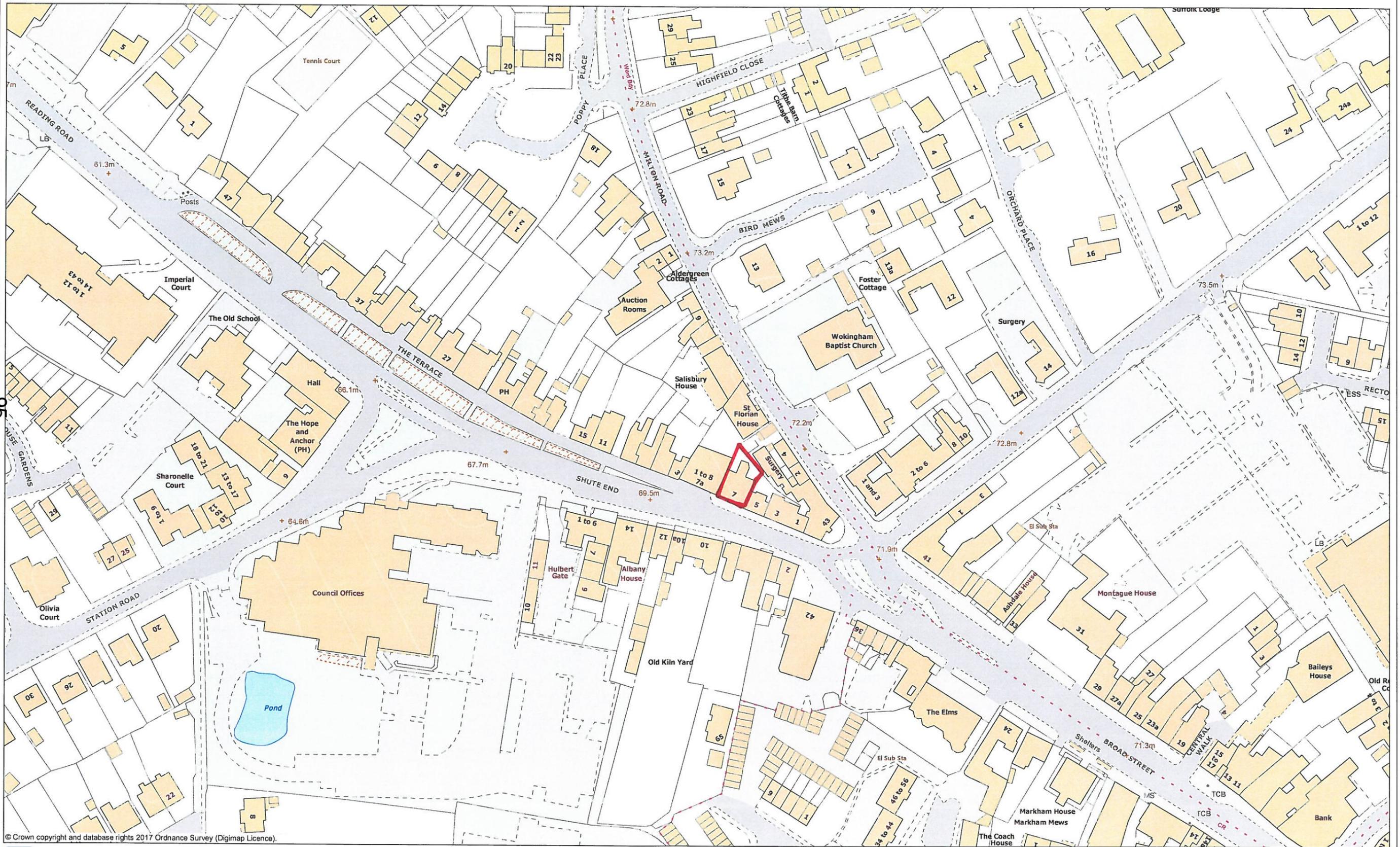
Subject to the use of the conditions outlined above, the application is recommended for approval.

### **CONTACT DETAILS**

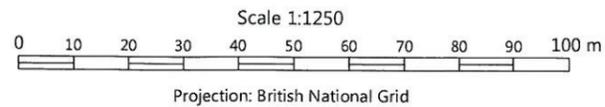
<b>Service</b>	<b>Telephone</b>	<b>Email</b>
Development Management and Regulatory Services	0118 974 6428 / 6429	development.control@wokingham.gov.uk

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# Broadway House 7-9 Shute End



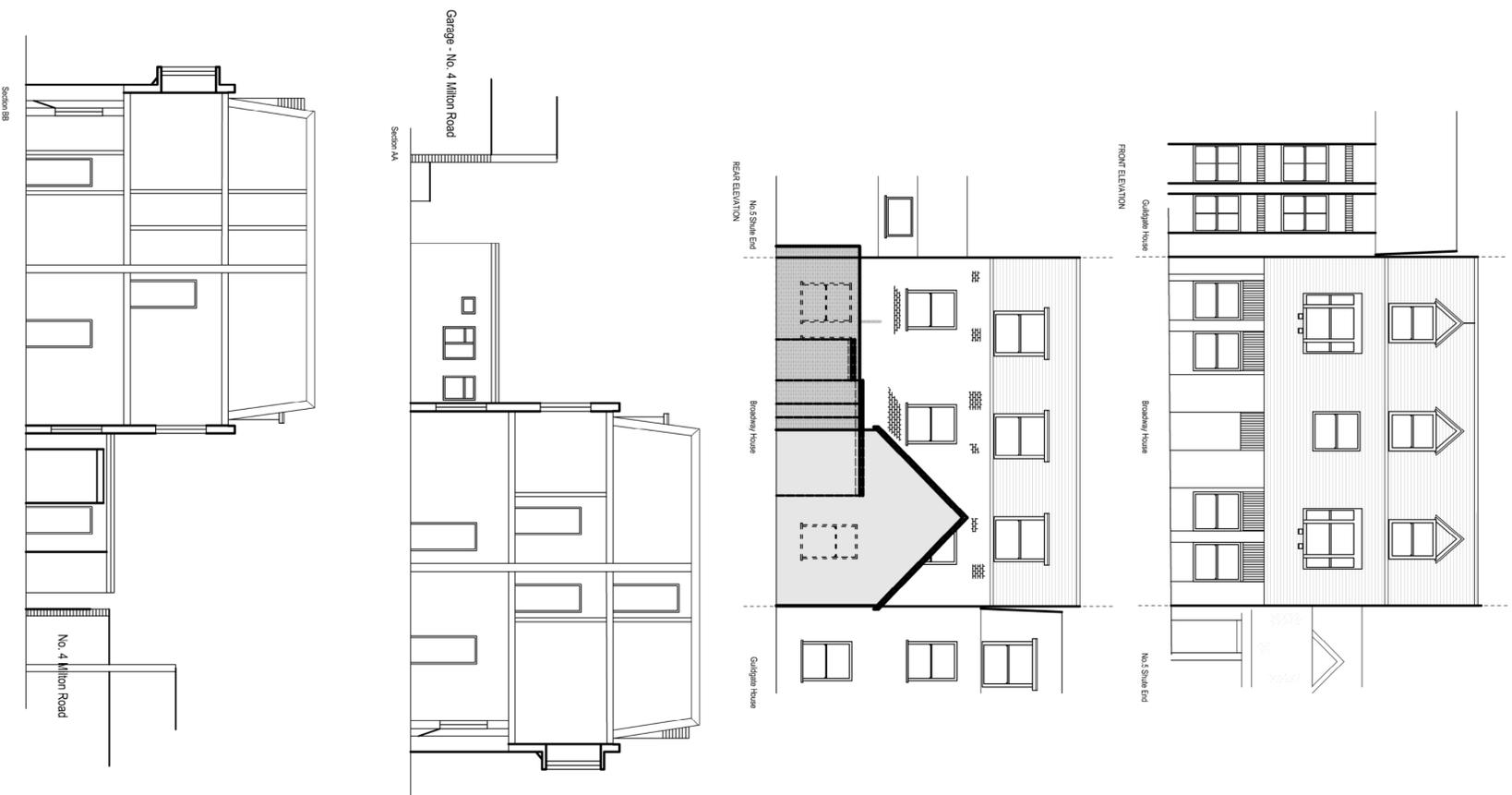
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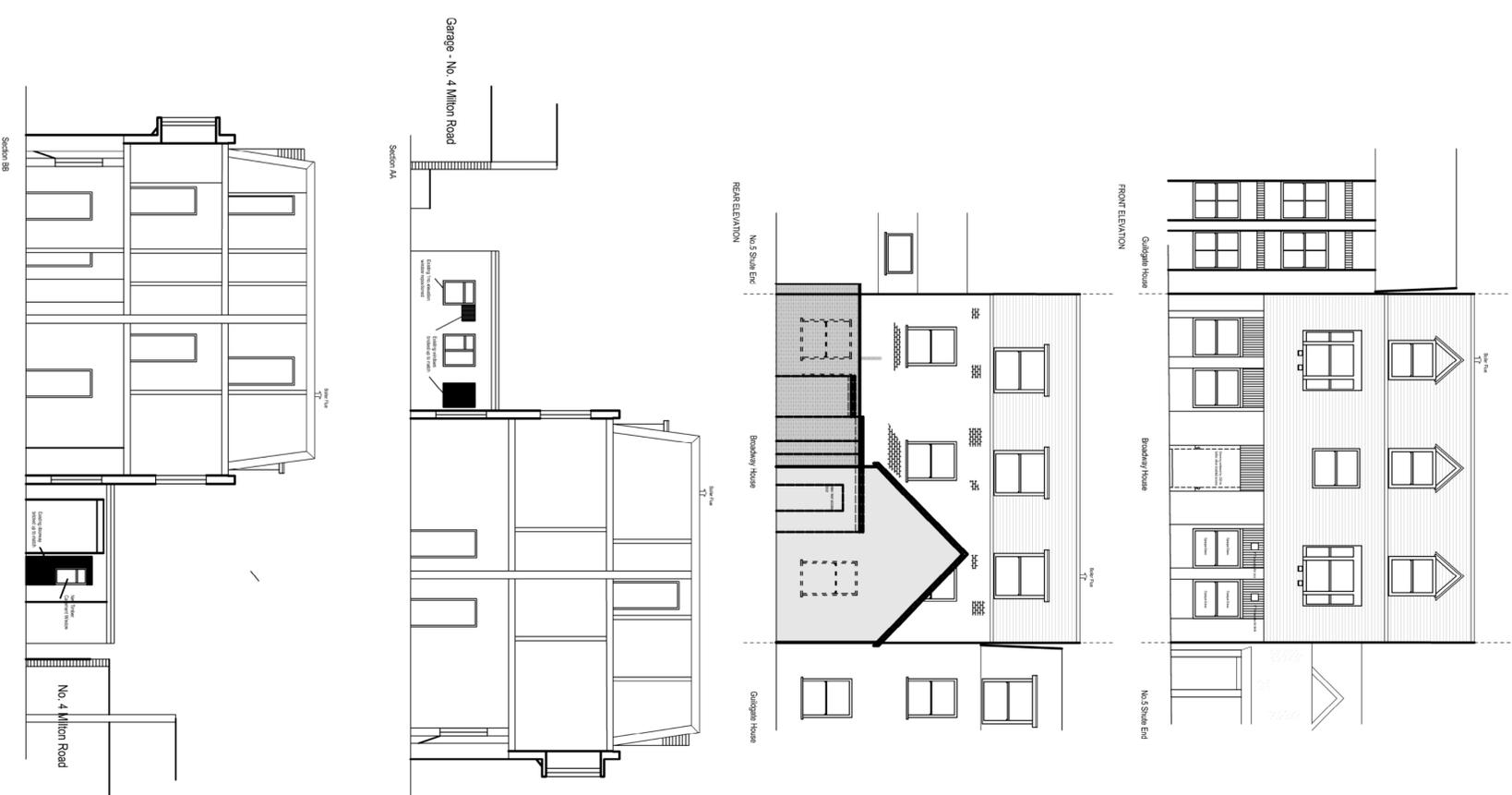
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# EXISTING



# PROPOSED



### General Notes

**Appearance** - The changes to the front elevation are minimal, and those made are mainly in connection with the provision of a new internal bin store, similar to that retained within the adjacent property. The original ground floor windows to the left hand side of the entrance will remain as existing but be re-glazed with opaque glass to mask the internal bins from the street. Terracotta air bricks (2no.) will be added at high level to the window heads to provide passive ventilation of the bin store. The existing entrance will be widened by approximately 220mm to improve wheelchair access and facilitate easy movement of bin storage unit. The main entrance door will be set back (interior) and the building to provide an external level a new boiler flue emanating through the crown roof surface will be provided, but it is suspected that this will not be visible from the immediate street level.

**Rear Elevation** - No changes to the original main rear facade are to be implemented by the proposed works, except for the presence of the boiler flue emanating from the roof. Some minor change works are proposed to the stone work of extension and again these are minimal, and consist of repositioning an existing window and door opening, and provision of a single new window. An existing timber casement window will be repositioned/ or replaced to match existing (if beyond economic repair) and the new window will be a small timber casement, to match the existing windows of the ground floor extension. Where wall apertures are to be filled these will be a brick to best match the existing brickwork. The brickwork to be replaced brickwork. Main changes to the rear external's are within the rear enclosed courtyard.

