



# 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 JANUARY 2019 AT 7.00 PM**

*Heather Thwaites*

Heather Thwaites  
Interim Chief Executive  
Published on 31 December 2018

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# **WOKINGHAM BOROUGH COUNCIL**

## **Our Vision**

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

## **Our Priorities**

Improve educational attainment and focus on every child achieving their potential

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

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

Tackle traffic congestion in specific areas of the Borough

Improve the customer experience when accessing Council services

## **The Underpinning Principles**

Offer excellent value for your Council Tax

Provide affordable homes

Look after the vulnerable

Improve health, wellbeing and quality of life

Maintain and improve the waste collection, recycling and fuel efficiency

Deliver quality in all that we do

## MEMBERSHIP OF THE PLANNING COMMITTEE

### Councillors

Tim Holton (Chairman)	Chris Bowring (Vice-Chairman)	Carl Doran
John Jarvis	Malcolm Richards	Angus Ross
Rachelle Shepherd-DuBey	Wayne Smith	Bill Soane

ITEM NO.	WARD	SUBJECT	PAGE NO.
61.		<b>APOLOGIES</b> To receive any apologies for absence.	
62.		<b>MINUTES OF PREVIOUS MEETING</b> To confirm the Minutes of the Meeting held on 12 December 2018.	5 - 14
63.		<b>DECLARATION OF INTEREST</b> To receive any declaration of interest	
64.		<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APPLICATIONS TO BE DEFERRED AND WITHDRAWN ITEMS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To consider any recommendations to defer applications from the schedule and to note any applications that may have been withdrawn.	
65.	Arborfield; Barkham; Finchampstead South; Swallowfield	<b>APPLICATION NO 182410 - PARCELS U1/V2 BIGGS LANE ARBORFIELD GARRISON</b> <b>Recommendation:</b> Conditional Approval.	15 - 50
66.	Emmbrook	<b>APPLICATION NO 183012 - THE HOLT SCHOOL, HOLT LANE, WOKINGHAM</b> <b>Recommendation:</b> Conditional Approval.	51 - 70
67.	Emmbrook	<b>APPLICATION NO 182621 - 195 READING ROAD, WOKINGHAM</b> <b>Recommendation:</b> Conditional Approval.	71 - 78
68.	Hurst	<b>APPLICATION NO 183350 - PENFOLDS, LODGE ROAD, HURST</b> <b>Recommendation:</b> Conditional Approval.	79 - 90

### 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 DECEMBER 2018 FROM 7.00 PM TO 9.30 PM**

**Committee Members Present**

Councillors: Tim Holton (Chairman), Chris Bowring (Vice-Chairman), Carl Doran, John Jarvis, Malcolm Richards, Angus Ross, Rachelle Shepherd-DuBey, Wayne Smith and Bill Soane

**Councillors Present and Speaking**

Councillors: Andy Croy, Anthony Pollock and Shahid Younis

**Councillors Present**

Councillors: David Sleight

**Officers Present**

Callum Wernham, Democratic & Electoral Services Specialist  
Justin Turvey, Planning Specialist  
Mark Cupit, Assistant Director, Delivery and Infrastructure  
Chris Easton, Lead Specialist, Transport, Drainage & Compliance  
Sean O'Connor, Lead Lawyer

**Case Officers Present**

Stefan Fludger  
Katie Herrington  
Senjuti Manna  
Laura Callan

**54. APOLOGIES**

There were no apologies.

**55. MINUTES OF PREVIOUS MEETING**

The Minutes of the meeting of the Committee held on 14 November 2018 were confirmed as a correct record and signed by the Chairman.

**MEMBERS UPDATE**

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

**56. DECLARATION OF INTEREST**

Chris Bowring declared that he had listed application number 182236 (item 57) should it be recommended for approval. He stated that he wanted the opportunity for the application to be discussed in detail by members and was interested in hearing the views of other Committee Members. He added that he went in to the meeting with an open mind and would listen to all evidence and viewpoints before making a decision.

Wayne Smith declared an interest in item 58 on the grounds that the property was the house that he shared with his wife. He stated that he would leave the room during Member discussion and voting.

**57. APPLICATION NO 182236 - 8 MEDWAY CLOSE**

**Proposal:** Householder application for proposed erection of single storey front extension, first floor front and side extensions, conversion of existing garage to provide habitable accommodation and internal alterations.

**Applicant:** Mr and Mrs Hira.

The Committee received and reviewed a report about this application set out in agenda pages 13 to 32.

The Committee were advised that there were no Members' Updates.

Richard Kind, Neighbour, spoke in objection to the application. Richard thanked the Committee for considering the application in further detail after their recent site visit to the property. He stated that a chartered surveyor had conducted a desktop study of the proposed application and was concerned that the surveyor had not conducted a site visit. Richard added that the surveyor acknowledged that a consequence of construction could include a reduction in natural light to the neighbouring lounge flank window, and Richard felt that this contravened Wokingham Borough Council's (WBC) policy. Richard stated that the surveyor did not comment on the increase from 60 degrees to 75 degrees between the neighbouring properties as a result of the proposed development. Richard added that the Borough Design Guide stated that developments should have consistent gaps to avoid a terracing effect, and should be in keeping with the character of the area. Richard felt that the proposed front extension would increase the impact on the street scene adversely and the extension was an overdevelopment. Richard added that the proposed application would remove all of the soft landscaping to the front of the property.

Mr Pauljit Hira, Applicant, spoke in support of the application. Pauljit thanked the Committee for taking time to conduct a site visit and to consider this application. He stated that this application was a necessary increase in space for his growing family, and felt that his neighbour's objections had been addressed thoroughly within the Officer's report. Pauljit outlined examples of other nearby properties, such as 3 and 5 Medway Close, which had no soft landscaping to the front of their properties. He added that there were also examples of 1<sup>st</sup> floor extensions (similar in design to the proposed application) within the area, and felt that this made the proposed application in keeping with the street scene. Pauljit stated that in terms of amenity space, his garden was currently larger than his neighbour's and this would still be the case should the proposed application be approved. He felt that the existing trees in his neighbour's garden would have a larger impact on light loss than the proposed development would have.

Stefan Fludger, Case Officer, clarified several points raised by the speakers. He stated that the Surveyor's letter did not state whether a site visit had been conducted, but even if it was only a desktop study they were a qualified expert in their field and had come to a conclusion which supported the Officer recommendation for approval. Stefan stated that there would be a one metre separation distance to the boundary, which was in line with guidelines and would not create a terracing effect. Stefan added that the removal of soft landscaping to supply more car parking space for the applicant would not be harmful to or out of keeping with the character of the area.

Chris Bowing commented that his main concern with the application was the loss of light to the neighbouring dwelling. He added that the existing trees in the garden of the applicant's property already caused a significant loss of light, and felt that the proposed development

would not significantly change this. He felt that the Surveyor's conclusions were sound, and he stated that he was inclined to approve the application based on the above.

Rachelle Shepherd-DuBey queried what the neighbouring side room (adjacent to the proposed extension) was currently used for. Stefan Fludger stated that it was currently used as a utility room.

Carl Doran queried how much of the proposed application would come under the existing permitted development rights. Stefan Fludger stated that the rear extension would be covered by this, and possibly the driveway hard standing.

**RESOLVED:** That application 182236 be approved subject to the conditions and informatives as set out in agenda pages 16 to 18.

**58. APPLICATION NO 182595 - KESTRELS, SCARLETTS LANE, HARE HATCH, RG10 9XD**

*Wayne Smith left the Committee and listened to the Officer presentation and the agent's speech, before leaving the room during Member discussion and voting.*

**Proposal:** Householder application for the proposed erection of two storey side/ rear extension, following demolition of single storey building.

**Applicant:** Mrs J Roxburgh-Smith.

The Committee received and reviewed a report about this application as set out in agenda pages 33 to 54.

The Committee were advised that the Members' Update included a correction to the application number stated in the report, which should have read 182595.

Mark Leedale, Agent, spoke in support of the application. He stated that several amendments had been made to the scheme over time in collaboration with Officer recommendations. He added that the proposed development would result in a 35% increase in size to the original property, when combined with an existing extension. Mark stated that the proposed application would not impose on the green belt and that it was in line with Wokingham Borough Council's guidelines and policies.

Angus Ross asked for clarification on whether the 35% increase to the property was based on the original property, without the existing extension. Senjuti Manna, Case Officer, clarified that the 35% increase in size was based on the original property, and that the increase was a combination of the existing extension and the proposed development.

Tim Holton queried whether the Parish Council had made any comment with regards to this application, and asked whether there was a need for a condition regarding demolition. Justin Turvey, Planning Specialist, stated that the Parish Council had not commented on the amended scheme but had previously made responded on the original scheme, and that Officers were satisfied that no condition regarding demolition was necessary and that this was reasonable in planning terms.

**RESOLVED:** That application 182595 be approved subject to the conditions and informatives as set out in agenda pages 34 to 35.

**59. APPLICATION NO 182892 - LAND BETWEEN THAMES VALLEY BUSINESS PARK AND NAPIER ROAD READING, SOUTH OF THE RIVER THAMES AND NORTH OF THE GREAT WESTERN MAIN LINE RAILWAY.**

**Proposal:** Full application for the construction of a segregated fast-track public transport, pedestrian and cycle bridge and viaduct, comprising concrete bridge structure supported by concrete columns, steel beams and reinforced soil embankment, together with new footway links and existing footway alterations, junction improvements and landscaping.

**Applicant:** Reading Borough Council Highways and Transport Department.

The Committee received and reviewed a report about this application as set out in agenda pages 55 to 130.

The Committee were advised that the Members' Update included:

- Additional comments of support from Thames Valley Berkshire Local Enterprise Partnership (LEP), Reading Buses, Reading and Wokingham Chamber of Commerce, Reading Business Growth and Skills Committee, Thames Valley Park Management Ltd, Microsoft and the University of Reading;
- An additional comment from Network Rail;
- Additional comments of objection from Tesco, Save Our Ancient Riverside (SOAR) and Cllr Bill Luck (Earley Town Council);
- Additional residential comments objecting to the application (3 from Wokingham, 7 from Reading and 2 from unknown locations);
- A clarification that 13 trees would be removed, rather than 14;
- Two formatting corrections relating to pages 88, 89 and 92 of the published agenda.

Michael Firmager, On Behalf of Earley Town Council, spoke in objection to the application. He stated that the Town Council had concerns related to the design of the bridge, which the Town Council felt was unsightly. He added that the plans did not conform to the National Planning Policy Framework (NPPF) paragraph 124, which stated that developments should be of a high quality design and provide good levels of amenity and should conserve and enhance the surrounding natural environment. Michael stated that the proposed development would be (in essence) a large concrete bridge, which was contrary to NPPF paragraph 130 which stated that permission should be refused for development of poor design that failed to take the opportunities available for improving the character and quality of an area and the way it functioned. Michael added that the proposed development was contrary to NPPF paragraph 170, which stated that planning policies and decisions should contribute to and enhance the natural and local environment, by protecting and enhancing valued landscaped. Michael stated that the proposed viaduct was too close to the river bank and felt that the proposals did not retain or enhance any features of the existing landscape. Michael stated that the proposed development was contrary to NPPF paragraph 194, which stated that developments should provide exceptional and convincing justification should they harm a designated heritage asset. Michael added that the proposals before the Committee did not make any substantive changes from the proposals which were rejected by the Committee in June 2018 and that they failed to enhance the character of the area or provide any enhancement to Earley. Michael commented on his appreciation for the Save Our Ancient Riverside (SOAR) group with regards to their objection to this application.

Tamzin Morphy, Resident, spoke in objection to the application. She stated that the application before the Committee was the same as the application that was refused by the

Committee in June 2018 bar 3 changes. Tamzin added that one of the proposed changes was that the road would be wider (due to a gas valve) and would use up more green space. Tamzin stated that the proposed development would pose a danger to residents, by taking cyclists and pedestrians away from the safe riverside route and on to a bridge shared with buses. Tamzin added that cyclists would have to 'dodge' buses on the road. Tamzin was of the opinion that the additional buses using the proposed bus bridge would add to the overall congestion of the area. Tamzin felt that the proposed scheme was not a Mass Rapid Transit (MRT) scheme and that it was instead half of a bus lane. Tamzin stated that the proposed development was contrary to Core Strategy Policy 6 (CP6) of the Local Plan and that the proposed scheme would not improve the air quality of the area. Tamzin felt that the surrounding area would still be affected negatively and made worse off as a result of the proposed development. Tamzin stated that there would be a loss of hedgerows as a result of the proposed development, and added that any tree smaller than 75mm wide and 1.5 metres tall was not included in the Applicant's tree survey, which would result in more trees than stated being felled.

Jonathan Adams, Resident, spoke in objection to the application. He stated that he lived locally to the site of the proposed development and had noticed an increase in traffic on London Road. Jonathan added that he used to commute by bike, and had noticed that a lot of parents and children used the road. Jonathan was of the opinion that the proposed development would further increase the traffic on the London Road, worsening the existing issues. Jonathan stated that Reading had little green open space and felt that what space there was should be protected so that the community could benefit from it.

Tim Marsh, On Behalf of the Whitegates Residents' Association (ACER), spoke in objection to the application. He stated that Whitegates was used as the 'gateway' to East Reading and stated that the area already had bad traffic congestion issues. Tim was of the opinion that the proposed development would add to the existing traffic issues and would blight the scenery of the Thames path. Tim felt that the proposed scheme would not solve the existing traffic issues and had not addressed the overbearing issues from the scheme refused by the Committee in June 2018 and asked that the application be refused.

Scott Witchalls, Agent, spoke in support of the application. He stated that MRT was an integral part of the high quality public transport improvements planned across the Wokingham Borough. He added that the proposed scheme would have links to local park and rides and would accommodate approximately 19 buses an hour on its opening day. Scott stated that this area was to only piece of land that could deliver this scheme. Scott added that the height and scale of the scheme was needed to cross the River Kennet and commented that the land was safeguarded for a development of this nature. Scott stated that the scheme had undergone revisions since it was refused by the Committee in June 2018, and these changes included narrowing of the design, a single column design, low level lighting, further soft landscaping and an improved wetland under the viaduct. Scott stated that 37 new trees would be planted in Wokingham to replace the 13 trees to be felled and that the scheme would provide a net improvement in biodiversity to the surrounding area.

Tony Pettitt, Chief Finance and Information Officer at Reading Buses, spoke in support of the application. He stated that Reading Buses provided for over 26 million passenger journeys during the last 12 months, with a quarter of all journeys made to and from central Reading being made by bus. Tony added that there were a variety of benefits related to bus usage, including less congestion on the roads and improved health as a result of the better air quality. Tony stated that Reading Buses were operating one of the youngest

fleets of buses in the UK. Tony added that the high usage of buses and public transport in the area was a result of long term support and advocacy for sustainable public transport by Local Authorities through their local transport plans.

Anthony Pollock, Executive Member for Highways and Transport, spoke in support of the application. He stated that the proposed development would enhance the provision of local bus services and would enhance the local park and ride services. Anthony added that the scheme would be funded through the LEP and would be a benefit to the local residents in Earley and Woodley. Anthony stated that if the proposed development was not built it would have an adverse effect congestion and traffic flow in and around Earley and Woodley. Anthony added that the local park and ride services in the area would be able to use the proposed development which would substantially reduce the journey times, thereby encouraging residents to use the bus services in the future.

Andy Croy, Ward Member, spoke in objection to the application. He stated that the application before the Committee was fundamentally the same application that was refused by the Committee in June 2018, and felt that the application could be refused for the same reasons. Andy stated that the height and scale of the proposed development was unjustified as it was too close to both the River Thames and the River Kennett. Andy was of the opinion that the proposed application was harmful to the character of the area as it was a 'concrete jungle', which the addition of ivy would not change. Andy added that the applicant had not presented an improved application. Andy felt that in many instances unwanted developments could not be stopped in the Borough, but stated that this was one instance where it could be stopped and could be used to show residents that Wokingham Borough Council's (WBC) Councillors would stand up for the Borough. Andy was of the opinion that Reading Borough Council would not refuse the application, and urged the Committee to refuse the application.

Shahid Younis, Ward Member, spoke in objection to the application. He commented that the scheme should not be referred to as an MRT as it was a bus bridge. Shahid asked the Committee to reflect on why the scheme was originally rejected in June 2018, citing the height and scale of the proposed development and the impact that it would have on the character of the area. Shahid felt that the above issues had not been addressed by this resubmitted scheme and commented on the vast difference in letters of support (7) compared to letter of objection (over 300). Shahid stated that this area was a beautiful part of the Borough which could not be replaced and needed to be protected for the next generation. Shahid felt that the proposed application may not provide the proposed benefits with regards to a reduction in traffic congestion, but that the scheme would provide all of the negatives associated with it should it be approved. Shahid urged the Committee to refuse the application on the same grounds as per the June 2018 Committee's refusal decision.

Laura Callan, Case Officer, responded to a number of points raised by speakers. She stated that there would be a net increase in biodiversity as a result of the proposed scheme and that there were 'backup' plans in place should this not be the case. Laura added that English Heritage had made no objection to the scheme. Laura stated that the 13 trees due to be felled in the Borough as a result of the proposed scheme would be replaced by the planting of 37 new trees. Laura clarified that improved air quality was only one aspect of the benefits that the scheme would aim to provide, and that this would be achieved by promoting sustainable public transport which could improve the air quality as a result. Laura stated that the construction of the proposed scheme would not significantly impact on the air quality. Laura clarified that the bridge would be 5.7 metres away from the

river bank at its closest point, and that this was necessary to avoid a gas main. Laura added that soft landscaping would be used to enhance the proposed development.

Chris Easton, Lead Specialist -Transport, Drainage and Compliance, stated that Napier Road was already used by cyclists and buses with a clear cycleway off road posing no concerns for users. Chris added that pedestrians could use the footpath. Chris stated that Napier road accommodated approximately 35,000 vehicles per day resulting in buses being stuck in traffic. Chris stated that Napier road was at capacity for traffic, and that the proposed scheme would help buses avoid the majority of the traffic congestion in this area.

Carl Doran stated that the Committee had previously refused this application and that it would have required significant improvements to be deemed acceptable. He asked what significant improvements had been made to the scheme that had addressed the refusal reasons; what the distance was between the viaduct and the river bank; and queried who wrote the report. In response, Laura Callan stated that the land was safeguarded by CP10 for an MRT scheme and soft landscaping and screening had been improved with this application; the closest point between the river and the viaduct was 5.7 metres; and that the report was written by WBC's Planning Officers.

Mark Cupit, Assistant Director - Delivery and Infrastructure, stated that the application had taken on board the Committee's comments and the applicant had undertaken additional consultation with the community. Mark added that as a result of the consultation and comments additional soft landscaping had been added to the deck of the proposed structure. Mark stated that the Committee must weigh up all of the outlined benefits and negatives of the scheme when coming to their decision. He added that the area of land had been identified as a corridor to deliver a scheme of this nature.

Carl Doran commented on the fact that the addition of ivy to the deck of the proposed structure was one of the only changes to the previously refused scheme. Carl added that there were 20 more pages of text in the new report, with 12 instances of the site being reserved for an MRT being mentioned. Carl stated that there was only one instance of the above being mentioned in the previous report, and this was by the applicant. Carl was of the opinion that the safeguarded nature of the land was not relevant for this specific application. Carl felt that some of the language used to describe the negative impacts in the report were sanitised when compared to the previous report.

Chris Easton referred to the minutes of the Extraordinary Planning Committee meeting in June 2018, where there was discussion as to the definition of an MRT scheme between himself and Carl Doran. Chris added that the commitment to this scheme was outlined in both Reading and Wokingham Council's Local Plan's as the land was safeguarded for this purpose.

Rachelle Shepherd-DuBey was of the opinion that members of the public would prefer to cycle and walk along the riverside rather than on a bus bridge. Rachelle queried the marshland under the bridge being 4 metres above the river. In response, Laura Callan stated that the marshland was being developed to stop anti-social behaviour taking place, and that there was a high water table in the area which would be sufficient to maintain the marshland.

Rachelle Shepherd-Dubey queried whether the 4 or X4 Reading buses would make use of the proposed development. In response, Tony Pettitt stated that those services were in

high demand and he would expect an enhanced frequency using the proposed development.

Wayne Smith commented that the Borough had a good bus service running from the Winnersh Park and Ride. Wayne queried whether this service would change to a 'looped' service, to the detriment of the residents. In response, Tony Pettitt stated that Reading Buses were a demand driven service and they would make a commercially based decision. Tony added that reliability and punctuality of this service and others like it would benefit from the proposed rapid route.

Malcolm Richards commented on the application. He stated that despite the improvements to the scheme he felt that there were not enough substantive changes made to the scheme. Malcolm felt that the proposed scheme could increase the waiting time for bus routes to the Royal Berkshire Hospital (RBH) and the Reading College due to changes to these routes. Malcolm stated that adverse changes to the 4 and X4 bus routes could cause problems for RBH visitors, college students and other residents of the Borough. Malcolm stated that he was not against a transport development solution that reduced pollution and traffic levels, but felt that this scheme did not provide significant benefits in those regards.

Mark Cupit stated that the Committee was there to review the aspects of the bridge construction, and not potential changes to bus schedules. Tim Holton stated that the Committee was also being asked to weigh up the benefits of the proposed scheme, and reminded the Committee that these benefits would include changes to bus services.

Angus Ross stated that this application was accepted as a scheme within WBC's Local Plan, and was thankful to have more detailed information on the benefits that the scheme would provide including reliability of journey times. Angus stated that the Committee was responsible for the Wokingham Borough, and stated that within the Wokingham Borough the proposed development would obscure the railway line which he felt was more unsightly. Angus was of the opinion that the scheme was of a good design and the addition of screening to the decking would help to obscure the surrounding railway lines.

Sean O'Connor, Lead Lawyer, stated that the Committee should adhere to consistent decision making. He added that the single but wide ranging reason for refusal of the application in June 2018 was the harm to the character of the area due to the height and scale of the proposed development (etc.). He stated that if the Committee was minded to refuse the application, that it would be irrational unfair to give different reasons for refusal unless they were based upon different facts being considered tonight. Sean stated that as the scheme seemed substantially the same as in June the task for the Committee was to again decide whether the further evidence of the strategic infrastructure benefits of the changes made to the scheme mitigated outweighed the harm caused to the character of the area and therefore made the scheme acceptable.

Chris Bowring asked how the design review panel were utilised in this application. In response, Laura Callan stated that they were used to inform on the design of the scheme, the siting of the scheme, the type of bridge link and ensuring that core design principles were followed.

Chris Bowring asked if all covering points including environmental and practical aspects were considered by the panel, and whether they would have suggested better

improvements to the scheme if they were available. In response, Laura Callan stated that the panel would have suggested improvements to the scheme if they were available.

Chris Bowring asked whether this scheme was central to WBC's transport policy. In response, Laura Callan stated that the scheme was central to WBC's transport policy and stated that the 27 highways improvement projects in the Borough were all linked.

Chris Bowring was of the opinion that, based on the above clarifications and the information contained in the report, that the scheme should be approved.

Bill Soane felt that the addition of ivy to the decking of the proposed development was not a substantial enough change to address the concerns raised by the Committee in June 2018. Bill was of the opinion that it was not certain that the outlined benefits of the scheme would be seen, and cited possible reasons for this being that more people were working from home and with the changing face of the retail sector.

Chris Easton stated that congestion within the Borough had been identified as a key issue facing residents through consultations and surveys conducted in recent years by WBC. Chris added that residents had also asked for public transport to be improved within the Borough. Chris stated that traffic was likely to increase over time in the South East of England. Chris commented that big businesses in the local area supported faster transport solutions and that the proposed development could make buses more commercially viable by adding a rapid service.

John Jarvis stated that he was disappointed that the Committee's concerns had not been addressed and felt that the applicant could have come back with a modern and innovative bridge design.

Carl Doran was of the opinion that some of the artists' impressions of the proposed developments were 'disingenuous'. Carl added that there were 2 paragraphs in the report which outlined why the proposed development would be a better alternative for pedestrians than London Road, whereas he felt that these pedestrians would use the towpath instead. Carl was of the opinion that the applicant had not addressed the concerns of the Committee or its reasons for refusal. In response, Chris Easton stated that the proposed development would provide a well-lit (year round) route, which would be a significant improvement for pedestrians and cyclists and that improvements to the highways networks were key priorities for the Borough's residents. Carl Doran commented that there were no letters of support from local residents.

Carl Doran proposed a motion to refuse the application based on the previous refusal reason of the Extraordinary June 2018 Committee ('The proposed MRT link, including bridge structure, due to its height and scale and its prominent and sensitive location, particularly its proximity to the River Thames and River Kennet, would be harmful to the landscape character of the area including its riparian appearance. This would be contrary to policies CP1, CP3 and CP11 of the Core Strategy').

Tim Holton reminded the Committee that once a vote had taken place, reasons for refusal could not be added, and therefore the Committee had to be clear on its reasons for refusal before a vote.

Wayne Smith was of the opinion that the application had not been thought through correctly by the applicant, and felt that it could potentially lead to a worse bus service for

residents in years to come. Wayne queried whether an amended application which addressed the Committee's concerns and provided significant improvements to traffic congestion and public transport could be taken to the Committee.

Chris Bowring felt that if a better application could have been made, then the applicant would have brought it before the Committee.