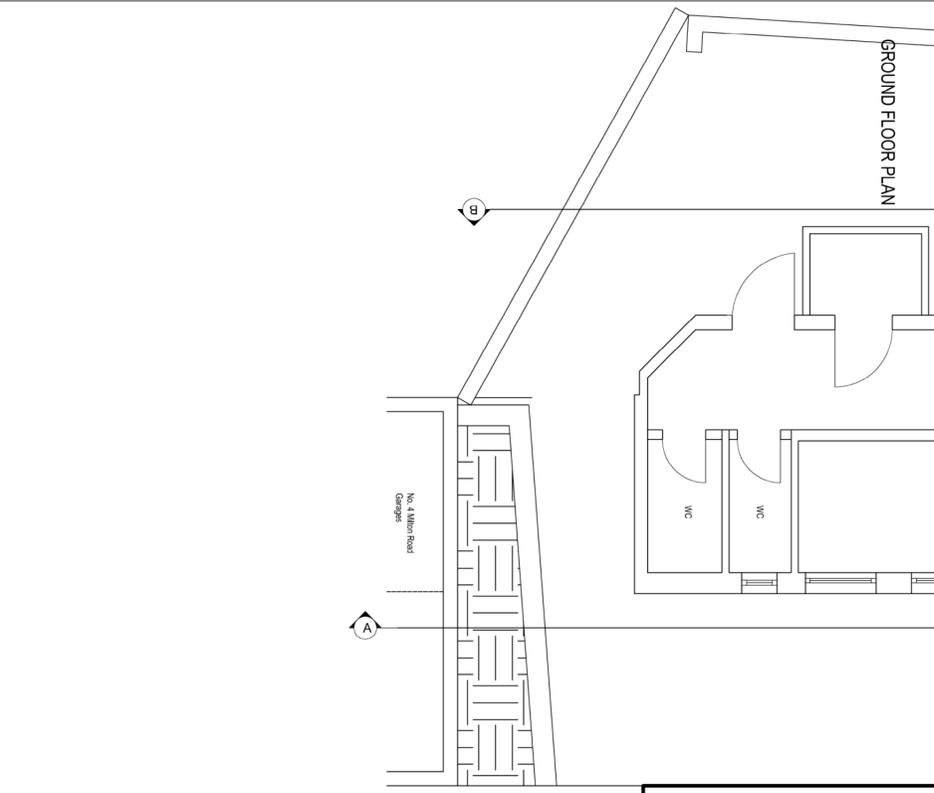
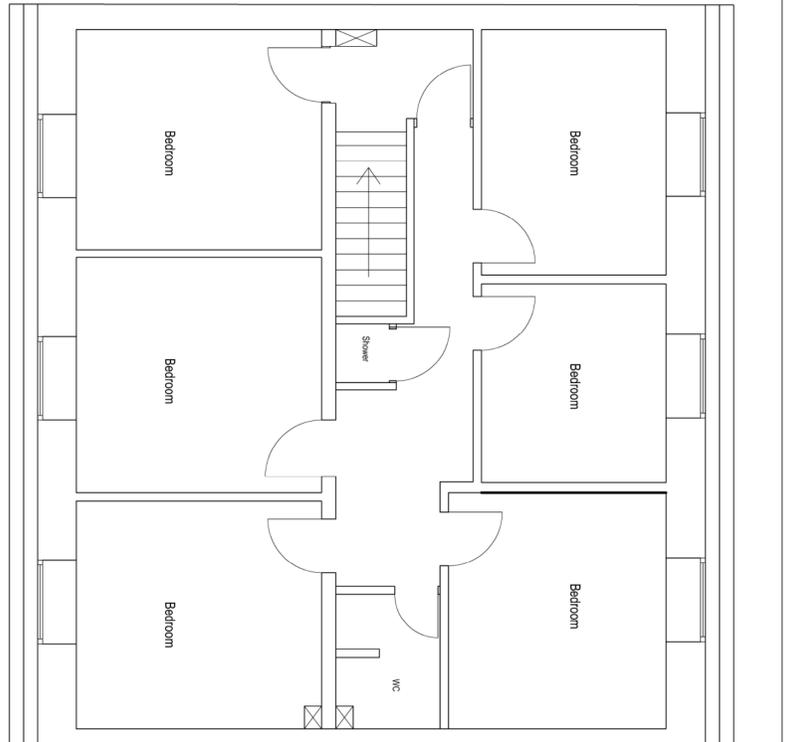
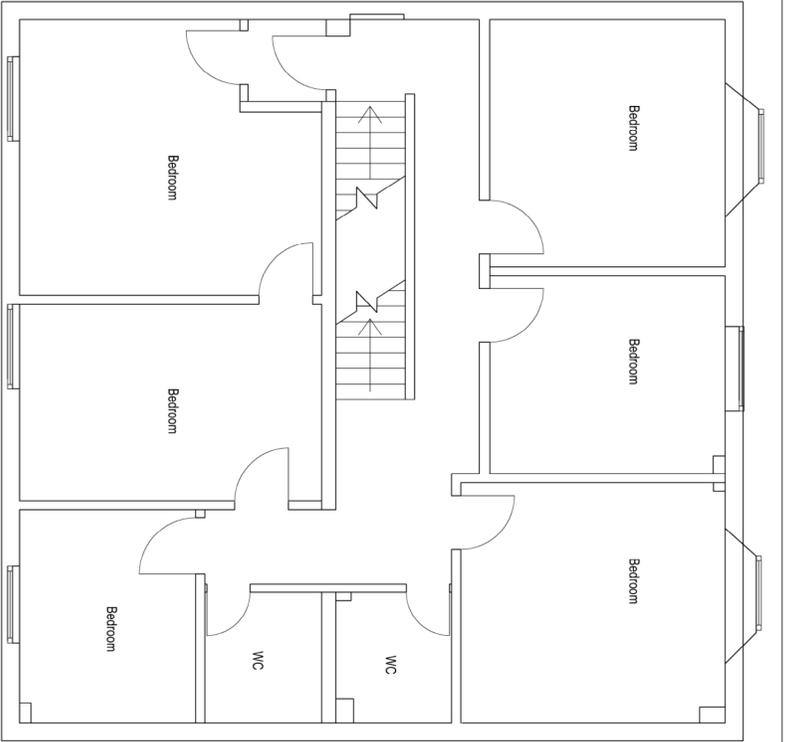
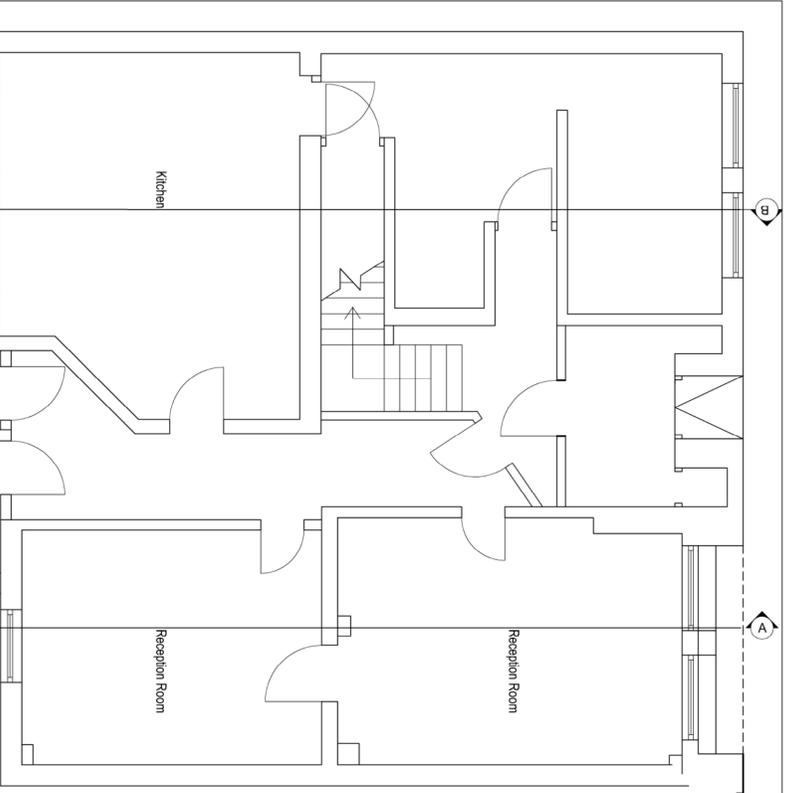
No.	Revision/Issue	Date

**MADLINS**  
Construction + Property Consultants  
Waters Up - New Scale House - 70 Godwin's Road -  
Woking, Surrey - GU24 8LQ  
Email: [www.madlins.co.uk](mailto:www.madlins.co.uk)

Project Name and Address  
Existing & Proposed Elevations  
Broadway House Refurbishment  
For Planning Purposes Only  
Drawn By: PG

DOB NO	5150.003	Sheet
Date	19.05.2017	01
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General Notes

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No.	Revision/Issue	Date

**MADLINS**  
 Construction + Property Consultants  
 Madlins LLP - Nine Seaside House - 70 Goldsmith Road -  
 Woking, Surrey - GU24 8LQ  
 Email: www.madlins.co.uk

Project Name and Address  
 Existing Plans & Site Plan  
 Broadway House Refurbishment  
 For Planning Purposes Only  
 Drawn By: PG

DOB NO	Sheet
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Date	
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General Notes

**Appearance** - The changes to the front elevation are minimal, and those made are mainly in connection with the provision of a new internal bin store, similar to that installed within the adjacent property, Guildgate House. The ground floor windows to the right hand side of the main entrance will remain as existing but be glazed with opaque glass to mask the internal bins from the street. Terrace air bricks (TABs) will be added at high level to the rear elevation. The existing entrance will be widened by approximately 220mm to improve wheelchair access and facilitate easy movement of bin storage unit. The main entrance door will be set back further into the building to provide an external access door and lobby to the new bin store. At high level a new boiler flue emanating through the crown roof surface will be provided, but it is suspected that this will not be visible from the immediate street level.

**Rear Elevation** - No changes to the original main rear facade are to be implemented by the proposed works, except for the presence of the boiler flue emanating from the flat crown roof. Change works are only required to the single storey rear extension and again these are minimal, and consist of repositioning an existing window and door opening, and provision of a single new window. An existing window and door opening will be replaced to match existing if beyond economic repair) and the new window will be a small timber casement, to match the existing windows of the ground floor extension. Where wall apertures are to be in-filled these will be of a brick to best match the existing elevation, toothed into the surrounding brickwork. Main changes to the rear externals are within the rear enclosed courtyard.

No.	Revision/Issue	Date

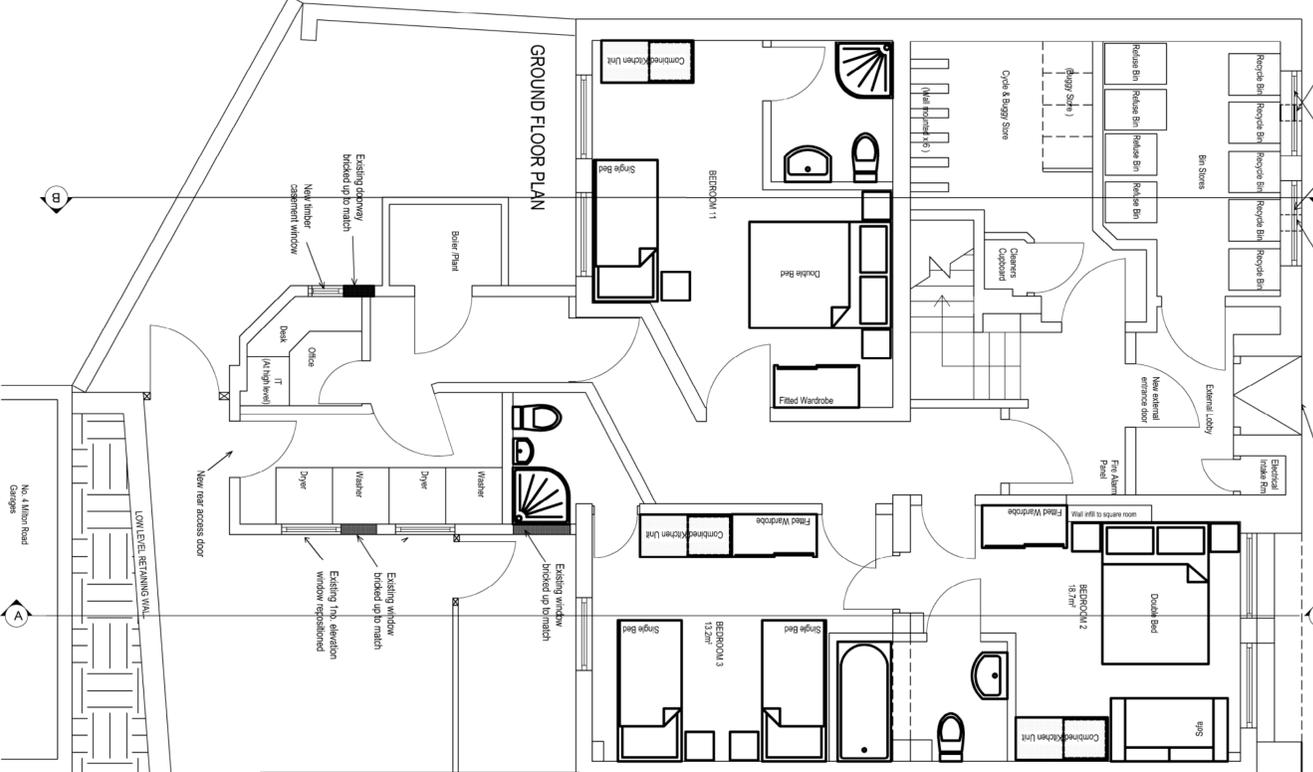
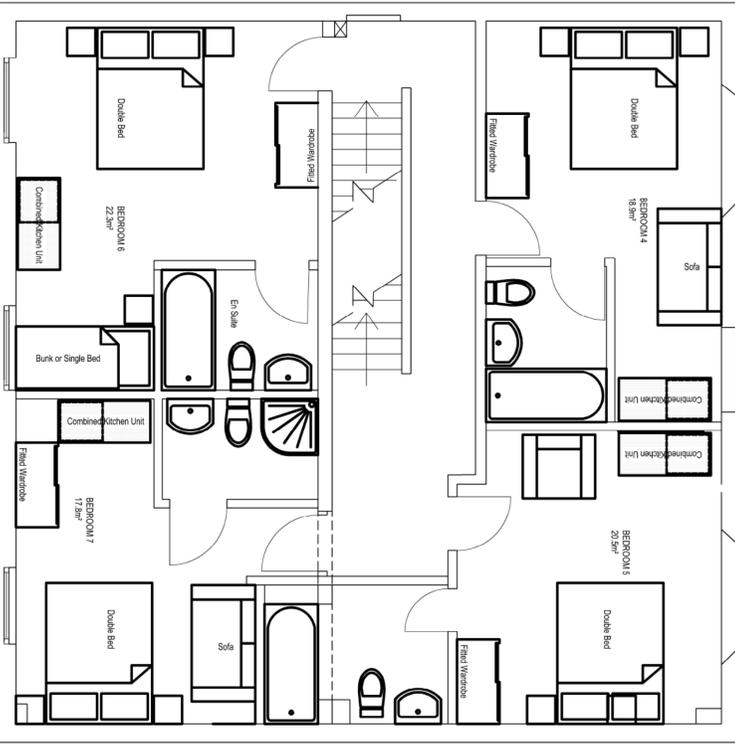
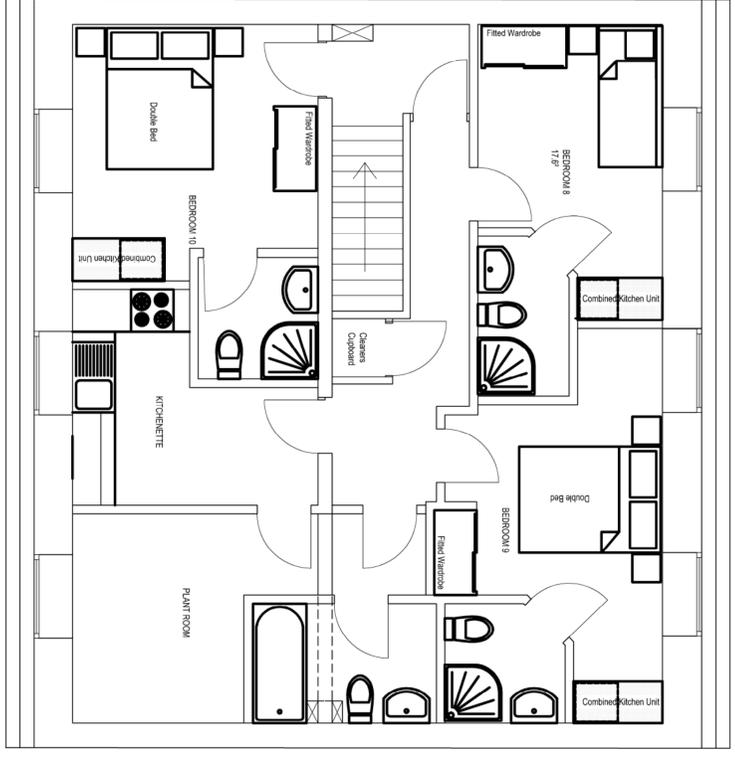
**MADLINS**  
Construction + Property Consultants

Waters Up - Non-Soil House - 70 Goldsmith Road -  
Woking, Surrey - GU24 8LQ  
Email: [www.madlins.co.uk](mailto:www.madlins.co.uk)

Project Name and Address  
Proposed Floor Plans  
Broadway House Refurbishment  
For Planning Purposes Only

Drawn By: PG

DOB NO	5150.02.02	Sheet
Date	19.05.2017	01
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# Agenda Item 30.

<b>Development Management Ref No</b>	<b>No weeks on day of committee</b>	<b>Parish</b>	<b>Ward</b>	<b>Listed by:</b>
171358	13	Winnersh	Winnersh	Councillor Bray

**Applicant** Mr M Porter

**Location** Land to the rear of 484-488, Reading Road, Winnersh. **Postcode** RG41 5ET.

**Proposal** Full application for the proposed erection of a pair of semi-detached dwellings at the rear of 484-488 Reading Road following demolition of existing garage & outbuilding at rear of 484 Reading Road.

**Type** Minor  
**PS Category** 13  
**Officer** Mark Croucher

**FOR CONSIDERATION BY** Planning Committee on 9<sup>th</sup> August 2017  
**REPORT PREPARED BY** Head of Development Management and Regulatory Services

## SUMMARY

The application site is in a Major Development Location in the defined settlement boundary of Winnersh. The proposed development is for the erection of 2 no. 3 bedroom semidetached dwellings on existing garden land.

The design of the scheme will have an acceptable impact on the character and appearance of the area and reinforce the street frontage onto Baslow Road. 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 polices. The application is accordingly recommended for approval subject to conditions.

## PLANNING STATUS

- Major Development Location
- TPO Tree

## 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: 2387/PL/401 Rev A; 2387/PL/402 Rev A and 2387/PL/403 Rev A. 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/details**

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. a) The development hereby approved shall be carried out wholly in accordance with the Arboricultural and Planning Integration Report ref: GHA/DS/13360:17a from GHA Trees unless otherwise agreed in writing by the Local Planning Authority.  
  
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

5. 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, boundary treatment, tree pits 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)

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

Reason: To 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 part of any building(s) hereby permitted shall be occupied or used until vehicle parking and turning space has been provided in accordance with details to be submitted to and approved in writing by the local planning authority. The vehicle parking and turning space so-approved shall be retained in accordance with the approved details and the parking space remain available for the parking of vehicles at all times and the turning space shall not be used for any purpose other than vehicle turning.

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

8. No building shall be occupied until secure and covered parking for cycles has been provided in accordance with the approved drawing(s)/details. The cycle parking/

storage shall be permanently so-retained for the parking of bicycles and used for no other purpose.

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.

9. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
- i) the parking of vehicles of site operatives and visitors,
  - ii) loading and unloading of plant and materials,
  - iii) storage of plant and materials used in constructing the development,
  - iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate,
  - v) wheel washing facilities,
  - vi) measures to control the emission of dust and dirt during construction,
  - vii) a scheme for recycling/disposing of waste resulting from demolition and construction works.

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

## **Drainage**

10. 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:

- i) 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;
- ii) include a timetable for its implementation; and
- iii) 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.

Reason: This is to prevent increased flood risk from surface water run-off. Relevant policy: NPPF Section 10 (Meeting the Challenge of Climate Change,

Flooding and Coastal Change), Core Strategy policy CP1 and Managing Development Delivery Local Plan policies CC09 and CC10.

### **Environmental Health**

11. 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.

12. Prior to the demolition of the existing buildings and structures and prior to development of the site, an assessment shall be carried out to determine whether any harmful materials are present, and where such materials are found then measures shall be taken to prevent such materials from contaminating the land to be redeveloped. No building shall be occupied until a report detailing the assessment and where necessary mitigation measures undertaken, has been submitted to and approved by the LPA.

Reason: To ensure any contamination on the site is remedied to protect the existing/proposed occupants of the application site and adjacent land.

### **Permitted development rights**

13. Notwithstanding the provisions of Classes A and 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 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.

14. Notwithstanding the provisions of Class F of Part 1 and Class A Part 2 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 additional hard surfacing, gates and fences, other than depicted in the plans hereby approved, 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.

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

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

## Informatives

1. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received. This planning application has been the subject of positive and proactive discussions with the applicant in terms of: addressing concerns relating to highway safety and residential amenities. The decision to grant planning permission in accordance with the presumption in favour of sustainable development as set out in the NPPF is considered to be a positive outcome of these discussions.
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. Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on adjacent highways. For further information contact the Highway Authority on tel.: 0118 9746000.
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 Levy. 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**

O/2010/1499: Outline application for the proposed erection of two semi detached three bedroom houses (access layout and scale to be considered). Withdrawn: 24/08/2010.

170306: Full application for the proposed erection of a pair of semi-detached dwellings at the rear of 484-488 Reading Road following demolition of existing garage & outbuilding at rear of 484 Reading Road. Refused: 23.03.2017

**SUMMARY INFORMATION**

Site Area	0.06 hectares
Previous land use(s) and floorspace(s)	Residential garden
Existing units	0
Proposed units	2
Existing parking spaces	2
Proposed parking spaces	4
Density	37.5 dph

**CONSULTATION RESPONSES**

**Highways** No objection subject to conditions.

**Environmental Health** Recommend approval with conditions.

**Waste Services** No objection subject to conditions.

**Ecology** Recommend approval with no conditions

**Landscape and Trees** Impact on trees is acceptable. Objection to the cramped layout.

**Councillor Bray** – Baslow Road is a very busy road that is part of a rat run. There are already issues with vehicles getting safely past the cars parked in the road. The idea that the cars belonging to these houses could safely reverse into the road is nonsensical. Also the new houses are much closer to the existing houses on Chatsworth Avenue than they are to the existing houses on Reading Road. I note that site plan provided does not show the houses on Chatsworth Avenue, probably for that reason. At the moment there is a single storey building where the new houses are proposed. This presents no overlooking issues for 30 Chatsworth Avenue. A two-storey dwelling with windows facing 30 Chatsworth Avenue would. As the site plan does not extend to showing Chatsworth Avenue, it is not clear what the distance is between the flank of the new dwelling and the back of 30 Chatsworth. I cannot see how this application has overcome the reasons for refusal on 170306.

**Parish Council** – No objection.

**REPRESENTATIONS**

**12 letters received.**

6 letters objecting to the development points raised (in summary):

- The proposal will overlook the neighbouring houses and gardens. (paragraphs 17 – 19)
- Overdevelopment. (paragraphs 2 – 13 & 15 - 23)
- Increase in noise and disturbance (paragraph 23)
- Loss of privacy. (paragraphs 18 – 20)
- Loss of trees. (paragraphs 27 – 29)
- Cramped and incongruous development. (paragraphs 2 – 13)
- Baslow Road is busy and the proposed parking will impact highway safety. (paragraphs 24 – 26)
- Loss of peaceful enjoyment of neighbouring gardens. (paragraphs 14 – 22)
- Loss of light. (paragraphs 15 - 17)
- Conifer trees have been felled since the last application. (paragraphs 27 – 29)
- Unnecessary back garden development. (paragraphs 1 – 13)

6 letters received in support of the application points raised (in summary):

- No major trees will be felled.
- The new relief road will reduce much of the local traffic.
- There is already a driveway in the current location and that hasn't had an impact.
- There will be minimal impact on the surrounding area.
- No negative impact on light or privacy.
- Off road parking is incorporated.
- Residents do not have an issue reversing out of their driveway.
- The houses look nicer than the ones opposite the site.

**APPLICANTS POINTS**

- The applicant has taken the Council's comments on board since the previous refused application and has amended the scheme accordingly.
- The size of the houses has been reduced from 4 bedrooms to 3 bedrooms.
- The roof form has been changed from a half hip design to a fully hipped design which lessens the bulk of the building.
- The development has been reduced in height by 0.8 metres and measures approximately 8.3 metres in height. The dwellings will be lower than the neighbouring properties that front onto Reading Road which are 8.8 metres in height.
- The leylandii trees to the north of the site have now been removed.
- The site width has been increased to give a more open plan appearance.
- The separation distances meet all of the Borough Design Guide recommendations.
- The Highway Engineers raises no objection.
- The site is within a sustainable Major Development Location.

**PLANNING POLICY**

NPPF	Chapter 4: Promoting sustainable transport Chapter 6: Delivering a wide choice of quality homes Chapter 7: Requiring good design
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	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 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 TB23: Biodiversity and Development

## **PLANNING ISSUES**

### **Principle of development**

1. The application site is in a Major Development Location in the defined settlement boundary of Winnersh where the principle of sustainable development is acceptable. The proposal is for the erection of 2 no. semidetached dwellings on existing garden land. Policy TB06 of the MDD Local Plan states that the Council will resist inappropriate development of residential gardens where it would cause harm to the local area. It is considered that residential development is acceptable in principle on the site subject to the other material considerations set out in this report.

### **Design and impact on character and appearance of the area**

2. The application site comprises of sections of garden from 3 dwellings. Policy TB06 of the MDD Local Plan states that proposals for new residential development that includes land within the curtilage of private residential gardens will only be granted planning permission where the proposal makes a positive contribution to the character of the area in terms of:
  - i. The relationship of the existing built form and spaces around buildings within the surrounding area;*
  - ii. A layout which integrates with the surrounding area with regard to the built up coverage of each plot, building line(s), rhythm of plot frontages, parking areas, and*

*iii. Existing pattern of openings and boundary treatments on the site frontage*

*iv. Providing appropriate hard and soft landscaping, particularly at site boundaries. [addressed in Trees and Landscaping section of this report]*

*v. Compatibility with the general building height within the surrounding area*

*vi. The materials and elevational detail are of high quality, and where appropriate distinctive and/ or complementary*

3. Policy TB06 also states that planning permission should only be granted for the redevelopment of residential gardens where *'the application site provides a site of adequate size and dimensions to accommodate the development proposed in terms of the setting and spacing around buildings, amenity space, landscaping and space for access roads and parking'*.
4. The proposed development comprises of the erection of a pair of two storey semidetached properties with 3 bedrooms each. The site currently forms the rear gardens of 3 dwellings that front onto Reading Road. The density of the proposed development will be 37.5 dwellings per hectare (dph) which falls within the density ranges in the locality: Chatsworth Road has a density of 24 dph whereas Calver Close and Baslow Road have a density of approximately 56 dph.
5. The site would be accessed from Baslow Road and will be opposite the existing dwellings that form part of the Calver Close development. The new development will contribute to the existing street scene and the erection of residential development in this location fronting onto the street is contextually appropriate. The block in which the development will be located in also comprises of backland commercial and residential development and houses in this location will fit into the existing settlement pattern.
6. There are several examples of more modern infill development in the immediate locality, including Dexter Way and Calver Close. The properties in Claver Close have been built in close proximity to the houses in Chatsworth Road with rear to side separation distances between the 2 storey sections of the houses measuring approximately 14.5 metres. The 2 storey separation between the proposed development and the neighbouring houses would significantly exceed this and will measure approximately 21 – 23 metres. These separation distances also substantially exceed the recommended rear to side separation distance of 12 metres set out in the Borough Design Guide SPD.
7. The proposed development will have rear gardens approximately 12 metres deep and this will comply with the minimum garden depth of 11 metres in the design SPD. The houses will be located 1.5 metres away from the side boundaries, complying with the minimum separation distance of 1 metre (set out in the Borough Design SPD) and also the spatial characteristics of the area.
8. Whilst there is no established building line along the north west side of Baslow Road, the proposed houses will not project beyond the side elevations of the existing properties that flank onto the street scene. The proposed parking spaces will also roughly align with the existing fence line so that they will not protrude out into the street scene.

9. For the reasons sets out in paragraphs 3 – 7, it is considered that the proposal will fit satisfactory into the settlement pattern that characterises the area and comply with criteria i, ii and iii of policy TB06.
10. The development has been reduced in height by 0.8 metres from the previous application and measures approximately 8.3 metres in height. The dwellings will be lower than the neighbouring properties that front onto Reading Road which are 8.8 metres in height. The houses will also have less bulk and massing than the properties opposite the site that form part of the Calver Close development. The application proposal therefore complies with criterion v set out above.
11. The proposed semidetached properties will have a hipped roof form with projecting gable features. The dwellings incorporate a suburban vernacular including lean-to porches; casement windows and solid arch detailing above the windows. The overall design of the properties is visually pleasing and they will fit into the character and appearance of the area. The proposed houses will be more elegant than the development opposite the site along Baslow Road. The development will therefore comply with criterion vi set out of policy TB06.
12. An application for 2 no. semidetached dwellings was previously refused on the site (ref: 170306). The difference between the applications is summarised in the Applicant's Points section of this report. However the building has been reduced in all dimensions and positioned further away from the common boundaries. The concerns regarding the cramped appearance of the development are considered to have been mitigated by the reduction in the size & quantum of development; reduction in hard surfacing and increase in site dimensions.
13. The site is of adequate size and dimensions to accommodate the development and the proposal will adhere to the spatial characteristic of the area. It is considered that the proposal complies with policy TB06 of the MDD Local Plan and the development will have an acceptable impact on the character and appearance of the area

#### **Amenity of future residents**

14. The gardens to the residential dwellings will be at least 11 metres deep and will meet the minimum garden depth requirement set out in the Borough Design Guide SPD. Both properties will meet the nationally described space standards. The development will result in a satisfactory level of amenity for the future occupiers.

#### **Impact on Neighbours**

##### ***Loss of light***

15. The proposed dwellings will be approximately 14 – 17 metres away from the single storey parts of the neighbouring dwellings to the north which front onto London Road. The Borough Design Guide recommends that '*where new development faces the elevation of another dwelling with a window to a habitable room, draw a 25 degree vertical angle from the centre line of the window and ensure this remains unobstructed by development.*' The rear windows of these neighbouring dwellings will maintain an unobstructed 25° zone of daylight as a result of the development.

16. The side elevation proposed dwellings will be approximately 23 metres from the rear wall of 32 and 34 Chatsworth Avenue. The rear windows to the rear of these houses will maintain an unobstructed 25° zone of daylight as a result of the development.
17. The properties 36 & 38 Chatsworth Avenue are set further back from the street than 32 & 34 and would be closer to the proposed dwellings. The rear of these properties and the application dwellings will obliquely back onto each other; in particular Plot 1 and 36 Chatsworth Avenue. The back to back separation distance would be approximately 23 metres at the nearest point and complies with the recommended 22 metres set out in the Borough Design Guide SPD. Any overshadowing would occur in the morning and during winter months but due to the separation distance it is considered that the proposal would not detrimentally overshadow these neighbouring houses.

### ***Loss of privacy***

18. The proposed gardens will be 12 metres deep and complies with the minimum garden depth of 11 metres set out in the Borough Design Guide SPD. Therefore it is considered that there will be no detrimental levels of overlooking from the rear windows into the neighbouring garden that directly backs onto the site.
19. The proposed dwellings will have one first floor side window. The windows serve a staircase/landing and condition 15 is recommended ensuring they are obscurely glazed. Since the previously refused application, the building has been reduced in size and positioned marginally further away from the neighbouring properties. Whilst there could be some perception of overlooking from the obscurely glazed first floor windows, the development far exceed the Borough Design Guide SPD recommended separation distance of 12 metres and it is not considered that this sole issue would have a detrimental impact on the amenity of the neighbouring residents.
20. As set out previously in this report, the rear elevation of the proposed development would be approximately 23 metres from the rear of 36 Chatsworth Avenue, exceeding the recommended spacing in the SPD guidance of 22 metres. The houses will be at an oblique angle to each other and this reduces the potential for any direct overlooking. The nearest first floor window to this neighbouring property would serve a bathroom and will be obscurely glazed. The nearest first floor bedroom window will be approximately 29 metres from the rear elevation of 36 Chatsworth Avenue and this separation distance would not result in a detrimental loss of privacy.

### ***Overbearing***

21. The proposed development will be between 16 – 17.5 metres away from the single storey parts of the neighbouring dwellings to the north which front onto London Road. The side elevation of the proposed dwellings will be approximately 23 metres from the rear wall of 32 and 34 Chatsworth Avenue. The proposed development will exceed the 12 metre separation distance recommended in the Borough Design Guide SPD and will not result in an overbearing impact to these houses.
22. As previously set out in this report, the proposal will be approximately 23 metres from the corner of 36 Chatsworth Avenue and will comply with the back to back separation distances in the Borough Design Guide SPD. The neighbouring property will be at an oblique angle to the proposed houses. Considering these factors, it is not considered

that the proposal will have an overbearing impact to the occupants of this neighbouring property.