Tim Holton stated that he was unsure if enough changes could be made to the application which would satisfy the concerns of Members of the Committee.

Carl Doran proposed that the application be refused as the proposed MRT link, including bridge structure, due to its height and scale and its prominent and sensitive location, particularly its proximity to the River Thames and River Kennet, would be harmful to the landscape character of the area including its riparian appearance and that this would be contrary to policies CP1, CP3 and CP11 of the Core Strategy. This was seconded by Rachelle Shepherd-DuBey.

**RESOLVED:** That application 182892 be refused as the proposed MRT link, including bridge structure, due to its height and scale and its prominent and sensitive location, particularly its proximity to the River Thames and River Kennet, would be harmful to the landscape character of the area including its riparian appearance and that this would be contrary to policies CP1, CP3 and CP11 of the Core Strategy

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

There were no applications recommended for deferral, or withdrawn.

# Agenda Item 65.

Application Number	Expiry Date	Parish	Ward
182410	EXT	Barkham	Arborfield; Barkham; Finchampstead South; Swallowfield;

<b>Applicant</b>	Crest Nicholson Regeneration (Mr Lawrence Ewing)
<b>Site Address</b>	Parcels U1/V2, Biggs Lane, Arborfield Garrison
<b>Proposal</b>	Application for approval of reserved matters pursuant to outline planning consent O/2014/2280 for the construction of 110 dwellings and commercial floor space, with associated access roads, parking, landscaping and open space, footpaths/ cycleways and Sustainable urban drainage (Parcels U1/V2).
<b>Type</b>	Reserved Matters Application
<b>PS Category</b>	1
<b>Officer</b>	Alex Thwaites
<b>Reason for determination by committee</b>	Major application in SDL

<b>FOR CONSIDERATION BY</b>	Planning Committee on Wednesday, 9 January 2019
<b>REPORT PREPARED BY</b>	Assistant Director – Place

<b>SUMMARY</b>
<p>This application relates to land within the ‘Northern Gateway’ 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 ‘Parcels U1/V2 (south)’ are located to the north of Biggs Lane, to the west of the Primary School site and adjacent to the junction of Biggs Lane and Princess Marina Drive.</p> <p>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.</p> <p>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.</p> <p>This current application is for reserved matters application for 110 dwellings and commercial floor space (total 197 sqm), which represents phase ten 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.</p>

The application is before the Planning Committee as it relates to a major Strategic Development Location (SDL) development that is recommended for approval. It is considered that the development would be a sustainable development that represents the tenth 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 essentially on the old Nuffield Road (internal Garrison road) that links Biggs Lane (public) with Isaac Newton Road (internal). The road itself is being determined under a separate application, reference 182364, and this specifically concerns the highway detail and carriageway width and design. The proposal under this application deals specifically with the residential, commercial and landscaping elements of the parcels. The topography of the site varies, with the key aspects being the existing Lake to the east of the site and open space to the south 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. Additionally the application includes the provision of the Neighbourhood Centre as defined under the original outline with an open use class of classes A1/A2/D1/D2 (Shops and retail/professional services/public services/entertainment and leisure). The proposal includes commercial floor space on the ground floor of an apartment complex and is easily accessible from the main road that boasts a bus route. The proposal has also been designed to safeguard the school which is located adjacent.

In design terms, the proposal meets all the council's standards, in particular 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' and 'Parcel U2' while also being different in character. 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**

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

**A. Conditions and informatives:**

*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:

- Full list of complete plans to be submitted under 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. Car parking to be provided

No part of any building(s) hereby permitted shall be occupied or used until the vehicle parking space(s) has been provided in accordance with the approved plans. The vehicle parking space(s) shall be permanently maintained and remain available for the parking of vehicles at all times.

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

5. Access Prior to Occupation

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

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

#### 6. Archaeological investigation

No development shall commence until a programme of archaeological work detailing the recording of Late Iron Age/early Roman, medieval and post-medieval archaeological remains (which may comprise more than one phase of work) has been implemented in accordance with a written scheme of investigation, which has been submitted to and approved in writing by the local planning authority.

*Reason: The site is identified as being of archaeological potential. Investigation is required to allow preservation and recording of any archaeological features or artefacts before disturbance by the development. Relevant policy: National Planning Policy Framework Section 12 (Conserving and Enhancing the Historic Environment) and Managing Development Delivery Local Plan policy TB25.*

#### 7. Restriction of Use Class A5 in Neighbourhood Centre

The Neighbourhood Centre premises shall not be used for fast-food operations described as Class A5 of the Schedule to the Town and Country Planning [Use Classes] Order 1987 (as amended) or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order [with or without modification].

*Reason: In granting this permission the local planning authority has had regard to the special circumstances of this case, being the positioning of the centre adjacent to a Primary School, and wishes to have the opportunity of exercising control over any the use within the Neighbourhood Centre in the interests of the amenities of the area. Relevant policy: Core Strategy policies CP1 & CP3*

#### *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>		
<b>Application Number</b>	<b>Proposal</b>	<b>Decision</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	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	Approved 02/04/2015

	<p>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 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.</p>	
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,	Approved 24/03/2016

	appearance, landscaping, layout and scale to be considered.	
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 24/07/2017
171333	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 – ‘Phase Five’	Approved 09/08/2017
172005	Reserved Matters application pursuant to Outline Planning Consent O/2014/2280 for the construction of 114 apartments with communal space, access from the Nine Mile Ride Extension (NMRE), with associated internal access roads, parking, landscaping and open space, footpaths/ cycle ways, Sustainable Urban Drainage (SuDS),	Approved 22/01/2018

	and substation (Parcel Q) – ‘Phase Six’	
173734	Application for approval of Reserved Matters pursuant to Outline Planning Consent O/2014/2280 for 12 dwellings with access from Sheerlands Road, with associated internal access roads, parking, landscaping and open space, footpaths/cycleway, Sustainable Urban Drainage (SuDs) (Parcel K) – ‘Phase Seven’	Approved 11/04/2018
181658	Reserved Matters application pursuant to Outline Planning Consent O/2014/2280 for the construction of 104 apartments, communal space (Clubhouse) and access from the Secondary School Access Road, with associated internal access roads, parking, landscaping and open space, footpaths/cycle ways, and Sustainable Urban Drainage (Parcel C2) – ‘Phase Eight’	Approved 12/11/2018
181982	Reserved Matters application for Parcel M only following Outline Planning Permission O/2014/2280 for the erection of 37 dwellings. Matters seeking approval: Access, Appearance, Landscaping, Layout and Scale (Parcel M) – ‘Phase Nine’	Approved 19/11/2018
182364	Application for approval of reserved matters pursuant to outline planning consent O/2014/2280 for the construction of an access road (Lakeside bus route) and associated infrastructure including a substation, drainage and ponds, earthworks, fencing and landscaping.	Approved 20/12/2018

<b>SUMMARY INFORMATION</b>	
<b>For Commercial</b>	
Proposed use	Classes A1/A2/D1/D2
Proposed floorspace of each use	Up to 300 m2 gross floor space
Existing parking spaces	N/A
Proposed parking spaces	10 visitor spaces
<b>For Residential</b>	
Site Area	ha
Existing units	MOD Use
Proposed units	110 units
Proposed density - dwellings/hectare	Parcel U1: 26 d/ha Parcel V2s: 43 d/ha

Number of affordable units proposed	26 units (23%) and 15% commuted sum
Previous land use	Brownfield site (MOD)
Existing parking spaces	N/A
Proposed parking spaces	224 spaces (40 of which unallocated/visitor spaces)

<b>CONSULTATION RESPONSES</b>	
Berks, Bucks and Oxon Wildlife Trust	No comments received
Berkshire Archaeology	No objection subject to conditions
Crime Prevention Design Officer	No comments received
National Grid	No comments received
Royal Berkshire Fire and Rescue	No comments received
Southern Gas Networks	No comments received
SEE Power Distribution	No comments received
Thames Water	No comments received
WBC Biodiversity	No objection
WBC Economic Prosperity and Place (Community Infrastructure)	No objection
WBC Drainage	No objection – conditions being dealt with under separate application. No objection to layout.
WBC Education (School Place Planning)	No comments received
WBC Environmental Health	No objection
WBC Highways	No objection subject to conditions
WBC Tree & Landscape	No objection subject to conditions
WBC Cleaner & Greener (Waste Services)	No comments received
WBC Property Services	No comments received
WBC Public Rights of Way	No comments received

<b>REPRESENTATIONS</b>	
<b>Arborfield Parish</b>	No comment received at time of writing.
<b>Finchampstead Parish</b>	No comment received at time of writing.
<b>Barkham Parish</b>	“The plans look OK, the open land for drainage purposes is liked. The Councils main question is regarding the flat roofs. These have not been successful in other areas of development, and it raises the question of why they are still being designed? The Council welcomes the proposal for a shop – the sooner one is built the better!” [ <i>Officer note: points discussed within Masterplan section of report</i> ]
<b>Local Members</b>	No comments received.
<b>Neighbours</b>	No comments received.

<b>PLANNING POLICY</b>		
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>CP4</b>	Infrastructure Requirements
	<b>CP5</b>	Housing mix, density and affordability
	<b>CP6</b>	Managing Travel Demand
	<b>CP7</b>	Biodiversity
	<b>CP8</b>	Thames Basin Heaths Special Protection Area
	<b>CP9</b>	Scale and Location of Development Proposals
	<b>CP10</b>	Improvements to the Strategic Transport Network
	<b>CP11</b>	Proposals outside development limits (including countryside)
	<b>CP12</b>	Green Belt
	<b>CP13</b>	Town Centres and Shopping
	<b>CP14</b>	Growth and Renaissance of Wokingham Town Centre
	<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>CC08</b>	Safeguarding alignments of the Strategic Transport Network & Road Infrastructure
	<b>CC09</b>	Development and Flood Risk (from all sources)
	<b>CC10</b>	Sustainable Drainage
	<b>TB01</b>	Development within the Green Belt
	<b>TB05</b>	Housing Mix
	<b>TB06</b>	Development of private residential gardens
	<b>TB07</b>	Internal Space standards
	<b>TB11</b>	Core Employment Areas
	<b>TB12</b>	Employment Skills Plan
	<b>TB15</b>	Major Town, and Small Town/District Centre Development

	<b>TB16</b>	Development for Town Centre Uses
	<b>TB17</b>	Local Centres and Neighbourhood and Village Shops
	<b>TB20</b>	Service Arrangements and Deliveries for Employment and Retail Use
	<b>TB21</b>	Landscape Character
	<b>TB23</b>	Biodiversity and Development
	<b>TB24</b>	Designated Heritage Assets
Supplementary Planning Documents (SPD)	<b>BDG</b>	Borough Design Guide – Section 4
		DCLG – National Internal Space Standards

## **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.

- 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

- The application site relates to an area of land within the Outline application that lies in a central northern point in the SDL adjacent to the previously approved Primary School Site. The application site, referred to as 'Parcels U1 and V2 (south)' at outline, are access off Biggs Lane and included the proposed Neighbourhood Centre.
- 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:

- 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.
- The accommodation on the site would be provided within both flats and houses. The mix of dwelling types allows for a mix of smaller units, like for example 2 bed dwellings, with larger houses (3 beds) 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.
- The table below shows a breakdown of the mix of dwelling types and units on the tenth phase.

		Private	Affordable	Total
<i>Apts</i>	1/2 bed	24	18	42
	2 bed	25	6	31
<i>Houses</i>	3 bed	31	2	33
	4 bed	4	0	4
<b>Total</b>		<b>84</b>	<b>26</b>	<b>110</b>

- When considering the site within the wider context and the previously approved phases, the proposal is considered acceptable and provides a good balance of accommodation on the site.

#### Affordable and Specialist Housing

- 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.

14. The application proposes 26 units of affordable housing on site which equates to 23% of the units, which exceeds the 20% onsite agreed at outline. Additionally, 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. These units will be provided elsewhere by the Council, such as at Gorse Ride for example and therefore the onsite provision is considered acceptable.

#### Masterplan – Layout

15. 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.
16. 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*
17. 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.
18. It is important to set out the site in the context of the wider planning permission for Arborfield Garrison. The application parcel itself forms a discrete part of the Arborfield Garrison planning unit. In order to ensure consistency of design for the entire development, the Arborfield Garrison planning consent established design principles including indicative parameter plans for development limits, density and building heights. Further design guidance was also included within the Design and Access Statement.
19. To build upon these principles, a requirement of the outline planning permission was for the applicant to submit a design code with the submission of reserved matters applications. The purpose of the design code is to ensure continuity of development across the site and the application of Garden Village principles in the design. In accordance with this requirement, the applicant has provided these details which have demonstrated the overarching principles for the entire site and are acceptable. The design principles outlined in the code will be expected to be incorporated to the wider Arborfield Garrison planning unit.