### ***Noise and disturbance***

23. It is not considered that noise emanating from the proposed dwellings or vehicles accessing the site would result in a detrimental level of noise or disturbance. Whilst noise and disturbance by buildings works is controlled under other environmental health legislative powers, given the residential character of the area, condition 11 is imposed to ensure building works are undertaken at appropriate times of the day.

### **Highways and parking**

24. The proposed development is for the erection of 2 no. 3 bedroom dwellings. There will be 2 on site parking spaces for each plot and 4 in total. The Highway Engineer has advised that the level of parking accords with the parking standards set out in the MDD Local Plan. There are also opportunities for off street parking in the surrounding streets which are not restricting by yellow lines.
25. The onsite parking will be to the front of the site. Concerns have been raised regarding the parking arrangement and vehicles manoeuvring to and from the site from Baslow Road. The Highway Engineer considers this arrangement acceptable and has advised that *'due to the size of the plot, it is not possible to have vehicles entering and leaving in forward gear, therefore it was accepted that cars would reverse out of these spaces. Baslow Road is a relatively wide residential road with good lines of site. The distance from the edge of the property to the road appears to be the order of 4m which together with the design over good sight lines for vehicles reversing out.'* An existing driveway; garage and dropped kerb are also already located in this position which serves 484 Reading Road.
26. The Highway Engineer has raised no objection to the proposed development subject to conditions 7 – 9.

### **Trees and Landscaping**

27. There is an Oak Tree Located to the north east of the site which is protected by a Tree Preservation Order. The Tree and Landscape Officer has advised that the TPO tree can be protected and other notable trees have received acceptable impact mitigation advice. There are 3 small trees located on the site which will be removed to facilitate the proposed development. The trees are not protected and have limited impact on the public realm. No objection is raise with regard to their removal.
28. The front of the site will incorporate soft landscaping to soften the impact of the development. The tree and landscape officer has raised a concern that additional hardsurfacing could be incorporated into the development at a later date. Condition 14 is recommended to control additional hardsurfacing.
29. It is considered that the proposed landscaping is acceptable and will respect the existing character and appearance of the area.

### **Drainage and Flooding**

30. 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.
31. 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 Drainage Engineer raises no objection with regard to drainage or flooding implications subject to recommended condition 10.

### **Environmental Health**

32. The Environmental Health Team has advised that *'the proposal includes demolition of an existing garage and outbuilding. Such structures and their demolition may give rise to contamination of the site through the presence of asbestos, oil storage facilities or other contaminating materials present in the buildings to be demolished.'* Recommended condition 12 is considered to mitigate this concern.
33. The site is in close proximity to other residential dwellings. Conditions 11 to minimise noise and disturbance to the neighbouring residents as a result of construction works is therefore recommended.

### **Biodiversity**

34. The application site comprises garage and outbuilding which will be demolished. The ecologist has advised that the garage and outbuilding is unlikely to contain features potentially suitable for use by roosting bats and the site is not located in habitat matching that where bat roosts have been discovered in the borough. Moreover, the trees that are to be removed are unlikely to contain features potentially suitable for use by roosting bats (refer to arboricultural report). As such bats are unlikely to prove to be a constraint to the proposals.
35. The application site is located within 100m of a site where great crested newts have been recorded (the ponds behind Chatsworth Gate, 466-480 Reading Road, Winnersh, Berks within the GIS dataset). However, the site is separated from the ponds by a road and large areas of hardstanding car park, and the site is unlikely to contain terrestrial habitat of high suitability for this species. As such great crested newts are unlikely to prove to be a constraint to this application. The ecologist has raised no objection to the proposed development.

### **CIL**

36. 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.

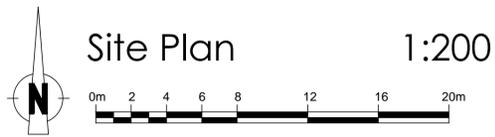
## **4.0 CONCLUSION**

The application site is in a Major Development Location in the defined settlement boundary of Winnersh. The proposed development is for the erection of 2 no. 3 bedroom semidetached dwellings on existing garden land. The design of the scheme will have an

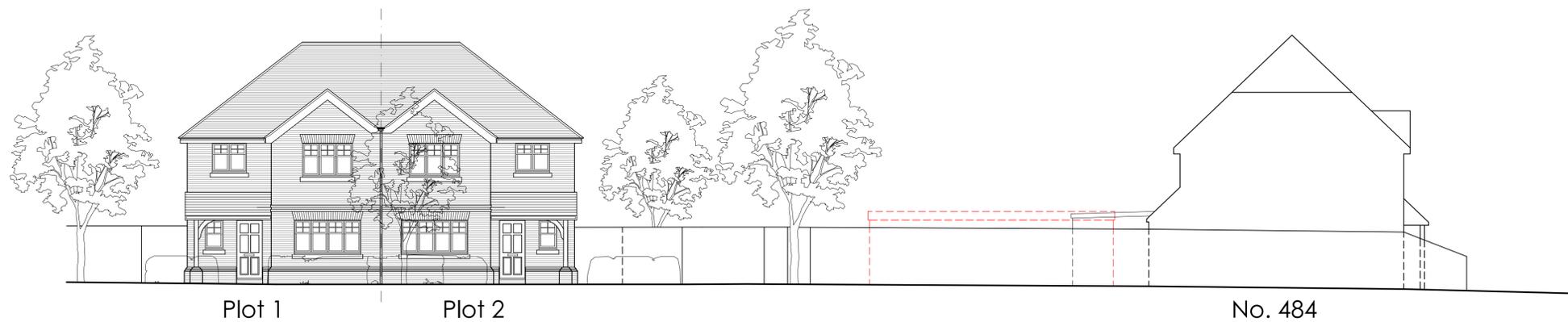
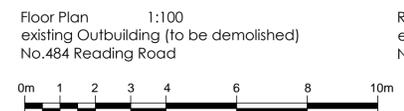
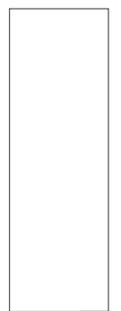
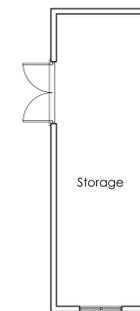
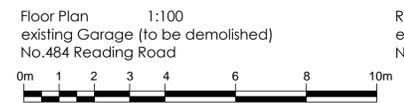
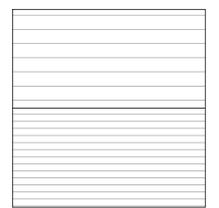
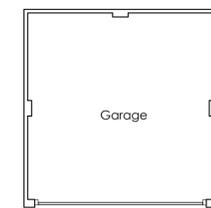
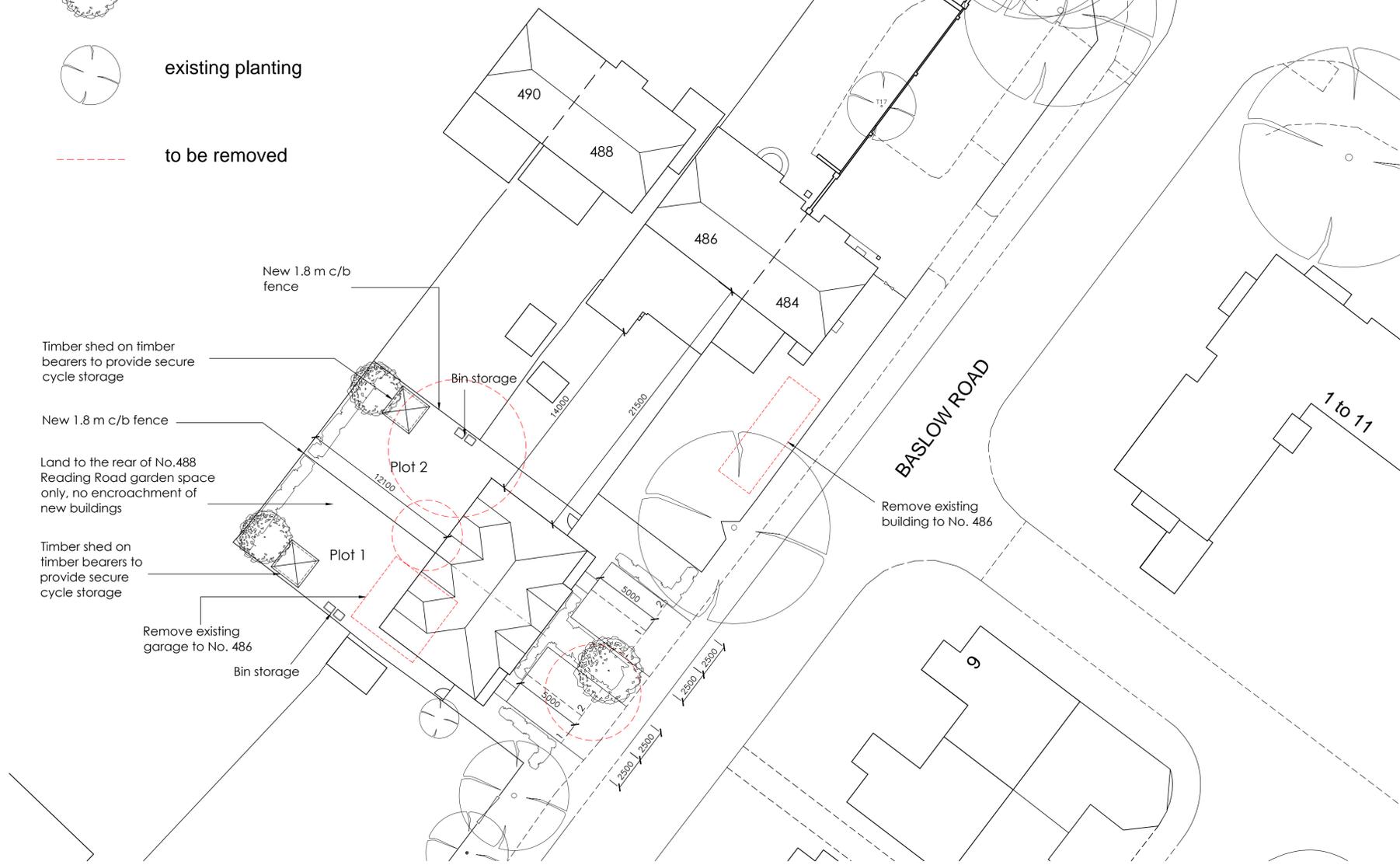
acceptable impact on the character and appearance of the area and reinforce the street frontage onto Balsow Road. The development will have an acceptable impact on the amenity of the occupiers of the neighbouring dwellings. It is considered that sufficient parking will be accommodated into the scheme 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.

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

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- proposed planting
- existing planting
- to be removed

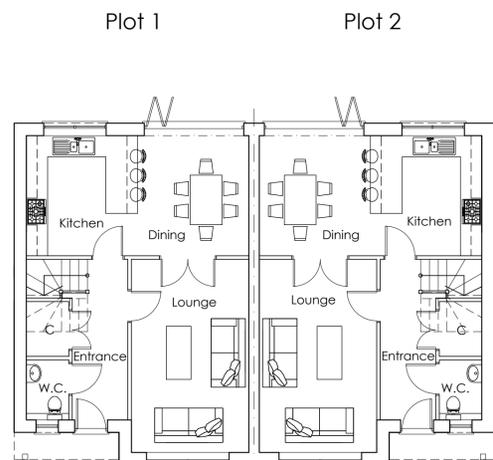


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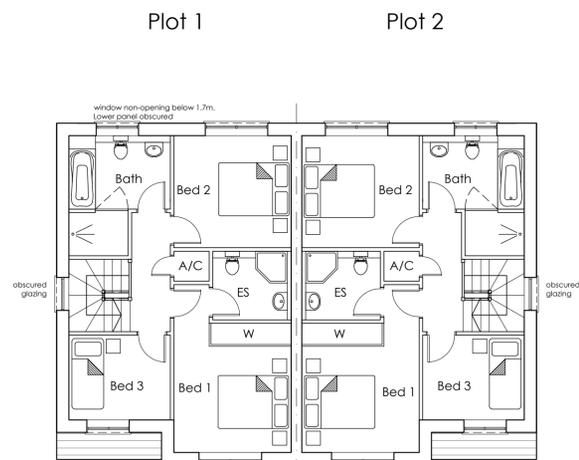
Revisions	Drawings Notes
rev.A 14-07-2017 misc. alterations	1. this is not a survey drawing - all dimensions to be checked on site.
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Project Land at rear of 484 - 488 Reading, Winnersh RG41 5ET		<b>TPARCHITECTS</b> COMPTON LACEY 33a St Lukes Road Maidenhead Berkshire SL6 7DN + (44) 01628412388 enquiries@tparch.co.uk www.tparch.co.uk				
Title Site & Location Plan, Street Elevation Floor Plan ex. Garage & Outbuilding						
Drg. No. 2387/PL/401	Rev A	Drawn SS	Checked TP	Date 04/17	Scale as shown	Status Planning

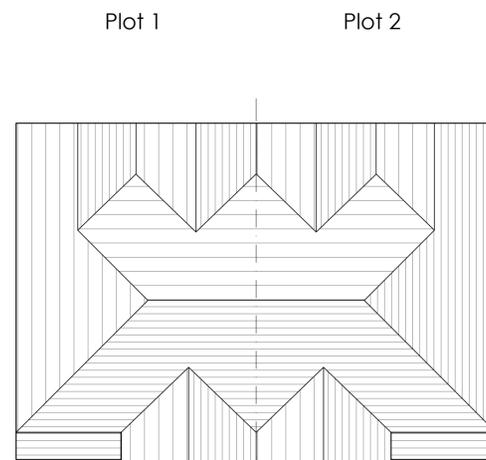
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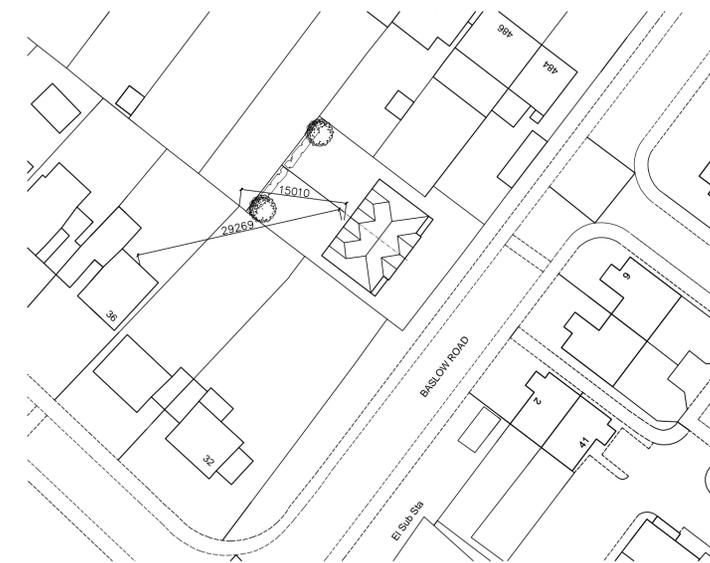
Ground Floor - Plot 1 & 2  
As Proposed 1:100



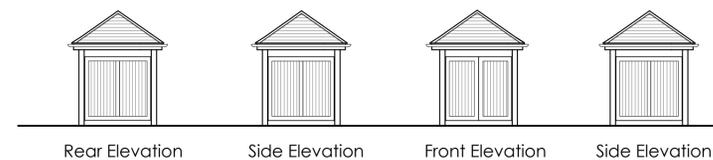
First Floor - Plot 1 & 2  
As Proposed 1:100