20. The submitted masterplan recalls the principals within the outline planning application and design code. To reflect this and inform diversity of development, the applicant has applied five different character areas to the layout ('Green edge', 'Leafy Street', 'Green Grid and Villages street', 'Neighbourhood Centre' and 'Courtyard and Lanes'). Within these areas, differing street typologies, building heights and landscaping have been applied to promote variety and also manage vehicle speeds throughout the site. In addition, consideration has been applied to the relationship of the site and the constraints of the surrounding area through the application of these differing character areas. Overall, these character areas are considered to work well within the site and offer diversity and interest to the layout.

#### Masterplan – Density

21. Design principles 3 (a-g) are outlined in the Arborfield Garrison SPD and are concerned with the character of the development, including the density of development. The Core Strategy approach for the Arborfield Garrison SDL in respect to density is outlined in Appendix 7 which indicates an average density of 30-35 dwellings per hectare (d/ha) across the SDL. Equally the Arborfield Garrison planning consent established 'Parcel U1 and V2' to have a varied density. Both parcels are established to have a higher density (40-50 d/ha) adjacent to Biggs Lane and then a medium density (27-40 d/ha) for the rest of Parcel V2 and lower density for the remaining section of Parcel U1 (15-27 d/ha).

22. The proposed eastern part of Parcel U1 is low density and is approximately 26 dwellings per hectare, which is in accordance with the Outline Parameter Plans and Design Code. Additionally, the density in the west of the parcel, and in V2S is 43 dwellings per hectare, and reflects higher density of development, as designated by the Approved Outline Parameter Plan.

23. 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

24. In terms of the detailed design of the buildings, the Arborfield Garrison SPD recommends that the existing built form should be used to inform the design. The Design and Access Statement and Design Code include a character analysis of the surrounding area and picks out themes that are common in the locality. These have been used to help inform the design style of the dwellings which generally take on a more contemporary form of design that take clear character references from the local vernacular architecture. The design should also be influenced and consistent with the Garden Village Principles as well as previously approved parcels on the wider SDL.

25. Throughout the site, the applicant has provided a good range of housing types and styles ensuring that there is diversity in the built form and a range of housing for future occupants. The application of character areas outlined above also helps provide variety throughout the site. In addition, there is diversity in the style of the dwellings achieved through detailing such as tiles on some house types and brick work details on others. This helps to provide a clear and legible neighbourhood.

26. The development parcel is a relatively modest section of the Arborfield Strategic Development location and is surrounded by open space on the southern and

northern 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 the Lakeside Bus Route. 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, particularly 'Parcel O1 and U2'.

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

#### Masterplan – Landscape

29. The landscape character of the site should be driven by the Garden Village Principles, the internal character areas described above and in accordance with Condition 13 of the original outline permission, the *Overarching Landscape Strategy*.
30. The proposed layout retains existing landscape features including existing mature trees on the southern boundary of the parcel adjacent Biggs Lane. Proposed and existing mature trees and landscaping will help to soften the built development from the outset, as well as retaining the strong verdant character to the north of the parcel along the open space that holds the SUDs features (sustainable urban drainage systems). These measures together with the proposed boundary treatments would reduce and mitigate the proposed development's impact on the landscape and is generally consistent with the advice provided by the Arborfield Garrison SPD. Equally, in the case of protected or mature trees that are to be lost, appropriate replacement planting is proposed and is found satisfactory by the Landscape Officer.
31. One of the key landscape assets that is to be expanded is the mature vegetation located to the south of the site, in particular in the open space and along Biggs Lane. The proposal will reinforce the landscape buffer along the road and will screen views from this location into the parcels and create a green garden village feel to the surrounding area. This buffer will include significant vegetation which will be enhanced further by planting on the southern side of Biggs Lane, which lies outside of the current application site but it subject to the overall outline area.

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

#### Masterplan – Neighbourhood Centre

33. This Neighbourhood Centre area forms the gateway to the northern parcels from Biggs Lane, and is a key nodal point within the Arborfield Green development. It is the focal point of the long views from the sports pitches and development parcels to the south. Feature buildings provide the opportunity to combine residential with local scale non-residential uses at ground floor, providing the possibility of a local hub in a high quality landscaped setting.

34. The neighbourhood centre is located within 'Apartment Block 5' of the proposal on the west of the site adjacent to the Primary School boundary. The centre itself consists of two commercial units with 'Unit 1' being 132sqm and 'Unit 2' being 65sqm (total together of 197sqm) which is in accordance with the outline parameters. The location is considered appropriate as it is in an area devoid of any existing retail, located off one of the main routes through the site, Biggs Lane, adjacent to the school site and on a future bus route. This should help ensure that the units remain viable. In terms of its appearance and masterplan context, the units hold the same design as the other four apartment blocks, maintaining the same fenestration design although altering the accesses into the building to allow for independent access into each unit and a separate resident's access. Additionally, it is noted that the parish have raised the flat roof design as a concern however this is not considered to result in harm to the character and appearance of the local area. Design is subjective and the flat roof not only keeps the overall height down but also provides variety in the build form across the development. There are also examples of flat roofs in the adjacent parcels and neighbouring school building. Therefore it's considered that the design of these buildings is acceptable.

35. In terms of the uses allowed at outline, these were defined as within Classes A1, A2, A3, A4, B1, D1 and D2. Additionally, as confirmed within the approved Design Code (reference 181714) due to the site's location close to the primary school and residential units, as well as the focus on the District Centre, A5 (takeaway) uses are not likely to be provided here and a condition is suggested to secure this.

36. With regard to the conditions at outline, there are conditions that are to be submitted separately that control the *Parking Management and Servicing Strategy* (condition 31), *Noise from any Externally Mounted Plant* (condition 61), *Noise from Shops, Takeaways and other Non-Residential Uses* (condition 62), *Ventilation and Odour* (condition 63) and *Hours of operation of non-residential development* (condition 64).

#### Masterplan – Conclusion

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

this reserved matters application. This has been achieved through applying the principles of the design code in the proposed layout and the principles of the Garden Village.

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

#### Residential Amenity – Impact upon Neighbouring Properties

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

40. The site is located adjacent to the primary school and properties at Parcel U2. The separation distance coupled with the location of the two storey proposed dwellings away from the boundary gives a separation distance of over 22m which is the requirement of the Borough Design Guide. Given the size of the separation distances and the onsite conditions, it is considered that there would be no significant impacts to existing residents in terms of overlooking, loss of light and overbearing.

#### Residential Amenity – Noise

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

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

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

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

##### *Private Amenity Space*

44. The Borough Design Guide sets a minimum garden depth of 11.0 metres. In terms of the submitted masterplan, the proposed layout complies with these requirements with all houses meeting the minimum threshold. All of the proposed dwellings have access to an 11.0 metre rear garden. Therefore, it is considered the development will provide acceptable levels of private amenity space for the future occupants of the dwellings and is in accordance with policy. There is also an excellent level of outdoor public amenity space provided as part of the development.

### *Internal Space Standards*

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

### Impact on Primary School and Safeguarding

46. The layout of the masterplans takes into account the security and safeguarding required for a residential scheme adjacent to a Primary School. The closest apartment blocks, Block 5, (and closest window serving a habitable room) are located well over 145 metres away from the main Primary School building. Additionally the four dwellings located adjacent to the boundary of the Primary school are set away from main Primary school building by their gardens and mature vegetation. Due to this significant distance there is not considered to be any overlooking or safeguarding issues with the proposal.

### Security

47. The layout of the masterplans takes into account the security required for a residential scheme. For example key three storey apartment buildings face unto the areas of open space within 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

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

### Sustainable Design and Construction

49. Due to the replacement of the Code for Sustainable Homes with national standards in Building Regulations, the proposal is no longer required to meet Code 4 in line with Policy CC04 of the MDD. However, the policy does require that all development should incorporate suitable waste management facilities including on-site recycling (composting). It is considered that sufficient internal and external storage could be provided to accommodate this.

50. Additionally, there is a condition in the outline permission to secure low and zero carbon technologies, so to demonstrate how the development will achieve a 10% reduction in carbon emissions beyond the minimum requirement of 'Part L: Building Regulations'.

51. A key element of new housing should be to reduce water consumption and waste. As part of delivering sustainable development on the site, the Council expects measures to reduce water consumption to be included within the development. In the case of water, this can be achieved by the inclusion of aerated taps, shaped low capacity baths, dual flush toilets, low flow rate showers and the provision of water butts.

### Access and Movement

52. The outline planning permission established the access down the Lakeside Bus Route off Biggs Lane and was accompanied with a full Transport Assessment. This involved modelling the potential impacts of the development by using the Wokingham Strategic Transport Model which included a review of this development site, the Arborfield Garrison SDL and the wider Core Strategy development commitment. It was demonstrated as part of the outline that there would be no significant harm caused by additional houses to both local and the wider transport networks, subject to the delivery of the Transport Interventions that were identified and secured through a legal process. The current reserved matters application does not deviate from the established access points approved under the outline planning application. It should be noted that most of the highways related matters are being assessed in detail under separate conditions applications.
53. The access through the SDL was operationally assessed at the outline stage and identified to function satisfactorily. A Road Safety Audited was also undertaken. These outline proposals also include pedestrian, cycle and equestrian facilities along the site frontage of Biggs Lane.

### Access and Movement – Site Layout

54. As outlined above, the use of character areas ensures that there is a variety of street hierarchy proposed for the site. The principle accesses to the site would be from the Lakeside Bus Route. The main accesses are located off the Lakeside Bus Route (off Biggs Lane) and this serves the majority of the properties as well as the apartments that have rear access. A second, access is located to the south from within the neighbouring parcel, Parcel U2.
55. The proposal has been designed in accordance to the street hierarchy detailed in the Northern Gateway design code, which allows the character areas that cover the site, to act as one the main streets in the development that links to Biggs Lane. The roads has been designed to be within the 5.5m category as well as including a service strip and footpath on either side.
56. Additionally, the proposal includes shared surfaces and private drives off the tertiary streets that provide access to some residential dwellings. These areas of road are short in length and often consist of turning heads which will ensure low vehicle speeds within these zones. Overall the site layout is considered acceptable and represented high quality development.

### Access and Movement – Car Parking

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

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

	<b>nos</b>	<b>ratio of 110</b>
<b>Total Visitor</b>	<b>40</b>	0.36
<b>Total Allocated</b>	<b>178</b>	1.62
<b>Total Garages</b>	<b>6</b>	0.05
<b>Total Allocate &amp; Garages</b>	<b>184</b>	1.67
<b>Total Visitor, allocated &amp; garages</b>	<b>224</b>	2.04
<b>Total Tandem Parking</b>	<b>27</b>	0.25

59. The application proposes a total of 224 spaces for 110 dwellings, of which 218 spaces are allocated or visitor spaces and 6 are garages. The 40 visitor spaces exceeds the minimum required by the Borough by 6 spaces and for the Neighbourhood Centre there are an additional 10 visitor spaces. These spaces comply with the Borough standards, based on A1/A2 standard of 1:20m<sup>2</sup> with the Neighbourhood Centre of 197m<sup>2</sup>.

60. This parking is in accordance with the WBC parking standards (WBC demand calculator assumes that garage aren't included in the formal parking number and the amount of parking is proportionate to the size of dwelling that it is intended to serve. The parking for the proposed dwellings is provided on plot with apartment parking also being located on plot. Parking spaces on the driveways have been set out to minimise vehicles that can potentially block driveways. Visitor parking is also well distributed through the development and this is provided in bays which are mainly off-set from the carriageway to reduce the level of on carriageway parking.

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

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

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

63. Given Parcel U1 and V2s are the tenth phase of the wider Arborfield Garrison development it is acknowledged that permeability across the wider area remains reasonably limited at this early stage, when in comparison to how it will be when the wider SDL is complete. However the applicant and the Council are working to ensure links are established early on in the development process to help promote sustainable routes across the wider area and that future residents can move between parcels easily. There will be a footway / cycleway linking the school with the retail units, part of which is constructed along Biggs Lane which also connects the site with SANG area.

#### Access and Movement – Cycle Storage

64. 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.
65. Cycle parking is provided on site both within garages and sheds where there are no garages. Garages have minimum dimensions of 7.0 meters in length and 3.0 meters in width to be included as cycle space. All dwellings and apartments have been provided with sufficient space for cycle storage/parking in accordance with the above requirements and as such the proposals are considered acceptable on this basis

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

66. 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. This secured the use of the Lakeside Bus Route and Biggs Lane as primary streets with bus stops being located in the area adjacent to Parcel U1 and V2s. This provides access to the existing Leopard services to Reading and Wokingham. These services will become more frequent with additional subsidised services phased in, as set out in the public transport strategy.

#### Flooding and Drainage

67. 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.
68. At the outline stage, the applicant undertook a Flood Risk Assessment which determined that the residential part of the outline site is not located within areas shown to be at risk of flooding, as indicated by Flood zone 1 on the Environment Agency's Flood map. No housing development is located within areas that flood and therefore the proposal is considered acceptable in this regard.
69. Drainage was fully assessed at outline stage, the Council and the EA were satisfied that the site has sufficient storage capacity and that the provision of SUDs, which will incorporate flood attenuation ponds, can be accommodated on-site and will mitigate the impacts of the development. The benefit of SUD's over the existing field use is that these should improve the current situation by preventing water from running off the land too quickly.
70. However in order to ensure no harm occurs a surface water drainage scheme for the site, based on sustainable drainage principles is required to be submitted for review as part of the conditions imposed. This is being assessed under a separate condition application (Condition 41 of O/2014/2280) however there is sufficient

capacity within Parcels U1 and V2s to accommodate the SUDS for this development which are incorporated into the highway drainage system.

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

#### Thames basin Heaths Special Protection Area

72. 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.

73. 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

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

#### Archaeology

75. 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 were consulted on the application.

76. As noted in the archaeological evaluation report for parcel V2, a cluster of archaeological features, comprising several post-holes, a pit and ditches on several alignments, was identified during archaeological evaluation, in an area included in this proposal. These are of probable late medieval or early post-medieval date, and therefore not of high significance; nonetheless any surviving buried features should be recorded prior to the groundworks associated with this part of the redevelopment, in line with local and national policy. Therefore a condition is recommended requiring a scheme of works be attached to any planning consent granted.

**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 and community facilities in accordance with the Council's spatial strategy and vision and therefore can be recommended for approval.

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PLANNING REF : 182410  
PROPERTY ADDRESS : Arborfield Green Community Centre  
: Arborfield, Reading  
: RG2 9ND  
SUBMITTED BY : Barkham Parish Council  
DATE SUBMITTED : 13/12/2018

COMMENTS:

Barkham Parish Council's previous comments still stand as the comments for the revised plans. These are:

The plans look OK, the open land for drainage purposes is liked.

The Council's main question is regarding the flat roofs. These have not been successful in other areas of development, and it raises the question of why they are still being designed? There appears to have been no changes in the plans for the flat roofs and it is hoped that this will be addressed

The Council welcomes the proposal for a shop the sooner one is built the better!

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West Court Land (Scale 1:5000)

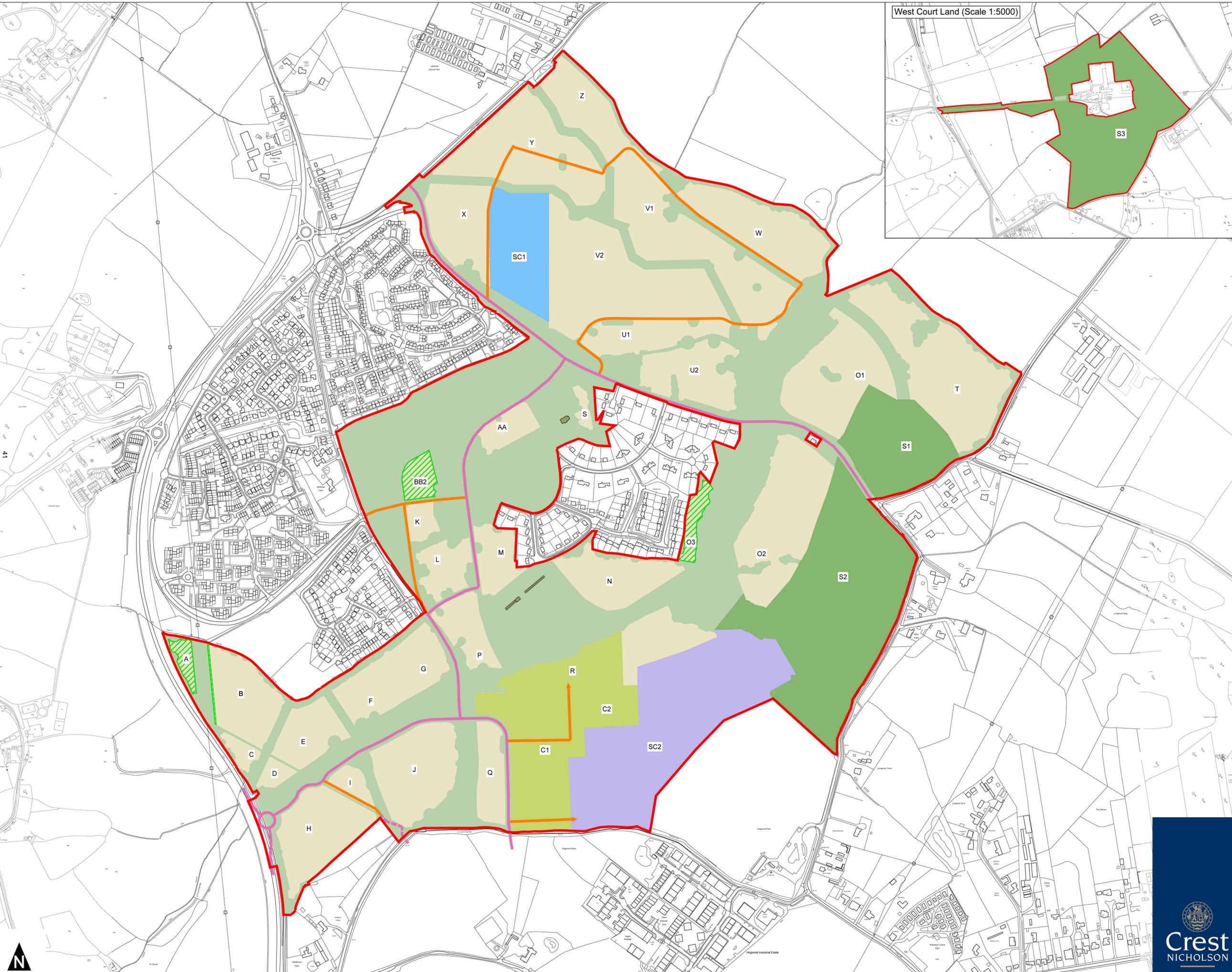
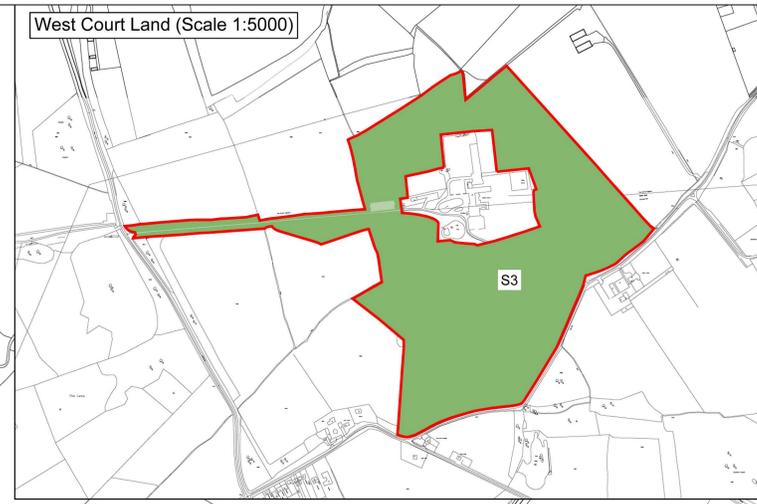
DO NOT SCALE  
All dimensions to be checked on site and Architect to be notified of any discrepancies prior to commencement

DESIGNERS RISK ASSESSMENT  
Under section 11 - Construction Design and Management Regulations 1994  
RESIDUAL RISKS

REF	DESCRIPTION	DATE

- KEY**
-  SANGS Areas (S1, S2 and S3)  
38.41Ha/ 94.91Acres
  -  Residential Development Areas
  -  Residential development or potential allotment site
  -  District Centre (Mixed Use)  
(Use classes A1, A2, A3, A4, A5, B1, D1 and D2 with residential above)
  - Neighbourhood centre to be located in development cells V2 or U1. Specific siting and configuration to be agreed at reserved matters stage.
  - Extra Care building located in cell R.
  - Existing nursery use to be retained in cell L or relocated to an alternative location within the site.
  -  Primary School Land (SC1)
  -  Secondary School Land (SC2)
  -  Primary Street Network
  -  Secondary Street Network (Indicative)

NB. Precise location and details of allotments to be determined.



REVISION	DATE	DESCRIPTION	CHECKED

**idp** PARTNERSHIP  
SOUTHERN

26 STORE STREET, LONDON, WC1E 7BT  
TEL: (0191) 281 4442 FAX: (0191) 281 1000 e-mail: info@idpartnership-northern.com

FOR CLIENT: Arborfield Garrison SDL for Crest Nicholson

DRAWING TITLE: Land Use Parameter Plan

PROJECT ARCHITECT: MM	DRAWN BY: DJ	CHECKED:
SCALE: 1:2500 at A0	PROJECT NO: N81-2240	DRAWING NO: Rev J
DATE: 19/01/2015		
DWG STATUS: DRAFT	CONSTRUCTION: TENDER	RECORD:



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Scale  
1:500  
0 5 15 30m

### Open Space Trees



Acer campestre    Betula pendula    Carpinus betulus    Prunus avium    Quercus robur    Tilia cordata 'Greenspire'

### Legend

- Existing trees
- Proposed trees
- Shrub planting
- Hedge planting
- Public realm
- Private realm
- Proposed Suds pond
- Wildflower grass
- Existing drainage ditch
- Concrete block ramps
- Bitumen macadam
- Bitumen macadam footpaths
- Precast concrete block paving to adoptable highways & parking bays, colour natural
- Permeable block paving
- Tegula block paving
- Patio slabs
- Application boundary
- POS area 16 boundary
- Thames Water easement

### Tree Location Plan



### Street & Verge Trees



Acer campestre 'Elsrijk'    Acer platanoides 'Cleveland'    Carpinus betulus 'Frans Fontaine'    Malus baccata 'Street Parade'

### Proposed Trees

- **Street & Verge Trees**  
Planted as semi-mature & advanced nursery stock  
Acer campestre 'Elsrijk'  
Acer platanoides 'Cleveland'  
Carpinus betulus 'Frans Fontaine'  
Malus baccata 'Street Parade'  
Pyrus calleryana 'Chanticleer'  
Tilia cordata 'Rancho'
- **SUDs & Water Associated Tree Planting**  
Planted as semi-mature & advanced nursery stock  
Alnus glutinosa (multi-stem)  
Cornus mas (multi-stem)
- **Trees for Front Gardens**  
Trees planted as advanced nursery stock  
Amelanchier arborea 'Robin Hill'  
Amelanchier lamarkii (multi-stem)  
Ilex aquifolium 'Nellie Stevens'  
Sorbus aria
- **Trees for Rear Gardens**  
Planted as selected standards  
Amelanchier arborea 'Robin Hill'  
Ilex aquifolium 'Nellie Stevens'  
Malus 'Evereste'  
Malus 'Golden Hornel'  
Malus sylvestris  
Prunus padus  
Sorbus aria 'Lutescens'  
Sorbus aucuparia
- **Trees for Parking Courts & Around Flats**  
Planted as semi-mature & advanced nursery stock  
Acer platanoides 'Columnare'  
Amelanchier lamarkii (multi-stem)  
Magnolia kobus  
Malus 'Evereste'  
Pyrus calleryana 'Chanticleer'  
Sorbus aria
- **Open Space Trees**  
Planted as semi-mature & advanced nursery stock  
Acer campestre  
Betula pendula  
Carpinus betulus  
Prunus avium 'Plena'  
Quercus robur  
Tilia cordata 'Green Spire'



Pyrus calleryana 'Chanticleer'    Tilia cordata 'Rancho'

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# ARBORFIELD PARCEL U1/V2s - Elevation 3 - Road 5

This drawing is to be read in conjunction with drawings prepared by the architect, 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 squared 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 subcontractors or suppliers.