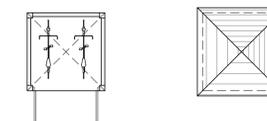
Roof Floor - Plot 1 & 2  
As Proposed 1:100



Site Plan 1:500  
0m 5 10 15 20 30 40 50m



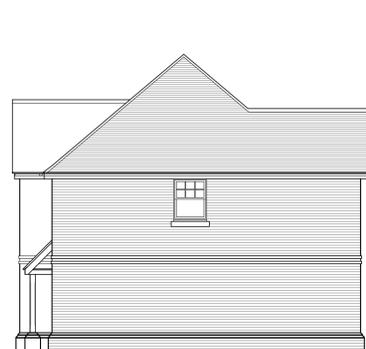
Rear Elevation Side Elevation Front Elevation Side Elevation



Cycle Storage Floor Plan 1:100  
0m 1 2 3 4 6 8 10m



Front Elevation - Plot 1 & 2  
As Proposed 1:100



Side Elevation - Plot 2  
As Proposed 1:100



Rear Elevation - Plot 1 & 2  
As Proposed 1:100



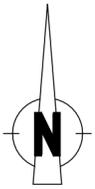
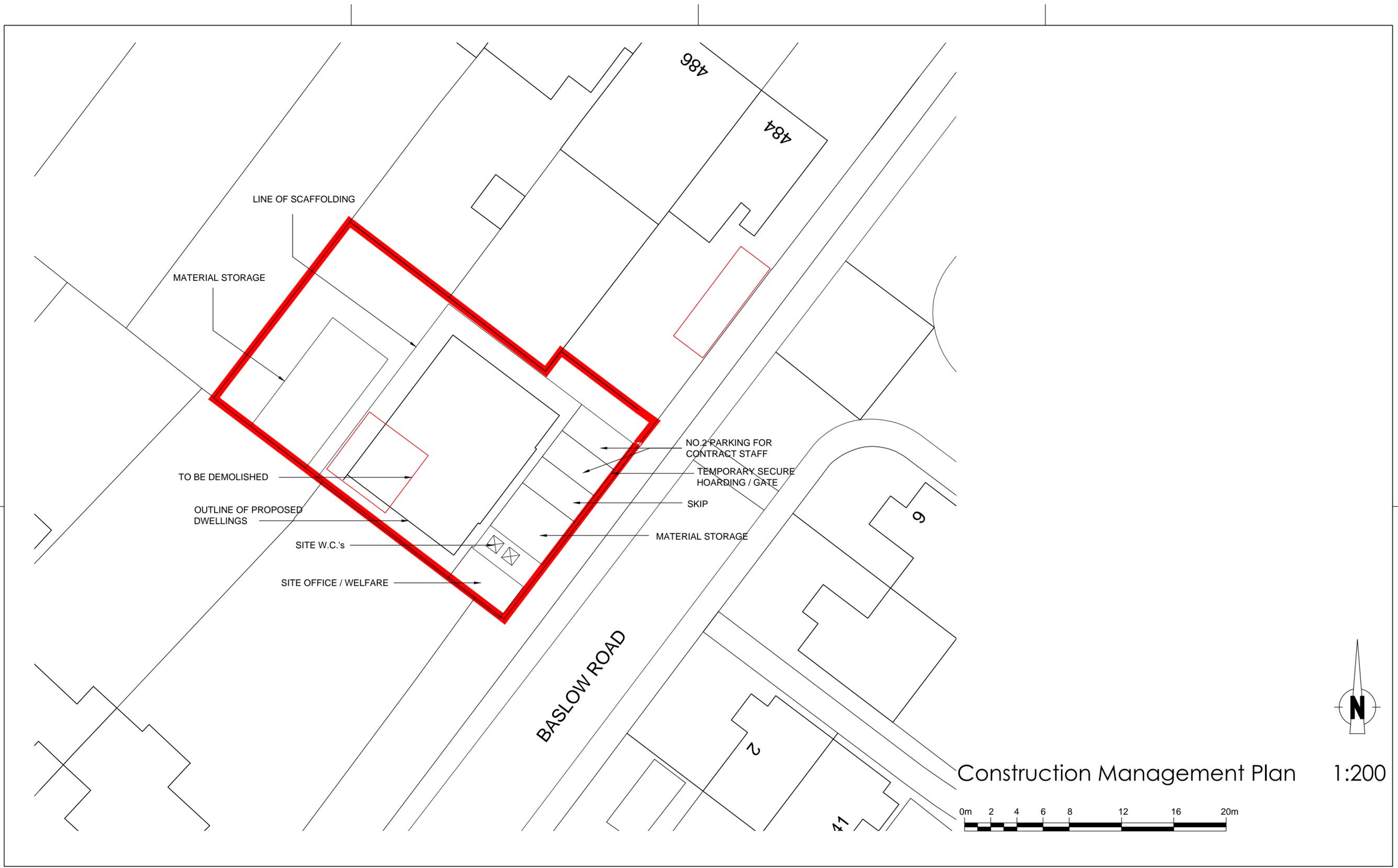
Side Elevation - Plot 1  
As Proposed 1:100

Revisions	Drawings Notes
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Project	Land at rear of 484 - 488 Reading, Winnersh RG41 5ET	<b>TPARCHITECTS</b> COMPTON LACEY 33a St Lukes Road Maidenhead Berkshire SL6 7DN + (44) 01628412388 enquiries@tparch.co.uk www.tparch.co.uk					
Title	Floor Plans & Elevations, Cycle Storage Plans, Elevations, Site Plan						
Drg. No.	2387/PL/402	Rev A	Drawn SS	Checked TP	Date 04/17	Scale as shown	Status Planning

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Construction Management Plan 1:200



Revisions
rev.A 14-07-2017 misc. alterations

**Drawings Notes**

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Project	Land at rear of 484 - 488 Reading Road RG41 5ET		 COMPTON LACEY 33a St Lukes Road Maidenhead Berkshire SL6 7DN +(44) 01628412388 enquiries@tparch.co.uk <a href="http://www.tparch.co.uk">www.tparch.co.uk</a>					
Title	Construction Management Plan							
Drg. No.	2387/PL/403	Rev	A	Drawn	Checked	Date	Scale	Status
				TP	TP	04/2017	1:200@A2	Planning

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# Agenda Item 31.

<b>Development Management Ref No</b>	<b>No weeks on day of committee</b>	<b>Parish</b>	<b>Ward</b>	<b>Listed by:</b>
171496	11/13	Earley	Bulmershe and Whitegates	Major

<b>Applicant</b>	Standard Life Assurance Ltd.		
<b>Location</b>	Units 27 - 28, Suttons Business Park, Earley	<b>Postcode</b>	RG6 1AZ
<b>Proposal</b>	Full planning application for proposed development of site to provide a new Class B2/B8 industrial unit with ancillary office space and associated car parking and landscaping, following demolition of the original buildings.		
<b>Type</b>	Major		
<b>PS Category</b>	3		
<b>Officer</b>	Katie Herrington		

<b>FOR CONSIDERATION BY</b>	Planning Committee on 9 August 2017
<b>REPORT PREPARED BY</b>	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 27 - 28 which was formerly used for general industrial (B8) purposes with associated parking provision and landscaping.

This application is for full permission for the redevelopment of the site that would demolish unit 27 – 28 and erect a new building that would be used as general industrial (B2) and storage (B8) with ancillary offices. Parking provision would be provided and the accesses would remain. The landscaping along the front of the site would be enhanced.

The site is in a Core Employment Area and would result in a small decrease in the amount of B use floor space on the site, however, given the issues of marketing the current building, and that it is designed with a specific local employer in mind, the proposal would not be harmful. The new building would be taller than the existing building but would have a smaller footprint, and its forms, proportions, and materials consistent with the character of the business park.

With regards to other aspects, parking would be in accordance with the parking standards and no harmful impact on residential amenity would occur. There would be no harm in ecology terms with the site having low ecological value and any impacts with regards to Environmental Health would be controlled through conditions. As such, the scheme is compliant with the development plan and is recommended for conditional approval.

## PLANNING STATUS

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

## RECOMMENDATION

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

**A. Conditions and informatives:**

1. Timescale

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

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

2. Approved Plans

This permission is in respect of the submitted application plans and drawings numbered '30906-PL-201, 30906-PL-202A, 30906-PL-203B' received by the local planning authority on 17/05/2017 and the revised plans 1790 04 B 14/07/2017. The development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

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

3. Materials

The buildings hereby permitted shall be erected in accordance with the 'Schedule of External Facing Materials' as set out on plan number '30906-PL-203B' 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. Archaeology

No development (except demolition) shall take place within the site until the applicant, or their agents or their successors in title, has secured and implemented a programme of archaeological work (which may comprise more than one phase of work) in accordance with the submitted Project Specification (TVAS 17e69ev 7th April 2017), or an equivalent document which has been submitted to and approved in writing by the Local Planning Authority. The development shall only take place in accordance with the detailed scheme approved pursuant to this condition.

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

5. Construction Method Statement

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

- i) the parking of vehicles of site operatives and visitors,
- ii) lorry routing and potential numbers
- iii) types of piling rig and earth moving machinery to be utilized
- iv) installation of temporary lighting
- v) loading and unloading of plant and materials,
- vi) storage of plant and materials used in constructing the development,

- vii) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate,
  - viii) wheel washing facilities,
  - ix) measures to control the emission of dust and dirt during construction,
  - x) a scheme for recycling/disposing of waste resulting from construction works.
- Reason: In the interests of highway safety & convenience and neighbour amenities. Relevant policy: Core Strategy policies CP3 & CP6.*

6. Bicycle storage

Secure and covered bicycle storage/ parking facilities for the occupants of [and visitors to] the development shall be implemented in accordance with such details as set out on plan 30906-PL-201C 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.*

7. Travel plan

No building shall be occupied until a Travel Plan has been 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.*

8. Vehicle Management system

No building shall be occupied until a management system has been submitted to and approved in writing by the local planning authority. The management system shall ensure that there are no vehicle conflicts, including lorries entering or exiting the site.

The management system shall be fully implemented, maintained and reviewed as so-approved.

*Reason: In the interest of highway safety. Relevant policy: NPPF Section 4 (Sustainable Transport) and Core strategy policy CP6.*

9. Contamination

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 future users of the site are protected from the harmful effects of any contamination. Relevant Policy: Core Strategy Policy CP3*

10. Landscaping

The development hereby approved shall be carried out in accordance with the landscaping details as set out on plan '1790 04 B' received by the Local Planning Authority on 14/07/2017. 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*

#### 11. Vehicle parking and turning

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.*

#### 12. Employment and skills plan

No building shall be occupied until an Employment and Skills Plan shall be 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*

#### 13. Tree protection

a) The development hereby approved shall be carried out in accordance with the tree protection details as agreed in Tree survey and Constraints plan DLA-1790-AREB-01 May 2017 on plan numbers '1790 01 A, 1790 02 B, 1790 03 B, (referred to as the Approved Scheme). 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*

#### 14. Energy

The development hereby approved shall be carried out in accordance with the details as agreed in 'Energy Statement – Dunwoody 3<sup>rd</sup> May 2017 received by the Local Planning Authority on 17/05/2017.

*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.*

#### 15. Ecology

Prior to commencement of the development a detailed scheme to provide wildlife enhancements for bats and birds shall be submitted to and approved in writing by the local planning authority. The measures contained within the plan shall be implemented in accordance with the approved plan unless otherwise approved in writing by the local planning authority.

*Reason: To secure wildlife enhancements within the course of the development, as appropriate under the NPPF.*

#### 16. BREEAM

The new building 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*

#### 17. Hours of construction

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.*

#### 18. Replacement landscaping

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*

#### 19. Ground and building levels

No development shall take place until a measured survey of the site and a plan prepared to scale of not less than 1:500 showing details of existing and proposed finished ground levels (in relation to a fixed datum point) and finished roof levels shall be submitted to and approved in writing by the local planning authority, and the approved scheme shall be fully implemented prior to the occupation of the building(s).

*Reason: In order to ensure a satisfactory form of development relative to surrounding buildings and landscape. Relevant policy: Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy TB21.*

#### 20. Delivery times

No deliveries shall be taken in or dispatched from the site outside the hours of 06:00 to 22:00 Monday to Saturdays nor at any time on 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.*

#### *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. 'Should any bats or evidence of bats be found prior to or during the development, all works must stop immediately and an ecological consultant contacted for further advice before works can proceed. All contractors working on site should be made aware of the advice and provided with the contact details of a relevant ecological consultant.'
3. The requisite Travel plan would need to comply with the latest national and local guidance:
  - 1) NPPF Section 4 (Sustainable Transport)
  - 2) The Essential Guide to Travel Planning (DfT, March 2008)
  - 3) Delivering Travel Plans Through the Planning Process (DfT, April 2009)
  - 4) A Guide on Travel Plans for Developers (DfT)
  - 5) Making Residential Travel Plans Work (DfT, June 2007) All accessible at: <http://www.dft.gov.uk/pgr/sustainable/travelplans/>  
<https://www.gov.uk/government/policies/improving-local-transport>

Also: WBC Transport Plan 3 and Active Travel Plan 2011 – 2026, WBC Workplace Travel Plan Guidance and Residential Travel Plan Guidance. Documents, covering workplace travel plans and residential travel plans provide local guidance and are available on the Borough's website.
4. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to recommend the grant planning permission in accordance with the presumption in favour of sustainable development as set out in the NPPF.

<b>PLANNING HISTORY</b>	
F/2014/1814	Proposed alterations to rear elevation and revised car park layout. Withdrawn. 8/10/2014
F/2015/0234	Proposed resurfacing and revision of existing front car park to increase car parking provision to 100 spaces plus demolition of 456m of rear warehouse and office space and the installation of 4no goods doors and 2no pedestrian fire escape doors. Withdrawn. 7/4/2015.
160551	Screening Opinion application for an Environmental Impact Assessment for the following proposed development: Application 1 - Demolition of existing Class B1 office buildings (units 68 and 69) and the erection of three Class B2/B8 industrial units with ancillary office space and car parking/landscaping; refurbishment of existing Class B8 storage and distribution building (unit 27-28) and reconfiguration of car parking area; the erection of a new Class B2/B8 industrial unit with ancillary office space together with new car parking and landscaping. Application 2 - Redevelopment of site comprising the demolition of an existing B2 industrial building (unit 21) and the erection of a discount food retail store and a drive-through coffee shop (A1/A3 use) and associated car parking and landscaping. Not EIA Development.