## KEY PLAN



Elevation 1: 200



4/5

## MATERIALS KEY

- BUFF BRICK (MULTI)  
Freshfield Lane Danehill Yellow or similar
- ORANGE RED BRICK (MULTI)
- DARK RED BRICK (MULTI)  
Freshfield Lane Dark Brick or similar
- ORANGE RED BRICK DETAILS  
Parnham Red
- DARK / BURNT FACING BRICK DETAILS
- RENDER (OFF-WHITE)
- TIMBER BOARDING
- TIMBER EFFECT COLOURED BOARDING
- GREY WINDOW FRAMES
- OBSCURE GLASS
- CLEAR GLASS
- FASCIAS AND BARGEBOARDS -  
Colour: Black
- GUTTERS AND DOWNPIPES -  
Colour: Black
- SLATE EFFECT ROOF
- CLAY EFFECT ROOF

Palette of materials indicative

Rev	Date	Drawn By	Description
-	24/08/18	MS	Preliminary Issue.
A	14/09/18	EA	Updated elevations as per Crest comments

## PLANNING

**Arborfield Green**

Drawing title Elevation 3 - Road 5			
Date Aug 2018	Drawn By EA	Checked KS/RS	Parcel U1/ V2s
Scale 1:100 & 1:200 @A1		Rev A	Previous Drawg no. -
Drawing number: <b>1329-D-1802</b>			



Elevation Extract 1:100



NB: Final levels could vary +/-0.5m, to allow for amendments post RMA as the design develops

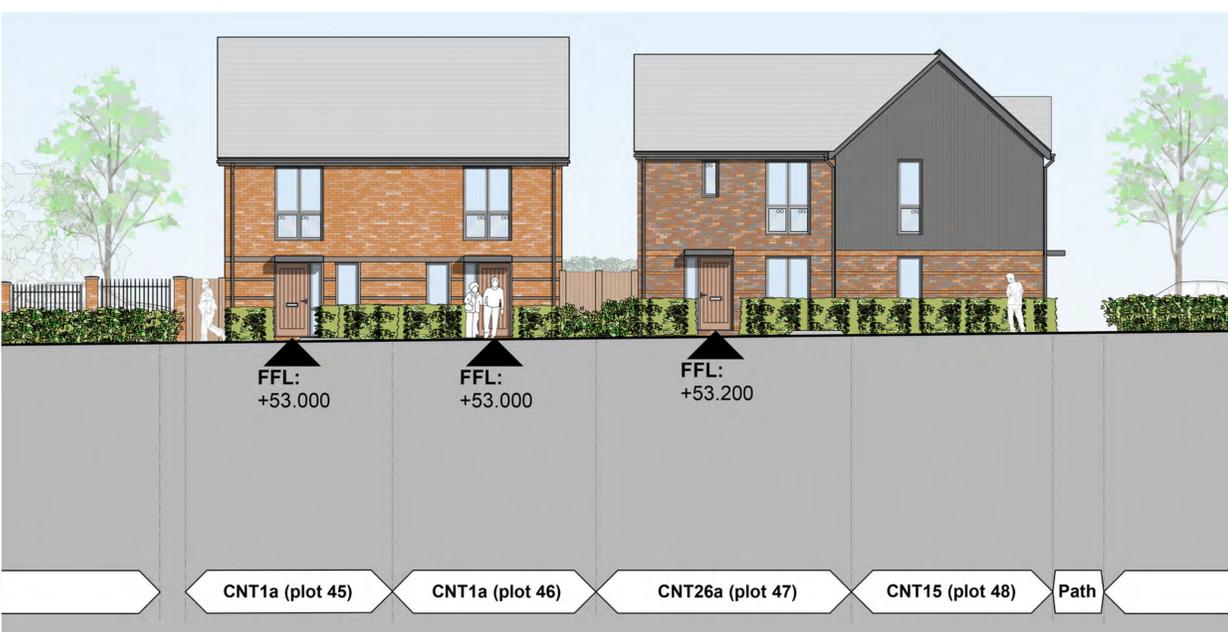
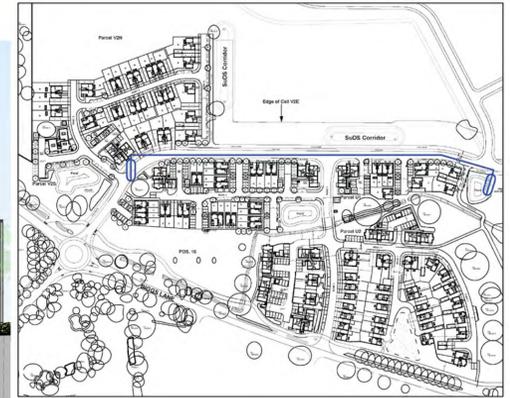
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# ARBORFIELD PARCEL U1/V2s - Elevation 1 - Road 2 - Leafy Street Elevation

To be updated once site levels received/coordination with consultant drawings.

This drawing is to be read in conjunction with drawings prepared by the architect, structural engineer and service contractors 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 work or the preparation of shop drawings for their own work or that of sub-contractors or suppliers.

## KEY PLAN



## MATERIALS KEY

- BUFF BRICK (MULTI)  
Freshfield Lane Danehill Yellow or similar
- ORANGE RED BRICK (MULTI)
- DARK RED BRICK (MULTI)  
Freshfield Lane Dark Brick or similar
- ORANGE RED BRICK DETAILS  
Parnham Red
- DARK / BURNT FACING BRICK DETAILS
- RENDER (OFF-WHITE)
- TIMBER BOARDING
- TIMBER EFFECT COLOURED BOARDING
- GREY WINDOW FRAMES
- OBSCURE GLASS
- CLEAR GLASS
- FASCIAS AND BARGEBOARDS -  
Colour: Black
- GUTTERS AND DOWNPIPES -  
Colour: Black
- SLATE EFFECT ROOF
- CLAY EFFECT ROOF

Palette of materials indicative

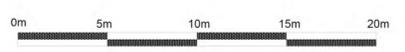
Rev	Date	Drawn By	Description
-	24/08/18	MS	Planning Issue.
A	14/09/18	EA	Updated elevations as per Crest comments

## PLANNING



Drawing title Elevation 1- Road 2 - Leafy Street Elevation			
Date Aug 2018	Drawn By EA	Checked KS/RS	Parcel U1/ V2s
Scale 1:100 & 1:200 @A1	Rev. A		
Drawing number: 1329-D-1800			

Leafy Street Elevation 1: 200



Leafy Street Elevation Extract 1:100



NB: Final levels could vary +/-0.5m, to allow for amendments post RMA as the design develops

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# Apartment Block 5 - Commercial, Resi above (Private)



49 Front Elevation



Side Elevation 1

MATERIALS KEY	
	BUFF BRICK (MULTI) Freshfield Lane Danehill Yellow or similar
	ORANGE RED BRICK (MULTI) Freshfield Lane Dark Brick or similar
	DARK RED BRICK (MULTI) Freshfield Lane Dark Brick or similar
	ORANGE RED BRICK DETAILS Parnham Red
	DARK / BURNT FACING BRICK DETAILS
	TIMBER BOARDING
	TIMBER EFFECT COLOURED BOARDING
	GREY WINDOW FRAMES
	OBSCURE GLASS
	CLEAR GLASS
	FASCIAS AND BARGEBOARDS - Colour: Black
	GUTTERS AND DOWNPIPES - Colour: Black
	SLATE EFFECT ROOF
	CLAY EFFECT ROOF
Palette of materials indicative	



Rear Elevation



Side Elevation 2

Rev	Date	Drawn by	Description
-	24.08.18	MS	Planning Issue
A	19.12.18	KS	GF FFL - 1F FFL increased by 200mm from 3150mm to 3350mm.

## PLANNING

**Arborfield Green**



Drawing title			
Apartment Block 5 Elevations - Private- Mixed Use			
Date	drawn by	checked	Parcel
Aug 2018	EA/CB	RS/KS	U1 & V2s
Scale	Rev.		
1:100 @ A2	A		
Drawing number: <b>1329-C-1864</b>			

Resi Plots: 90 - 95  
Commercial Units: Units 1 & 2



architecture master planning urban design

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W: www.gsa-studios.com



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# Agenda Item 66.

Application Number	Expiry Date	Parish	Ward
183012	9 January 2019	Wokingham Town	Emmbrook;

<b>Applicant</b>	Mrs Janet Perry, The Holt School
<b>Site Address</b>	The Holt School, Holt Lane, Wokingham RG41 1EE
<b>Proposal</b>	Full application for the proposed erection of a single storey extension to form a dance studio classroom
<b>Type</b>	Full
<b>PS Category</b>	18
<b>Officer</b>	Simon Taylor
<b>Reason for determination by committee</b>	The proposal involves an extension of more than 100m <sup>2</sup> on land owned by Wokingham Borough Council.

<b>FOR CONSIDERATION BY</b>	Planning Committee on Wednesday, 9 January 2019
<b>REPORT PREPARED BY</b>	Assistant Director – Place

<b>SUMMARY</b>
<p>The Holt School is a comprehensive girl's school for 11-18 year olds with a borough wide catchment. It was founded in 1931 and converted to an academy in 2011. It has been extensively extended and altered over time, as evidenced in the Property History.</p> <p>The subject application proposes a 412m<sup>2</sup> extension to the existing arts block to provide three dedicated drama and dance teaching spaces and toilet facilities. It will be rendered and timber clad with low level brick. The intent is for enhanced teaching and learning facilities for the existing and future student population rather than address any capacity issues.</p> <p>The Council records indicate 1234 students as of May 2017, including 210 within the sixth form. There are no proposed increases in student or staffing numbers as part of this application but unrelated to the application there is a planned increase of 30 admissions per year, resulting in a total population of 1420 students by 2022, including 220 in sixth form.</p> <p>The application responds appropriately to a largely unimpressive brick and rendered, single storey building. It is visible from Reading Road but does not impose any excessive bulk. There is no loss of sporting facilities, bat habitats or trees. The Council's Highways Officer also raises no objection to the submitted Travel Plan and the parking capacity and travel arrangements. Conditional approval is recommended.</p>

<b>PLANNING STATUS</b>
<ul style="list-style-type: none"> <li>• Major Development Location</li> <li>• WBC owned land</li> <li>• Listed Building (The Holt)</li> <li>• Green Route (Reading Road and Milton Road)</li> <li>• Nitrate Vulnerable Groundwater and Surface Water</li> <li>• Flood zone 1</li> <li>• Bat Roost Habitat Suitability</li> <li>• Berkshire Habitat: Broadleaved woodland</li> </ul>

- Thames Basin SPA (7Km zone)
- Aerodrome Safeguarding: Heathrow Consultation Zone
- Classified roads (Reading Road and Milton Road)/non-classified road (Holt Lane)

## RECOMMENDATION

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

### A. Conditions

#### 1. Timescale

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

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

#### 2. Approved details

This permission is in respect of the submitted application plans numbered 0100 Rev A (dated 18 September 2018), 112 Rev C (dated 13 November 2018) and 201 Rev B (dated 18 October 2018). The development shall be carried out in accordance with the approved details unless other minor variations are agreed in writing after the date of this permission and before implementation with 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. BREEAM

Prior to the commencement of the development, a scheme detailing the measures implemented to achieve the necessary mandatory Building Research Establishment Assessment Method (BREEAM) requirements or any future national equivalent and to meet or exceed statutory requirements for water resource management shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented before the development is first occupied and shall remain operational for the lifetime of the development.

*Reason: To ensure developments contribute to sustainable development. Relevant policy: NPPF Section 14 (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.*

#### 4. Construction method statement

No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by,

the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- 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
- ix) Measures for ensuring that there is no adverse interruption to existing school activities and operations, including the movement and learning of students

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

#### 5. Travel Plan

No part of the extension shall be occupied until Chapter 3 of the approved Travel Plan 2018-2020 has been implemented. The travel plan shall be implemented, maintained and reviewed as approved.

*Reason: To encourage the use of all travel modes. Relevant policy: NPPF Section 9 (Sustainable Transport) and Core Strategy policy CP6.*

#### 6. External materials

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 other minor variations are agreed in writing after the date of this permission and before implementation 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.*

#### 7. Hours of work

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

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

### **B. Informatives**

### 1. Changes to the approved plans

The applicant is reminded that should there be any change from the approved drawings during the build of the development this may require a fresh planning application if the changes differ materially from the approved details. Non-material changes may be formalised by way of an application under s.96A Town and Country Planning Act 1990.

### 2. Protected species

This permission does not convey or imply any approval or consent required under the Wildlife and Countryside Act 1981 for protected species. The applicant is advised to contact Natural England with regard to any protected species that may be found on the site.

### 3. Positive and proactive discussion

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 grant planning permission in accordance with the presumption in favour of sustainable development as set out in the NPPF.