161066	Full application for the demolition of existing Class B1 office buildings (Units 68 and 69) and the erection of three Class B2/B8 industrial units with ancillary office space and car parking/ landscaping, refurbishment of existing Class B8 storage and distribution building (Unit 27-28) and reconfiguration of car parking area; the erection of a new Class B2/B8 industrial unit with ancillary office space together with new car parking and landscaping; erection of a new security hut. Approved. 29/6/2016
162914	Non-material amendment application to planning consent 161066 dated 29/6/2016 to allow the addition of new wording to selected planning conditions to allow the new Class B2/B8 industrial unit on the northern half of the site (identified on approved drawings as Unit 4) to be constructed in advance of, and in isolation from, the remainder of the approved development. Approved. 17/11/2016
171461	Application for prior approval notification of proposed demolition. Approved. 15/6/2017

### **SUMMARY INFORMATION**

Site Area	0.93 hectares
Existing units	1
Proposed units	1
Existing parking spaces	80
Proposed parking spaces	96
Existing floorspace	4,290 m <sup>2</sup>
Proposed floorspace	4,091 m <sup>2</sup> (-199m <sup>2</sup> )

### **CONSULTATION RESPONSES**

Berkshire Archaeology	No objection subject to condition (4)
Crime Prevention Design Officer	No comments received
Royal Berkshire Fire and Rescue	No objection
National Grid	No comments received
Southern Gas Networks	No comments received
SEE Power Distribution	No comments received
Thames Water	No comments received
Reading Borough Council	No comments received
WBC Biodiversity	No objection subject to condition (15).
WBC Community Infrastructure	No comments received
WBC Drainage	Requires further clarification
WBC Economic Sustainability Team (Employment Skills)	No objection subject to condition (12)
WBC Environmental Health	No objection subject to condition (9)
WBC Highways	No objection subject to conditions (11, 6, 5, 8, 7 )
WBC LUTT (Policy)	No objection subject to condition (16, 14)
WBC Tree & Landscape	No objection subject to conditions (13, 10, 18)
WBC Waste Services	No comments received

### **REPRESENTATIONS**

**Earley Town Council:** No objection.

**Local Members:** No comments received

**Neighbours:** No comments received.

### APPLICANTS POINTS

- Planning permission was recently granted under application 161066 (amongst other uses) to refurbish the redundant Use Class B8 storage and distribution building (Unit 27-28) on the northern side of Suttons Park Avenue and to erect a new Class B2/B8 industrial unit. This current application will not affect the approved new unit and solely relates to Units 27 and 28.
- When planning application 161066 was submitted, negotiations with SAS International centred on the provision of a refurbished building elsewhere in the Park or risk the business having to relocate elsewhere. It has now transpired that the level of refurbishment required is cost prohibitive and that a new modern facility would be the best option. This in turn would help to retain SAS International at the Park.
- As a result, the applicant has developed a scheme to suit their requirements which necessitates the need to submit a fresh planning application
- The new development would employ 123 employees in the warehouse and office areas, along with 8 contract designers, giving a total of 131 heads. A positive outcome on this application will ensure that SAS International remains at the Park with built-in flexibility to allow the company to employ additional staff as the business develops. The unit to be vacated will be openly marketed and, therefore, there would be no loss of jobs at the Park.

### PLANNING POLICY

National Policy	<b>NPPF</b>	National Planning Policy Framework
Adopted Core Strategy DPD 2010	<b>CP1</b>	Sustainable Development
	<b>CP3</b>	General Principles for Development
	<b>CP6</b>	Managing Travel Demand
	<b>CP7</b>	Biodiversity
	<b>CP9</b>	Scale and Location of Development Proposals
	<b>CP15</b>	Employment Development
Adopted Managing Development Delivery Local Plan 2014	<b>CC01</b>	Presumption in Favour of Sustainable Development
	<b>CC02</b>	Development Limits
	<b>CC03</b>	Green Infrastructure, Trees and Landscaping
	<b>CC04</b>	Sustainable Design and Construction
	<b>CC05</b>	Renewable energy and decentralised energy networks
	<b>CC06</b>	Noise

	<b>CC07</b>	Parking
	<b>CC09</b>	Development and Flood Risk
	<b>CC10</b>	Sustainable Drainage
	<b>TB11</b>	Core Employment Areas
	<b>TB12</b>	Employment Skills Plan
	<b>TB20</b>	Service Arrangements and Deliveries for Employment and Retail Use
	<b>TB21</b>	Landscape Character
Supplementary Planning Documents (SPD)	<b>BDG</b>	Borough Design Guide – Section 7

## PLANNING ISSUES

### Description of Development:

1. The scheme is for the redevelopment of part of Suttons Business Park. The proposal would involve the redevelopment of units 27 – 28 which have a designated B8 use and the construction of a new building for a mixed B2/B8 use. Prior approval has been granted for the demolition of the existing building. The dimensions of the building and other aspects are summarised below including a comparison to the existing building:

	Existing	Proposed	Percentage change
Width (m)	71.8m	73m	1.6%
Depth (m)	46m and 59.6m at the rear projection	50m	8.7 (+ 4m) - - 16% (-9.6 when including the existing rear projection)
Ridge height (m)	8.1m	16m	95% (+ 7.8m)
Footprint (m <sup>2</sup> measured externally)	3,734m <sup>2</sup>	3,291sqm	-11.8%
Floor space (m <sup>2</sup> measured internally)	4,290m <sup>2</sup>	4, 091m (Offices to the second and third floor)	-4.6%

2. Planning permission was granted under application 161066 to, in part, sought to refurbish the existing building which was proposed to remain as a B8 use. That application (161066) made minor changes to the building including its recladding.
3. However, the refurbishment of that building was found to be cost prohibitive and that a new modern facility would be the better option.
4. Parking provision would be provided to the south and east of the building, and to the north of the building would be the service area similar to existing. The southern side of the site, fronting the access road, contains landscaping and enhancements to this are proposed.

Principle of Development:

5. The National Planning Policy Framework has an underlying presumption in favour of sustainable development which is carried through to the local Development Plan. The Managing Development Delivery Local Plan Policy CC01 states that planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise.
6. The site is located within a major development location and as such the development is acceptable in principle providing that it complies with the policies within the Core Strategy. The site is within a Core Employment Area as stated in Policy CP15 and TB11 of the MDD Local Plan and therefore the proposal should demonstrate how it accords with these policies.
7. Policy CP15 aims to promote development for business, industry or warehousing and states that any changes of use from B1, B2 or B8 uses should not lead to a net loss of B use floor space across the Borough.
8. The site currently consists of 4,290sqm of B8 Use the proposal would provide 4,091sqm of floorspace between Use Class B2 and B8. This means that there will be a net loss of 199sqm of B Use floorspace as a result of the proposed development. The submitted marketing evidence states that the units have been marketed since it became vacant in early 2011, the marketed value was comparable to the VOA website, and whilst there were viewings of the units, none of the prospective occupiers could make the unit work for them, the reasons mainly relating to the limited eaves height and the high site coverage resulting in a restrictive yard area. It is noted that the 199sqm net loss of floorspace is relatively small, and the proposed units have been specifically designed to suit the needs of and retain an existing firm within the Borough. Taking the above evidence into consideration, the loss of floorspace in use class 'B' use would not be unduly harmful. As such, the proposal would comply with policy CP15 of the Core Strategy.

Character of the Area:

9. The application site is located within Sutton Business Park. Towards the entrance of the Business Park are two sites currently under construction. That opposite the site is a large rectangular unit approved under 162736. To the east and south of the site of the site is the site approved under 161066, consisting of 4 industrial units and security hut.
10. The existing building is a rectangular shaped building with a mixture of brick and glazing panels. Whilst the replacement building would be a similar depth and width of the existing building, the replacement building would be 7.8m taller than the existing building on the site with a total height of 16m. However, the business park is characterised by buildings of differing heights. Unit 1 and 2 to the south would be 12m high to the ridge, unit 4 to the east would be 10 metres to the ridge, and the larger unit to the south of the site (approved under 162736) would be around 16.5 metres high to the ridge. Views of the building could be glimpsed between the buildings along London Road, however such views would be limited. The proposed

building would be set further within the site than the perimeter buildings, and would also be located on a land level lower than that of the road to the front of the site, which would have an effect of reducing its impact in terms of its height. The exact reduction in height is to be clarified through a levels condition (**condition 19**). Taking these factors together, the building would not appear out of character within the business park and would not harm the wider character of the area.

11. The materials prevailing in the business park consist of cladding, in silver, brown, green, glazing panels to the more recent buildings, and brick, glazing and clay tiles for the existing established buildings. The proposed elevations would consist of a mixture of glass and flat cladding. The front elevation glazing would be housed in powder coated aluminium frames with clear glass, with horizontal sections of silver and grey cladding above and between the windows. The side and the rear elevations would be clad in light silvery and blue metallic panels. The pitched roofs are also clad in light grey and overhang the units around the perimeter via a silver fascia.
12. The scale and detailing of the building would not be out of keeping within the business park. As such, the proposal would comply with Policy CP1 and CP3 of the Core Strategy.

#### Residential Amenities:

13. The closest residential properties to the application site are 110m away (to the east) and around 235 metres to the south. The traffic movements associated with the proposal would also not be significantly different from that of the existing unit, given the similarities in floor space and servicing arrangements. There would also be a limited impact from plant given the distance between the site and the residential dwellings. As such, there would be a limited impact upon residential amenity as a result of the proposal.

#### Access and Movement:

14. **Access and highway safety:** The access does not vary from that which exists of what was approved under application 161066. A Transport Statement has been submitted with the application and it demonstrates that there will be no significant traffic impact associated with the proposal. The Highways Authority has considered this statement and agrees with its conclusions. However, a framework Travel Plan is recommended in order to promote sustainable modes of travel to and from the site by condition (**Condition 7**). Secure, covered cycle storage has been proposed (**Condition 6**). Suitable servicing and turning areas for lorries within the site are proposed and these are considered acceptable (**Condition 8**). As such, the Highways Officer has requested a Construction Management Statement be controlled by condition (**Condition 5**).
15. **Parking:** The proposal would provide 90 parking spaces for the new building which would meet the council's parking standards. The Highways Officer has confirmed that the provision is acceptable and does not raise any objection. This is secured by **condition 11**.
16. **Sustainability:** Secure, covered cycle storage is indicated and a Travel Plan would also help ensure other transport modes than the private car would be used.

The site is already well served by public transport and is within suitable distance to rail and road links and as such, no objection is raised. Cycle storage is secured by **condition 6**.

#### Flooding and Drainage:

17. The site is located in Flood Zone 1 but under 1 ha in size. The agents have submitted a FRA shows that the site is at low risk from flooding but to ensure flood risk would not increase as a result of the proposal, a surface water drainage strategy is required. The Council's drainage consultant has considered the FRA and has sought further clarification on some of the technical aspects of the drainage strategy. Given that the proposal is replacing a similar sized building, it is considered a suitable strategy can likely be agreed. As a result, additional information and a condition will be provided through the Members update.

#### Landscape and Trees:

18. The proposal has been revised to provide additional tree planting along the front of the unit, boosting the existing vegetation and replacing some of the trees that would be lost as a result of the proposal. This additional tree planting would reinforce the front of the building and landscape character.

19. Due to the scale of the works proposed, it is considered that suitable tree protection methods would be required and this can be controlled by condition. As such, the Tree and Landscape Officer does not object to the proposal (**Condition 10, 13, 18**).

#### Environmental Health

20. Due to the former uses, the land is potentially contaminated and a report into this has been submitted with the application. The Environmental Health Officer has considered this report and is satisfied with its conclusions. As a result, it is recommended that a condition is placed in case any unexpected contamination is found (**Condition 9**).

#### Ecology:

21. An Ecology Report has been submitted with the application and concludes that due to the dominance of hard standing and buildings the site is of low ecological value. The Ecology Officer has considered this report and raises no objection, subject to a condition for wildlife enhancements (**Condition 15**).

#### Sustainable Design/Construction:

22. In line with Policy CC04 of the MDD, proposals for non-residential development over 100 square metres should as a minimum achieve the mandatory BREEAM requirements but seek to achieve higher. The applicant has stated a 'Very Good' rating could be achieved and, as such, a condition requiring this is proposed (**Condition 16**).

23. Policy CC05 requires non-residential proposals of more than 1,000 square metres gross floor space to deliver a minimum 10% reduction in carbon emissions through

renewable energy or low carbon technology. An Energy Statement has been submitted which states how this would be achieved through the use of appropriate fixtures and fittings within the building and through PV solar panels outside the building. As such, it is considered necessary to condition that the development is carried out in accordance with this statement (**Condition 14**).

Community Infrastructure Levy:

24. As the proposal is for the construction of industrial and storage space, it would not be CIL liable development.

Archaeology:

25. Due to potential archaeological remains in the area, the Council's archaeological consultant has recommended a condition (**Condition 4**) be placed requiring the approval of a programme of archaeological work prior to development (except demolition) occurring on site. Subject to this condition, no harmful impact is considered to occur.

Employment Skills:

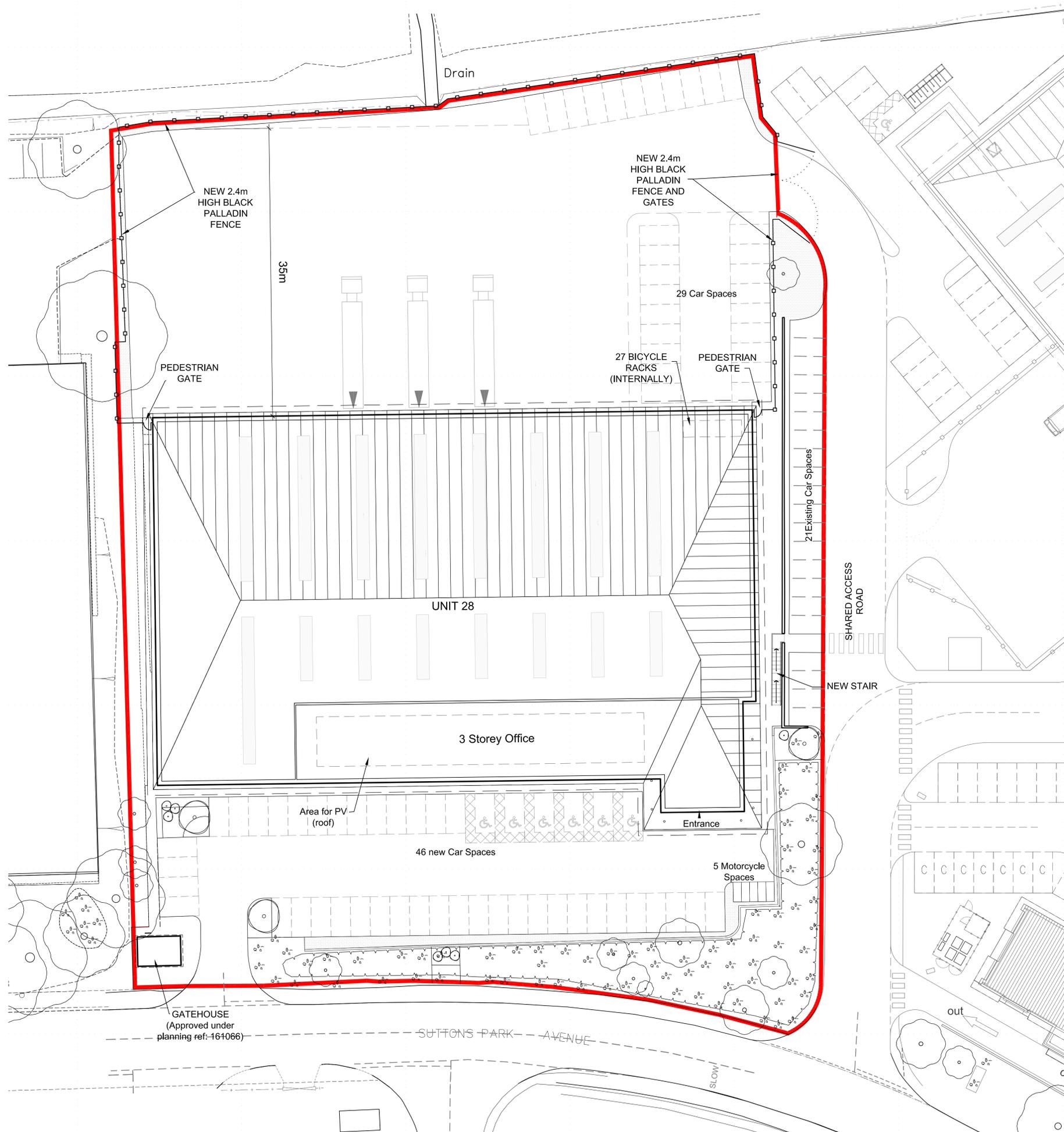
26. Policy TB12 of the MDD requires major applications to demonstrate how they can encourage the use of local skills and employment. A condition has been included requiring a plan to be submitted and approved prior to commencement of development (See **condition 12**).

**CONCLUSION**

The proposal would replace an existing B8 unit with a new B2/B8 unit. The proposed building would have 199sqm less floor space than the existing building, but given the marketing evidence, that the building is intended for an existing business, and that the reduction would be relatively small, it is considered by officers that, the proposal would not be harmful. The proposal would be taller than the existing building, but given the variation in building heights in the business park, would not appear out of character in this location. The proposal would not result in harm to residential amenity and would not result in issues of highway safety. As such, the proposal is considered to accord with local and national planning policy and is therefore recommended for approval.

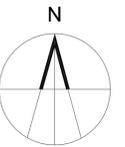
**CONTACT DETAILS**

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



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REV	DATE	NOTE	DRAW	CHK
C	16.05.17	Typo amended.	sd	
B	11.05.17	Trees updated	sd	
A	08.05.17	General update	sd	



**Standard Life Investments**

CHARTERED ARCHITECTS  
 11 PLATO PLACE  
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 www.mso-architects.co.uk

TITLE  
**SUTTONS BUSINESS PARK, READING  
 UNIT 28**

DRAWING  
**SITE LAYOUT**

CLIENT  
**STANDARD LIFE INVESTMENTS**

DATE MAY 2017	SCALE 1:250@A1	DRAWN ST
	STATUS PLANNING	CHECKED SD

DRAWING NUMBER  
**30906-PL-201C**

01  
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SITE LAYOUT PLAN - SAS

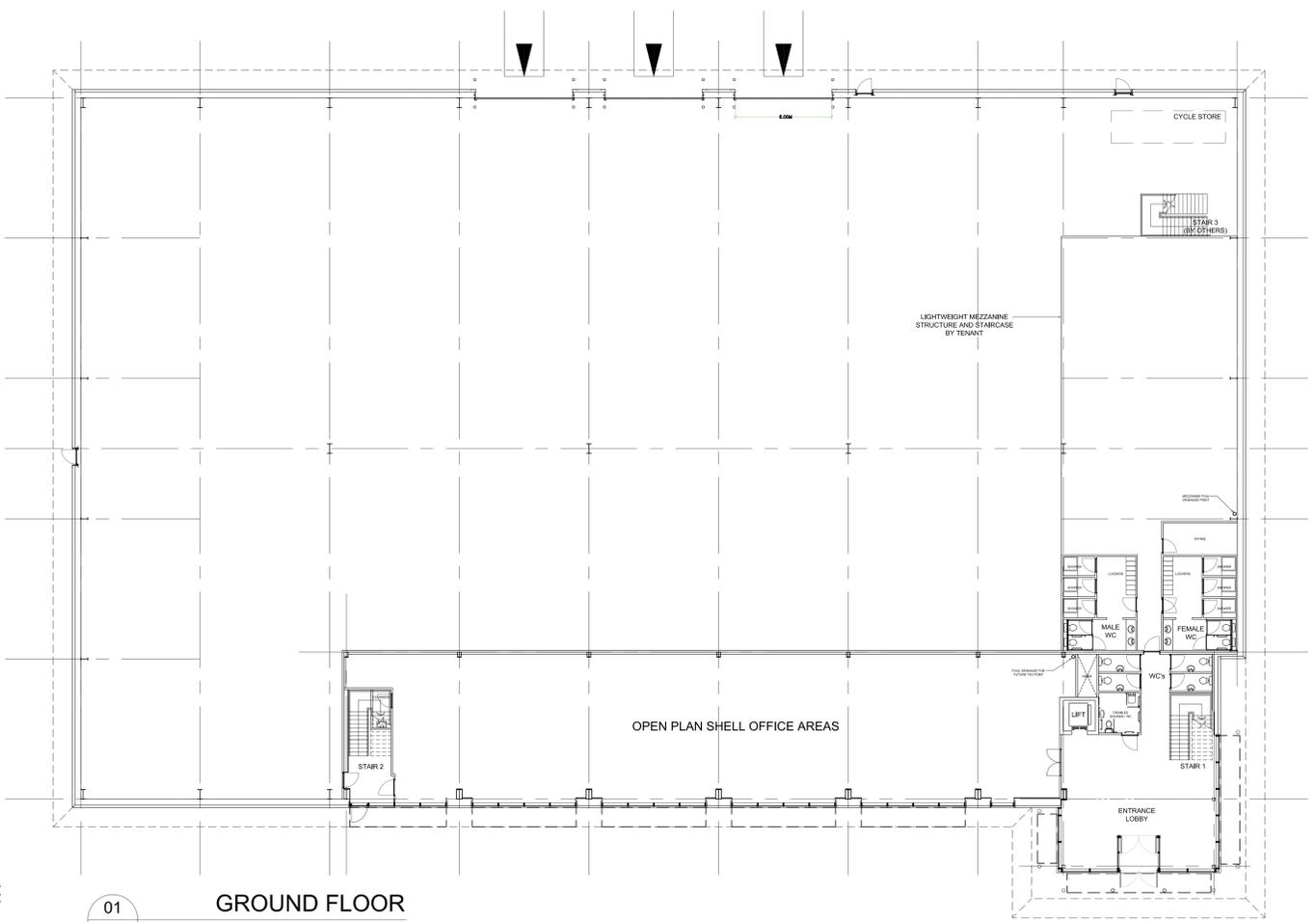
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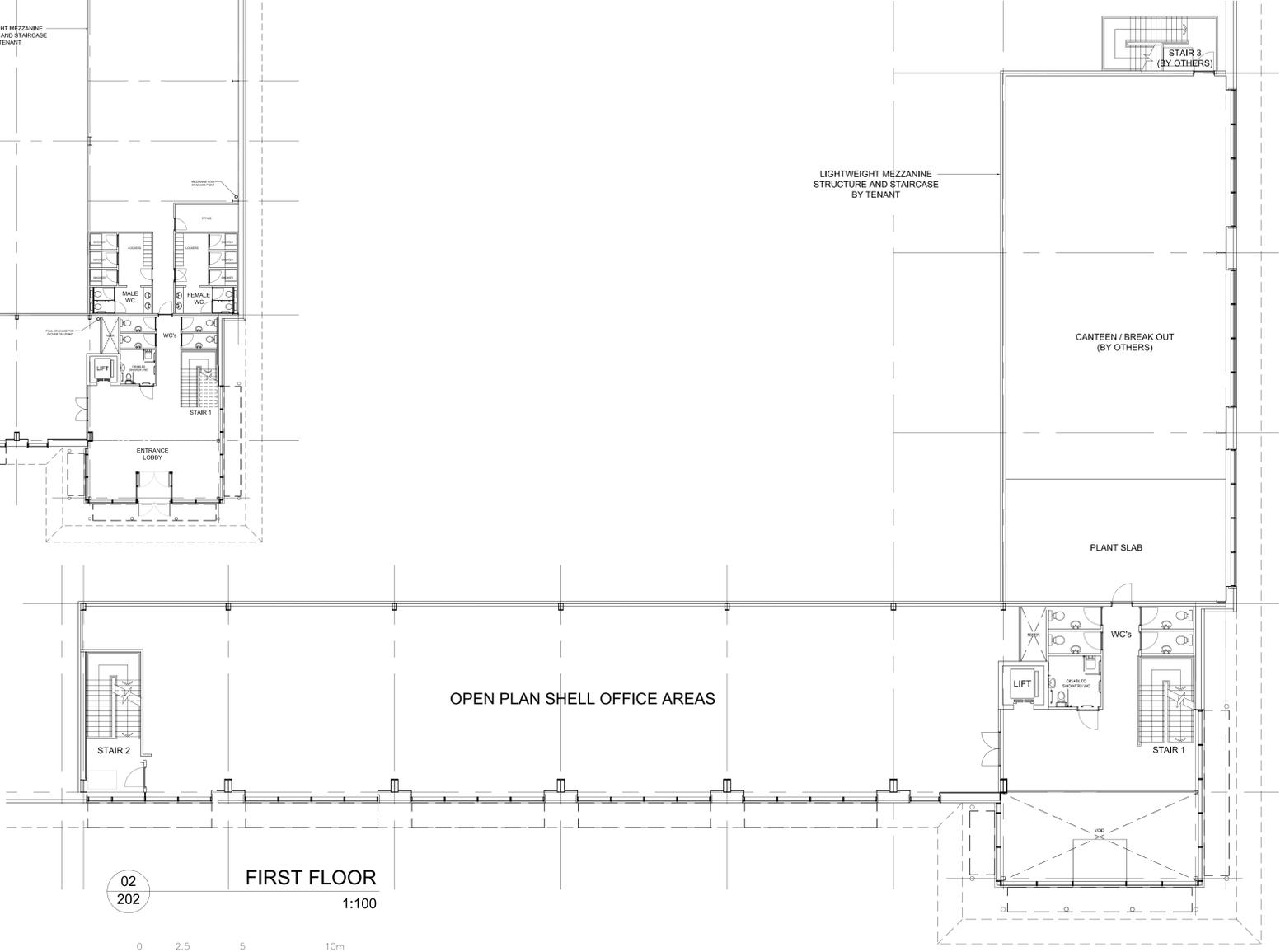
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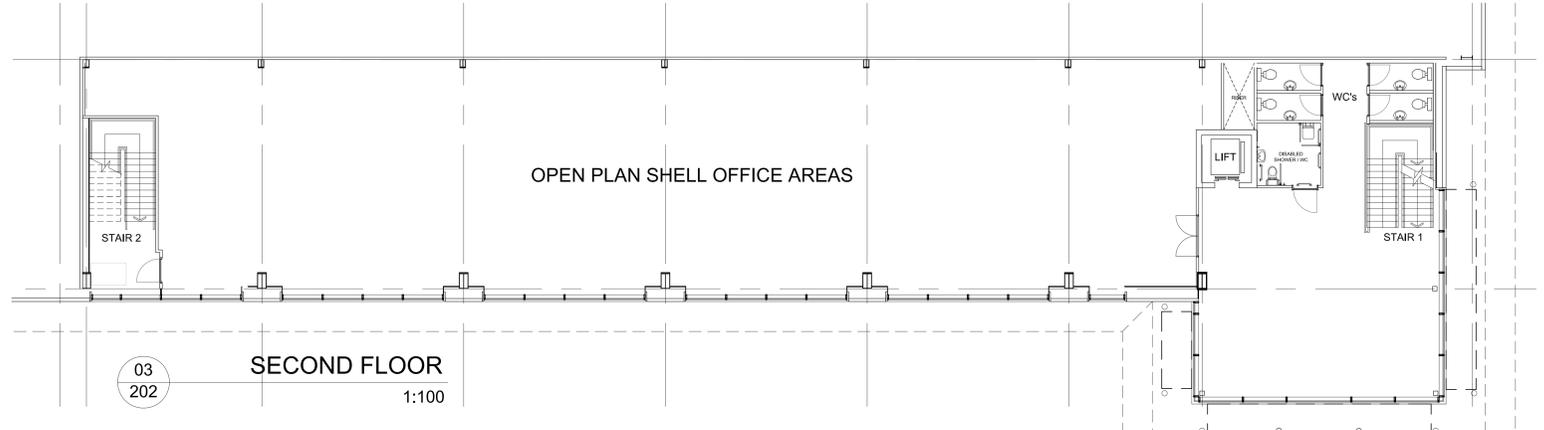
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01  
202  
**GROUND FLOOR**  
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03  
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**SECOND FLOOR**  
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A	09.05.17	Female wc's enlarged	sd
REV	DATE	NOTE	DRAWN / CHECK

**MICHAEL SPARKS ASSOCIATES**

UNLIMITED ARCHITECTS

11 PLAZA PLACE  
ST BONS ROAD  
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**TITLE**  
SUTTONS BUSINESS PARK, READING UNIT 28

**DRAWING**  
FLOOR PLANS

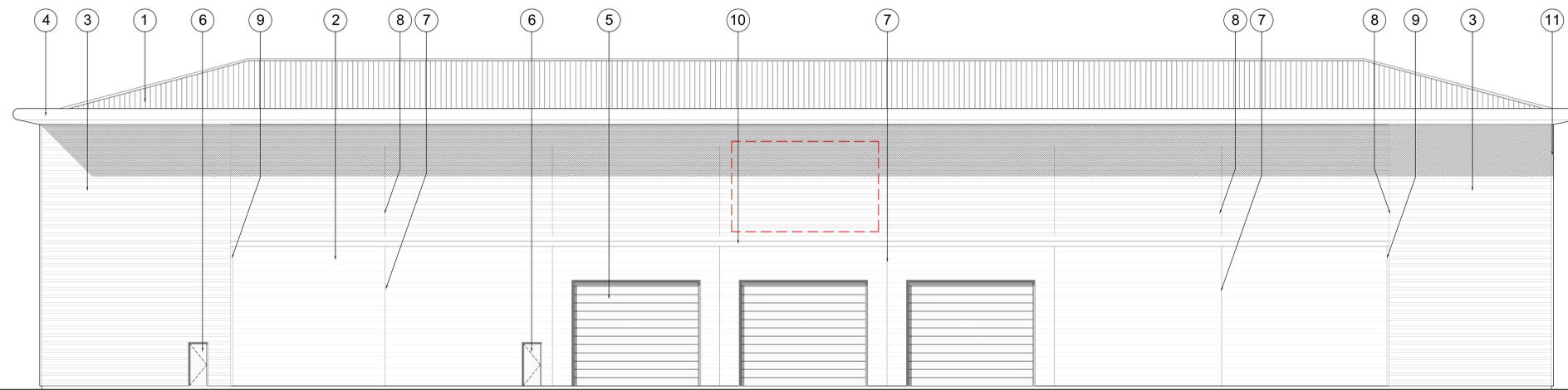
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STANDARD LIFE INVESTMENTS

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	STATUS PLANNING	CHECKED SD

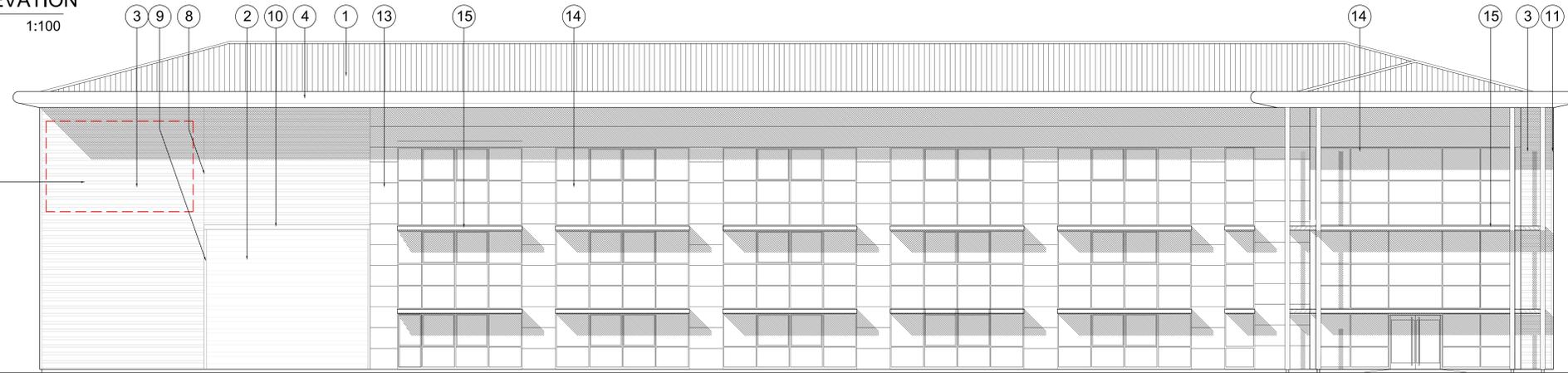
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**SOUTH ELEVATION**  
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**SCHEDULE OF EXTERNAL FACING MATERIALS**