<b>PLANNING HISTORY</b>		
<b>App Number</b>	<b>Proposal</b>	<b>Decision</b>
TP484	Two hitted classrooms	Approved 13 November 1952
TP1150	Renewal of dining hall	Approved 24 February 1956
TP1440	Four classroom blocks	Approved
S/3/1958	Portable classroom (temporary)	Approved 10 December 1958
S/5/1959	Portable classroom (temporary)	Approved 8 July 1959
S/2/1960	Assembly hall, changing room, boiler house and bungalow	Approved 13 April 1960
S/3/1961	Additions	Approved 10 May 1961
S/1/1966	Extensions to school	Approved 9 March 1966
S/9/1970	Two bungalows and extensions (outline)	Approved 24 June 1970
S/23/1970	Erection of caretakers building and garage	Approved 6 January 1971
S/13/1970	Two temporary classrooms	Approved 22 July 1970
S/23/1970	Erection of bungalow and garage, arts and craft building and sixth form block	Approved 6 January 1971
S/25/1970	Extensions to dining hall	Approved 14 April 1971
S/2/1971	Temporary classroom	Approved 14 April 1971
S/14/1972	Playing field off Milton Road	Approved 4 October 1972
S/17/1973	Extensions	Approved 14 November 1973
00254	Erection of one classroom	Approved 27 March 1974
02367	Erection of one classroom	Approved
09534	Sports hall, teaching block, hard playing area, tennis courts and carpark	Approved 16 January 1979

09585	Resiting of existing classrooms	Approved 16 January 1979
21421	Renewal of two existing classrooms	Approval 13 June 1984
27600	New caretakers building	Approved 6 May 1987
38028	Replacement temporary classrooms	Approved 24 September 1991
39966	Two temporary classrooms	Approved 2 November 1992
O/1995/63704	Arts and technics block (outline)	Approved 29 February 1996
T/1997/65024	Renewal of temporary classrooms	Approved 11 April 1997)
F/1997/65184	Home economics building	Approved 30 April 1997
FP/1997/6533	Repairs to administration building	Approved 24 June 1997
F/1998/66939	Railings on brick wall	Approved 18 March 1998
T/1998/67788	CoU of caretakers building to study area	Approved 27 July 1998
F/1999/70090	New pitched roof to north side of school building	Approved 2 September 1999
F/1999/70736	Demolition of temporary blocks and erection of new technology block	Approved 13 January 2000
FP/2000/0311	Erection of two technology blocks (phase 1 and 2)	Approved 13 April 2000
F/2001/4274	Demolition of temporary blocks and erection of new technology block	Approved 22 August 2001
F/2004/3481	Modular classroom and storage (temp)	Approved 18 January 2005
TP/2005/5778	Modular classroom and storage (temp)	Approved 3 November 2005
F/2009/0924	Canopy extension to sports hall	Approved 6 July 2009
F/2011/1125	All weather Multi Use Games Area (MUGA) sports pitch	Approved 20 July 2011
F/2013/0471	Demolition of modular buildings and erection of two modular classrooms	Approved 27 June 2013
VAR/2013/2292	Variation of F/2013/0471	Approved 4 April 2014
150009	Removal of temporary classrooms and erection of two storey sixth form block	Approved 1 October 2015

<b>SUMMARY INFORMATION</b>	
Site Area	6 hectares
Land use	School (Class D1)
Existing floor space of arts building	1415m <sup>2</sup>
Proposed floor space of arts building	1827m <sup>2</sup> (+412m <sup>2</sup> )
Existing number of staff	Circa 140 (full and part time)
Proposed number of staff	No change
Existing number of students	1234 (includes 210 sixth form students)
Proposed number of students	No change as part of this application
Existing number of parking spaces	122 spaces in three car parks
Proposed number of parking spaces	No change

<b>CONSULTATION RESPONSES</b>	
Sport England	No objection.
WBC Highways	No objection, including with respect to the Travel Plan.
WBC Ecology	No objection.

<b>REPRESENTATIONS</b>	
Wokingham Town Council	No comments received.
Local Members	No comments received.
Neighbours	No comments received.

<b>APPLICANTS POINTS</b>
<ul style="list-style-type: none"> <li>• It is designed to create a single, clear point of access utilising modern and attractive methods of construction to create a welcoming focal point</li> <li>• The materials achieve a natural but robust material appropriate for a school environment and in context with the existing buildings on the site</li> <li>• Wide corridors and accessible toilet facilities have been provided to accommodate peak time usage and with consideration of Special Education Needs (SEN)</li> <li>• Sufficient glazing and solar shading has been provided</li> <li>• Safe evacuation has been provided</li> <li>• A Travel Plan demonstrates adequate transport measures</li> </ul>

<b>PLANNING POLICY</b>		
National Policy	NPPF	National Planning Policy Framework
Adopted Core Strategy DPD 2010	CP1	Sustainable Development
	CP2	Inclusive Communities
	CP3	General Principles for Development
	CP4	Infrastructure Requirements
	CP6	Managing Travel Demand
	CP7	Biodiversity
	CP8	Thames Basin Heaths Special Protection Area
	CP9	Scale and Location of Development Proposals
	Adopted Managing Development Delivery Local Plan 2014	CC01
CC03		Green Infrastructure, Trees and Landscaping
CC04		Sustainable Design and Construction
CC05		Renewable energy and decentralised energy networks
CC06		Noise
CC07		Parking
CC09		Development and Flood Risk
CC10		Sustainable Drainage
TB21		Landscape Character
TB23		Biodiversity and Development
TB24	Designated Heritage Assets	
Borough Design Guide Supplementary Planning Document	BDG	Section 7

<b>PLANNING ISSUES</b>
<p><b>Description of Development</b></p> <p>1. The proposal involves a single storey extension to the southern and western sides of the existing arts building, measuring 412m<sup>2</sup> and comprising of three additional teaching spaces (drama studio, classroom and dance studio) with toilet facilities</p>

and a central corridor. Access ramps will provide separate external access to each classroom.

### **Site Description**

2. The Holt School is located on the northern side of Reading Road and is framed by Holt Lane to the west and north and Milton Road in the east. School buildings are centred upon and accessed from two main entrances from Holt Lane. Playing fields line the southern edge of the 6 hectare campus, including a MUGA sports pitch. The arts building that is proposed to be extended is located in the south western corner of the collection of school buildings. There is a collection of residential dwellings and other Class D1 buildings (Youth Centre and Bowling Club) adjoining the site to the south.

### **Principle of Development**

3. The National Planning Policy Framework has an underlying presumption in favour of sustainable development which is carried through to the local Development Plan. Policy CC01 of the MDD Local Plan 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.
4. The site is located within a major development location and is acceptable in terms of the principles stated in the Core Strategy. It also accords with the relevant policies in the MDD Local Plan.
5. Paragraph 94 of the NPPF also places great importance upon ensuring that sufficient choice of school places are available to meet the needs of existing and new communities. It also states that local authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that would widen choice. The NPPF states that weight should be given to the need to create, expand or alter schools.
6. The proposal provides improved teaching and learning facilities for existing pupils and for the allowed growth in 11-16 year old student numbers over the coming years. It would enhance the facilities available to teach drama and art to serve the existing and projected student base at the school. Given the national and local policy context, it is considered that the proposal would be acceptable in principle, subject to other material considerations.

### **Character of the Area**

7. Policy CP3 of the Core Strategy states that development must be appropriate in terms of its scale, mass, layout, built form, height and character of the area and must be of high quality design. NR1, NR2 and NR5 of the Borough Design Guide state that development should respond to key characteristics and features of the site, including bulk and massing whilst NR7 states that roofs are to be designed to the context of the area.
8. The proposal is for a single storey extension to the south western corner of the existing arts building. At 412m<sup>2</sup>, it represents a relatively large extension.

However, given its single storey form and in the context of the existing arts building (1827m<sup>2</sup>) and the wider campus, it is not unduly dominating.

9. The extension would be located within an area of the campus that is partly visible from Reading Road. However, it is not prominent in the streetscene, with some obscuring by the caretakers buildings and the Multi Use Games Area (MUGA) to the south west and trees lining the boundary with Reading Road. It is also 95m from the road and would only be viewed in the context of all the other existing one and two storey buildings on the site.
10. NR8 of the Borough Design Guide SPD requires that the design, materials and colours of the proposal achieve a coherent street character. The proposed design is simple in form, with a flat roof and block design. It is complementary insofar as the existing building has limited architectural merit. It will be rendered and timber clad with brickwork at low levels. This is acceptable in terms of its relationship with the existing building and other nearby buildings. This is reinforced in Condition 6.
11. It is considered that the development would not detract from the character of the area or the appearance of the site and satisfies CP1 and CP3 of the Core Strategy and the relevant sections of the Borough Design Guide.

### **Heritage and Conservation**

12. Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that development must ensure the preservation of any nearby listed building, including its setting, Paragraphs 192-196 of the NPPF requires consideration of the harm to the significance of a designated heritage asset and Policy TB24 of the MDD Local Plan requires the conservation and enhancement of Listed Buildings, including their views and setting.
13. The Holt is a Grade II listed building, originally a dwelling house and converted for use as part of the school buildings. It is located on the northern side of the school campus and there is in excess of 100m separation, with more recent buildings in between. Accordingly, there are no concerns with the scheme in terms of any impact upon the character or setting of The Holt building.

### **Accessibility**

14. Policy CP2 of the Core Strategy seeks to ensure that new development contributes to the provision of inclusive communities. The extension will be accessible from the existing classrooms and from the exterior. It also includes a fully compliant accessible toilet and wide internal corridors. In this respect, no objection is raised.

### **Neighbour Amenity**

15. The extension represents a minor intensification of use and is centrally located within the school grounds, with at least 60m to the nearest residential property (which is a caretakers building). As such, there are no neighbour amenity concerns.

## Highway Access and Parking Provision

16. Policy CC07 and Appendix 2 of the MDD Local Plan stipulates minimum off street parking standards. The car parking requirement is one space per full time staff and one space per five post 17 year old students.
17. The proposal would not itself result in an increase of student or staff numbers, and as such, there is no increase in parking generation. It does, however, aim to enhance teaching and learning facilities and takes account of planned student admission number increases of 30 students per year through to 2022 that are approved independently of the planning process.
18. The application was accompanied by a comprehensive Travel Plan, which is an update to previous versions submitted with past planning applications for the school. It includes the following main points:
  - Classes are from 8:30am-3:30pm and the school is open from 8am-4:45pm, allowing and encouraging a staggered arrival and departure. After school activities extend to 5:30pm and often to 10pm
  - There are seven public bus services and two school bus services and Wokingham Train Station is five minutes' walk to the south east
  - Surveys indicate that 45% of students walk or cycle, 15% arrive by public transport (bus and train) and 40% arrive in a private vehicle
  - 78% of those travelling by car did so as part of a combined trip with a parent/carer and 15% cited a lack of public transport
  - Surveys indicate that 90% of staff travel by private vehicle, which is able to be accommodated on site, with 122 car spaces in three carparks
  - Approximately 20 sixth form students drive to school but are not allowed to park on site
  - Car journeys have reduced by 77 per day since 2012
  - Targets have been set for a reduction in car travel by 25% over three years, increase cycle travel by 5% and increase parking spaces by 10%
19. With no increase in staff or student numbers, it is unlikely that the additional floor space would lead to any additional demand or pressure on existing road networks. Even when accounting for increased admissions through to 2022, the proposal is of a specialised nature, being proposed as part of an extension of the existing arts building to be used for drama and dance. It represents a limited increase in car movements when accounting for the 40% of students that arrive in a private vehicle. Drop off and pick up arrangements are limited, with it shared relatively equally between Holt Lane, Reading Road, Jubilee Avenue and other local roads. However, the Council is not aware of any complaints that would suggest that the current arrangements place undue stress on traffic movements and the proposal is unlikely to exacerbate this arrangement.
20. It is clear that there is continued car usage but it is largely limited to staff, which is managed at an acceptable level within the three existing car parks. Walking remains the primary method of travel and the Travel Plan indicates continued growth in the numbers of children walking to the school, demonstrating the success of the Travel Plan.

21. Policy CC07 and Appendix 2 of the MDD Local Plan stipulates minimum cycle parking standards. The cycle parking requirement is one long term space per three students and per five staff.
22. The Travel Plan indicates that there are 120 covered and secure cycle racks at the front of the school and the school also runs a safe cycling campaign each year and offers a cycle scheme to staff. However, only 5 staff and 27 students cycle to school regularly.
23. As noted above, there are no increases in student and staffing numbers as part of this application. As such, the proposal is acceptable in terms of cycle parking provision.
24. The proposal and the accompanying Travel Plan have also been reviewed by the Council's Highways Officer and Traffic and Transport Officer and no objection is raised. It was noted that the school is doing an excellent job of promoting sustainable travel and this is evident in the numbers that already walk or cycle to school. The Travel Plan forms part of the approved scheme in Condition 5, as has been the practice in previous planning permissions for the school.
25. In this respect, the proposal is considered to be acceptable in terms of any impact upon highway access and parking provision. Condition 3 requires compliance with the recommendations in Chapter 3 of the Travel Plan and Condition 4 requires the submission of a Construction Method Statement, which will address potential construction access issues, including addressing any interruptions to classes during term.