UNIT	
1	ROOF FULLY INSULATED BUILT UP ROOF SYSTEM COLOUR: HPS 200 ALBATROSS LIGHT GREY
2	WALL CLADDING 1 FULLY INSULATED TRAPEZOIDAL CLADDING PANELS LAID HORIZONTALLY COLOURCOAT PRISMA SILVER METALLIC RAL 9006
3	WALL CLADDING 2 FULLY INSULATED TRAPEZOIDAL CLADDING PANELS LAID HORIZONTALLY COLORCOAT HPS200 ULTRA, SOLENT BLUE (RAL 240 40 40)
4	ROOF FASCIA ROOF OVERHANG AND SOFFIT SECRET FIXED BULLNOSE FASCIA PRISMA COLOUR: SILVER METALLIC RAL 9006 PROFILED METAL: COLOURCOAT PRISMA SILVER METALLIC RAL 9006
5	LOADING DOORS METAL DOORS FINISHED IN RAL 9006 (SILVER METALLIC)
6	PERSONNEL/FIRE EXIT DOORS COATED STEEL DOORS - COLOUR TO MATCH THE ADJACENT CLADDING
7	JOINTS VERTICAL 'T' FLASHING COLOUR SILVER METALLIC RAL 9006
8	JOINTS VERTICAL 'T' FLASHING COLOUR BLUE
9	JOINTS RECESSED 100MM WIDE VERTICAL FLASHING COLOUR SILVER METALLIC RAL 9006
10	JOINTS RECESSED 200MM WIDE HORIZONTAL FLASHING COLOUR SILVER METALLIC RAL 9006
11	CORNER FLASHING FIN DETAIL CORNER FLASHING COLOUR SILVER METALLIC RAL 9006
12	LOUVRES METAL LOUVRE PANELS COLOUR TO MATCH THE ADJACENT CLADDING
<b>OFFICE</b>	
13	FLAT METAL CLADDING TRIMAPANEL COMPOSITE PANEL COLOUR SILVER METALLIC RAL 9006
14	CURTAIN WALLING, WINDOWS & ENTRANCE DOORS CLEAR SUNCOOL TOUGHENED GLASS IN POLYESTER POWDER COATED ALUMINIUM CURTAIN WALLING SYSTEM COLOUR RAL 7016
15	BRISE SOLEIL & COLUMNS POWDER COATED ALUMINIUM HORIZONTAL AEROFOIL FIN COLOUR SILVER METALLIC RAL 9006 POWDER COATED STEEL COLUMN SUPPORTS, RAL 9006

REV	DATE	NOTE	BY	CHK
B	17.05.17	Blue cladding updated to Solent Blue	sd	-
A	12.05.17	Signage zones added	sd	-

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**Standard Life Investments**

TITLE  
**SUTTONS BUSINESS PARK, READING UNIT 28**

DRAWING  
**ELEVATIONS**

CLIENT  
**STANDARD LIFE INVESTMENTS**

DATE  
MAY 2017

SCALE  
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STATUS  
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SD

DRAWING NUMBER  
**30906-PL-203B**



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FROM: Graham Vaughan Telephone: 0118 974 6694

DATE: 12 June 2017

**EARLEY TOWN COUNCIL PARISH CONSULTATION SHEET**

**Application Number:** 171496

**Proposal:** Full planning application for proposed redevelopment of site to provide a new Class B2/B8 industrial unit with ancillary office space and associated car parking and landscaping. .

**Site Address:** Unit 27-28, Suttons Business Park, Suttons Park Avenue, Earley, RG6 1AZ.

**Applicant:** c/o Agent.

Your observations are required in respect of this application by 10/07/2017.

Please send comments by Email to: [planning.enquiries@wokingham.gov.uk](mailto:planning.enquiries@wokingham.gov.uk)

No objection

SIGNED: \_\_\_\_\_



DATE: \_\_\_\_\_

11-7-17



Clerk To Earley Town Council Parish/Town Council.

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# Agenda Item 32.

**Development Management Ref No** N/A      **No weeks on day of committee**      **Parish:** Shinfield      **Ward** Shinfield South      **Listed by:** Scheme of Delegation

**Applicant:** Persimmon Homes  
Thames Valley.

**Location:** The Manor, Shinfield

**Postcode** N/A

**Proposal:** Footpath Diversion

**Type** N/A

**PS Category:** N/A

**Officer:** Rebecca Walkley

**FOR CONSIDERATION BY** Planning Committee on 9 August 2017  
**REPORT PREPARED BY** Public Rights of Way Manager

## SUMMARY

The Council has received an application to divert part of Shinfield Footpath No.10A under section 257 of the Town and Country Planning Act 1990.

Outline planning permission with reference number O/2011/0204 for the development of the land over which the footpath crosses was granted on appeal on 8<sup>th</sup> January 2013.

The grounds for the diversion are that it is necessary to divert the footpath to enable development to be carried out in accordance with the permission.

It is recommended that the order is made.

## PLANNING STATUS

### Legal Framework for the Decision:

Orders for the stopping up or diversion of footpaths, bridleways or restricted byways may be made under Section 257 of the Town & Country Planning Act 1990("1990 Act") if the planning authority is satisfied that it is necessary to do so in order to enable the development to be carried out in accordance with the planning permission.

*With effect from 25th June 2013, orders may be made after a planning application has been submitted but before permission has been granted.*

## REPRESENTATIONS

Ramblers' Association – no comments  
Open Spaces Society – no comments  
Shinfield Parish Council – no comments  
Local Access Forum – no comments  
Local Members – no comments

## APPLICANT'S POINTS

The western trajectory of the footpath 10A as it runs through the site needs to be diverted to follow pedestrian footpaths provided as part of the development. The diversion is therefore clearly required to enable consented development to be built out. As such it is considered that the test embedded in s.257 is met.

**POLICY/ Legislation**

s.257 Town and Country Planning Act 1990  
Circular 01/09 Defra

**RECOMMENDATION**

1. That authorisation is given to the making of an order under s257 of the 1990 Act to divert part of Footpath Shinfield 10A as shown on the plan to enable development to be carried out.
2. If no objections to the order are received or any such objections are withdrawn, that the order may be confirmed
3. If objections are received and sustained, the order may be sent to the Secretary of State for confirmation.

**BACKGROUND**

1. Footpath Shinfield 10A commences on Hollow Lane and runs in a south westerly direction for approximately 274m before running south easterly for 60m then south westerly again for 68m to reach St. Mary's Church on Church Lane, Shinfield. The section of the path affected by the proposed development and which is required to be diverted runs between OS grid reference 473168 and OS grid reference 472168 as shown on the plan by a solid black line between the points B-C-D-E on the plan 'Diversion Shinfield 10A'.
2. The current path between B-E-F has high board fencing either side to protect against entry to land previously owned by Reading University which was associated with National Institute for Research in Dairying. The surface of this section of the footpath is sealed tarmac and varies in width between three and six metres. The remainder of the path is a mixture of grassed areas and some loose stone. There are no barriers along the route.
3. On 8<sup>th</sup> January 2013 a Planning Inspector granted planning permission (part outline, part full permission) for a residential development comprising up to 126 dwellings, a sports pavilion, public open space, landscaping and associated works at land at The Manor, Shinfield in accordance with the terms of application, O/2011/0204 subject to the conditions set out in the Schedule of the appeal decision ("the Permission")
4. The Council is now dealing with a reserved matters application (RM/2014/2062) in respect of the Permission (as varied by VAR/2013/0602) concerning details of appearance, landscaping and layout of the site. On 16<sup>th</sup> September 2015 Committee resolved to grant planning permission subject to completion of a s106 legal agreement. The s.106 negotiations are now complete and the path will be maintained by the resident's Management Company.
5. The development to be permitted allows for the construction of a number of houses across the line of the footpath. The building of houses across the route of the existing public footpath would constitute an unlawful obstruction of the public right of way. Accordingly, a diversion of the footpath as shown on the appended plan 'Diversion Shinfield 10A' will be necessary if the development is to proceed. A condition of the planning permission as varied will be that the footpath is diverted before development of the site is commenced. The length of Shinfield 10A to be diverted is approximately 188m. The section of the route to be diverted has two

dog legs; the proposed diverted section also has two dog legs along the route and is of similar length to the current route.

6. The diverted path will be 2m wide throughout the site. It will consist of block paving and tarmac, being predominately tarmac. The path will remain publicly maintainable. However, as the specification for the surface of the proposed urban path will be to a higher standard than would ordinarily be expected in respect of a rural right of way, the Management Company has agreed to maintain the new path surface and to indemnify the Council in respect of any claims arising as a consequence of any failure to maintain in the future. The Landowner owns land over which the current path runs and the proposed diversion will run.
7. Shinfield Parish Council, the Ramblers and the Open Spaces Society have been consulted and have made no objection to the proposed diversion. The Local Access Forum has also been consulted and has no objection to the diversion. They have asked that the footpath be signed. Local Members have been consulted and have no objections to the diversion.
8. Schedule 14 of the 1990 Act requires the Council to give notice if it intends to confirm the diversion order. If there are no subsisting objections the Council may proceed to confirm the order. Otherwise the order can only be confirmed by the Secretary of State who may decide to hold a Public Inquiry. The diversion order can only also be confirmed when planning permission is granted.
9. The following policy is relevant to this application: *Rights of Way Improvement Plan 2009* (Statement of Action Policy SOA3) Improve accessibility and quality of life: 'to identify ways to improve access on public rights of way for those with visual or mobility impairments'. The length of the footpath within the application site will be accessible for pushchair and wheelchair users.
10. The purpose of the diversion is to alter the definitive line of the path so that it enables development to take place. Whilst this is sufficient to satisfy the requirements of s257 such that the order may be made, consideration has also been given in the diversion proposal to the impact that the diversion would have on the amenity and convenience of the path. The current route runs through a disused building site and is boarded up for most of the length of the path, making it feel enclosed. Within the new development the path will have an open feel, will not be enclosed by high board fencing and the surface treatment will be to a higher specification than the existing route.
11. The difference in length between the length of path to be diverted and the alternative is less than 2 metres which is a negligible amount to inconvenience users of the path.
12. Guidance under s.7.8 of Rights of Way circular 01/09 states that routes should not be diverted on to estate roads. However, the section of this right of way to be diverted onto an estate road between B-C-F is currently enclosed and unattractive to walkers. The diverted route will have a more open aspect making it more convenient and enjoyable for walkers.
13. The merits of the planning application are not under consideration in this process.

## **SUMMARY**

14. Officers are of the opinion that the proposed diversion satisfies the criteria required by section 257 of the Town & Country Planning Act 1990 in that It will be necessary to divert the footpath to enable development to be carried out in accordance with the proposed planning permission.

## **CONCLUSION**

Officers are of the opinion that the proposed diversion satisfies the criteria required under section 257 of the Town & Country Planning Act 1990 and that it is necessary for the Council to make the order in that:

- 1) The proposed diversion is necessary to enable development to be carried out in accordance with planning permission that has been granted.
- 2) In general the proposed routes offer a more open and safer route for walkers

## **CONTACT DETAILS**

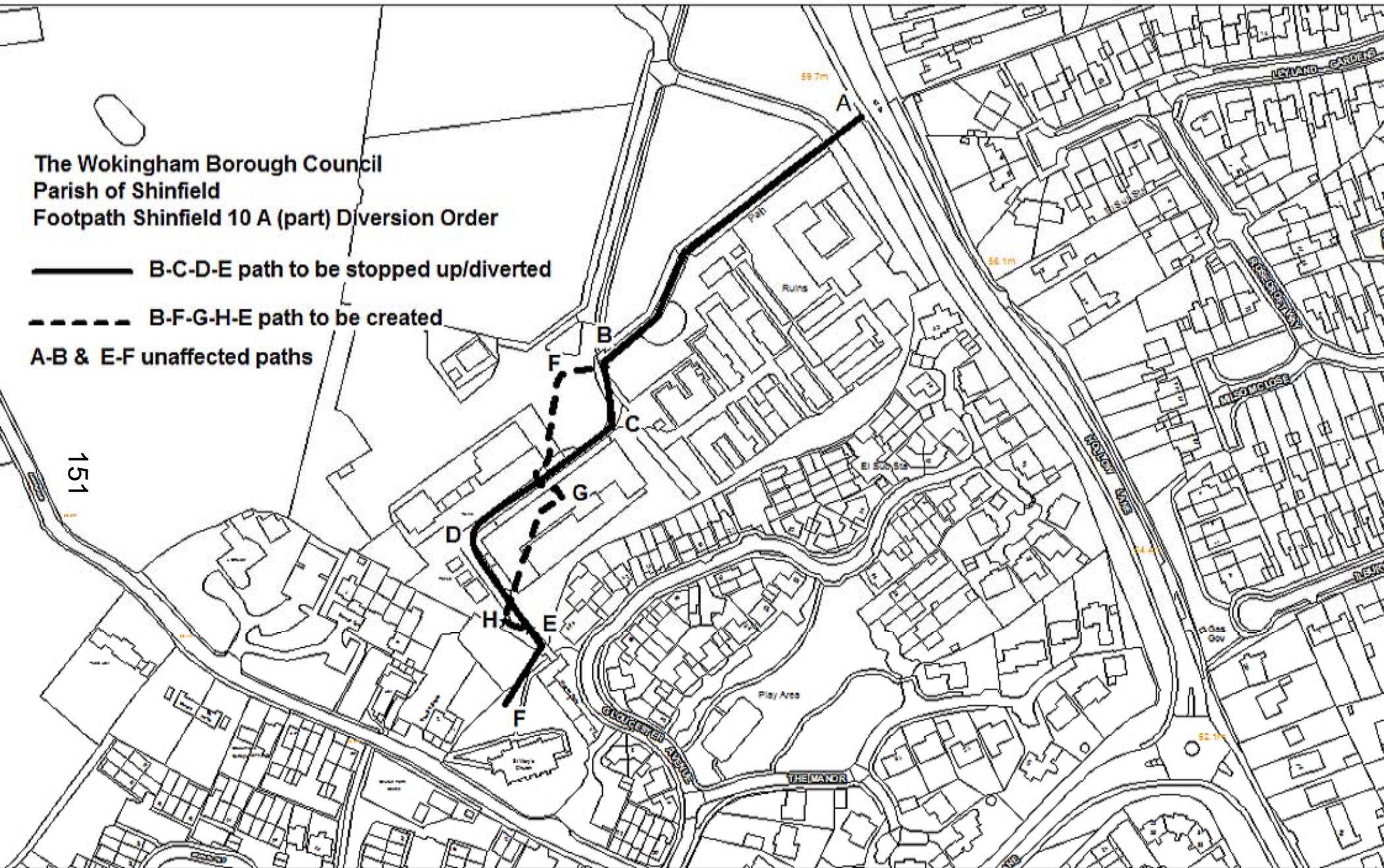
<b>Service</b>	<b>Telephone</b>	<b>Email</b>
Green Infrastructure Service	0118 974 6295 07823 533 910	Publicrightsofway@wokingham.gov.uk

The Wokingham Borough Council  
Parish of Shinfield  
Footpath Shinfield 10 A (part) Diversion Order

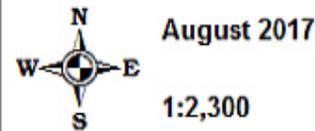
———— B-C-D-E path to be stopped up/diverted

----- B-F-G-H-E path to be created

A-B & E-F unaffected paths



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