### **Landscaping and Trees**

26. The extension is located within an existing turf area and will not impose upon any existing tree roots or canopy.

### **Playing Fields**

27. The extension is located in an area of the school campus between the fenced all weather MUGA pitch to the west and the main sports pitch used for football, rugby, hockey and athletics to the east. It will remove a portion of grassed area but will not impact these sporting pitches in any way.
28. Sport England raised no objection to the proposal, stating that it met exception 3 of the Sport England Playing Fields Policy and Guidance document, which states that *'The proposed development affects only land incapable of forming part of a playing pitch and does not:*
  - *reduce the size of any playing pitch*
  - *result in the inability to use any playing pitch (including the maintenance of adequate safety margins and run-off areas);*
  - *reduce the sporting capacity of the playing field to accommodate playing pitches or the capability to rotate or reposition playing pitches to maintain their quality;*
  - *result in the loss of other sporting provision or ancillary facilities on the site;*  
*or*

- *prejudice the use of any remaining areas of playing field on the site.'*

29. On this basis, no objection is raised on the basis of playing field provision.

### **Ecology**

30. Policy TB23 of the MDD Local Plan requires the incorporation of new biodiversity features, buffers between habitats and species of importance and integration with the wider green infrastructure network.
31. The site is located where bat roosts have previously been found although the extension will be built on well-maintained and short cut amenity grassland. The Council's Ecology Officer has reviewed the proposal and when noting the location and extent of works, states that it is unlikely that the proposal will affect bats or other protected species. As such, there are no ecological objections.

### **Thames Basin Heaths Special Protection Area**

32. Policy CP8 of the Core Strategy states that where development is likely to have an effect on the Thames Basin Heaths Special Protection Area (TBH SPA), it is required to demonstrate that adequate measures to avoid and mitigate any potential adverse effects are delivered. The subject property is located within 7km of the TBH SPA but the scope of the works are minor in nature whereby there will be no foreseeable impact upon the SPA. The proposal is therefore acceptable in terms of Policy CP8.

### **Building Sustainability**

33. Policy CC04 of the MDD Local Plan and the Sustainable Design and Construction SPD require sustainable design and conservation. It specifically requires that it shall at least achieve the necessary mandatory Building Research Establishment Assessment Method (BREEAM) requirements or any future national equivalent and meet or exceed statutory requirements for water resource management. Details that demonstrate compliance with the above requirements, which are easily achieved, form the basis of Condition 3.

### **Waste Storage**

34. The existing waste management procedures and storage facilities within the school are sufficient to accommodate any increase in waste generation, which is likely to be negligible.

### **Flooding and drainage**

35. Policy CC09 of the MDD Local Plan requires consideration of flood risk from historic flooding. The site and access thereto is located within Flood Zone 1 and the proposal represents no additional flood risk or vulnerability. It is therefore acceptable in terms of Policy CC09. Policy CC10 of the MDD Local Plan requires sustainable drainage methods and the minimisation of surface water flow. In terms of its relationship with the wider campus, there are no real drainage concerns with the proposal and it is acceptable in terms of Policy CC10.

**Contamination**

36. There is no known contamination, and no condition required in this respect.

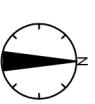
**Sprinklers and Fire Safety**

37. The use of sprinklers is controlled under the Building Regulations, rather than through the planning process. Matters which are controlled through other legislation are not material considerations when making a decision on a planning application, and it would therefore be inappropriate to refuse an application, or impose planning conditions on an approval, because of lack of detail relating to sprinklers/fire safety as there is existing legislation outside of planning which exists to control it.

38. Specifically, fire safety is controlled through Approved Document B of the Building Regulations. In relation to schools, Approved Document B refers to the current DfE guidance, Building Bulletin 100: Design for fire safety in schools (2007). Part B of the Building Regulations are satisfied where the guidance in the BB100 is followed. BB100 includes a recommendation that sprinklers are fitted to 'new schools' but there is no policy position or requirement that extensions to schools must have sprinklers, and no part of the school has sprinklers at present.

**CONCLUSION**

The proposal represents a sympathetic and modest extension to the existing arts building and will enhance teaching and learning facilities at the school as part of the approved increase in admission numbers. There are no objections, and the recommendation is for approval, subject to the submission of sustainability measures in Condition 3 and a Construction Method Statement in Condition 4 prior to the commencement of development and compliance with the Travel Plan in Condition 5



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REV	DESCRIPTION	DATE	BY	CHKD
A	Issued as Planning Application	18/09/2018	DT	AG

ORIGINATOR:

# RIDGE

PROPERTY & CONSTRUCTION CONSULTANTS  
BEAUMONT HOUSE  
59 HIGH STREET  
THEALE  
READING, RG7 5AL  
WWW.RIDGE.CO.UK

CLIENT:



IN ASSOCIATION WITH:

PROJECT:  
**THE HOLT SCHOOL  
HOLT LANE  
WOKINGHAM RG41 1EE**

TITLE:  
**DANCE & DRAMA EXTENSION  
LOCATION PLAN**

DRAWN BY:	DT	SCALE:	1:1250	@	A2
CHECKED BY:	MF	DATE:	27/09/2018		

**PLANNING**

DRAWING No.:	-
JOB NO.:	5006203
ORG.:	RDG
ZONE:	XX
LEVEL:	ST
TYPE:	PL
ROLE:	A
NUMBER:	0100
REV.:	A

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EXISTING FLOOR PLAN



KEY PLAN N.T.S.

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REV	DESCRIPTION	DATE	BY	CHKD
B	Layout Plan notation revised	13/11/2018	DT	JC
A	For Issue as Planning Application	10/09/2018	DT	AG

ORIGINATOR:

**RIDGE**  
 PROPERTY & CONSTRUCTION CONSULTANTS

BEAUMONT HOUSE TEL: 0118 932 3088  
 59 HIGH STREET FAX: 01993 815001  
 THEALE READING, RG7 5AL WWW.RIDGE.CO.UK

CLIENT:  
 Inspire Challenge Achieve

IN ASSOCIATION WITH:

PROJECT:  
**THE HOLT SCHOOL  
 HOLT LANE  
 WOKINGHAM RG41 1EE**

TITLE:  
**DANCE & DRAMA EXTENSION  
 EXISTING LAYOUT PLAN**

DRAWN BY: DT SCALE: 1:100 @ A1  
 CHECKED BY: MF DATE: 21/03/2018

STATUS: **PLANNING**

DRAWING No: -	JOB No: 5006203	ORG: RDG	ZONE: XX	LEVEL: 00	TYPE: PL	ROLE: A	NUMBER: 0110	REV: B
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REV	DESCRIPTION	DATE	BY
C	Revised Layout Plan notation	13/11/2018	DT JC
B	For Issue as Planning Application	10/09/2018	DT AG
A	Revised Following Client Comments	06/07/2018	DT AG

ORIGINATOR:

# RIDGE

PROPERTY & CONSTRUCTION CONSULTANTS

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 59 HIGH STREET  
 THEALE  
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 FAX: 01993 815001  
 WWW.RIDGE.CO.UK

CLIENT:

**The Holt School**  
 Inspire Challenge Achieve

IN ASSOCIATION WITH:

PROJECT:  
**THE HOLT SCHOOL  
 HOLT LANE  
 WOKINGHAM RG41 1EE**

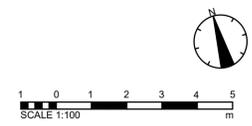
TITLE:  
**DANCE & DRAMA EXTENSION  
 PROPOSED LAYOUT PLAN**

DRAWN BY: DT      SCALE: 1:100 @ A1  
 CHECKED BY: MF      DATE: 21/03/2018

STATUS: **PLANNING**

DRAWING No: -  
 JOB No: 5006203    ORG: RDG    ZONE: XX    LEVEL: 00    TYPE: PL    ROLE: A    NUMBER: 0112    REV: C

SCHEDULE OF AREAS	m <sup>2</sup>
GIFA = GROSS INTERNAL AREA	398.00
CORRIDOR	70.56
DRAMA STUDIO	97.50
CLASSROOM	75.42
DANCE STUDIO	109.47
FEMALE CHANGING	15.90
MALE CHANGING	18.67
DISABLED WC	3.30

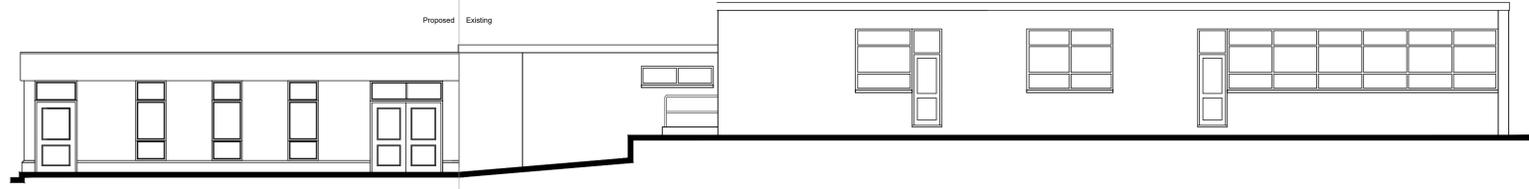
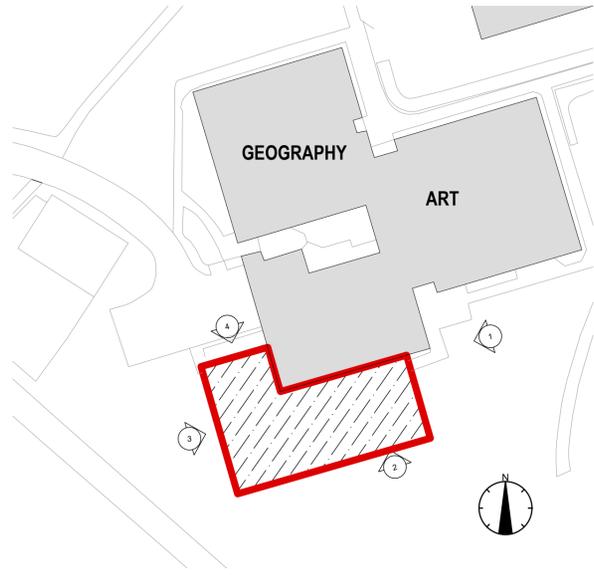


67

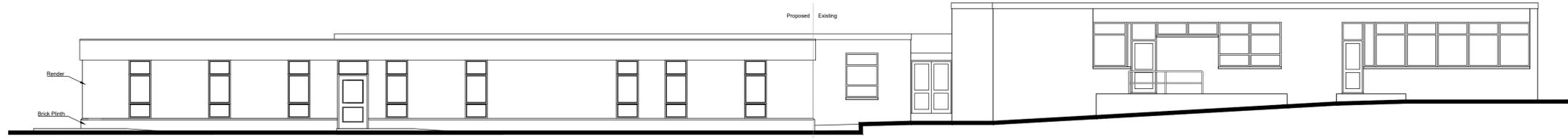
PROPOSED LAYOUT PLAN

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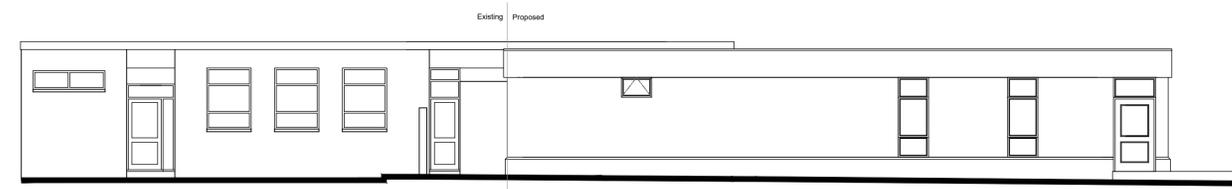
PROPOSED MATERIALS	
Facing Brickwork	
Render and Cladding	
White UPVC windows and doors	
Grey flat roof	



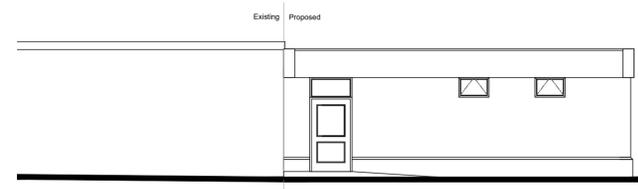
1 - PROPOSED EAST ELEVATION



2 - PROPOSED SOUTH ELEVATION



3 - PROPOSED WEST ELEVATION



4 - PROPOSED NORTH ELEVATION

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REV	DESCRIPTION	DATE	BY	CHKD
B	Elevations revised to accord with plan	18/10/2018	DT	JC
A	For Issue as Planning Application	10/09/2018	DT	AG

ORIGINATOR:

# RIDGE

PROPERTY & CONSTRUCTION CONSULTANTS

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READING, RG7 5AL WWW.RIDGE.CO.UK

CLIENT:

**The Holt School** Inspire Challenge Achieve

IN ASSOCIATION WITH:

PROJECT:  
**THE HOLT SCHOOL  
HOLT LANE  
WOKINGHAM RG41 1EE**

TITLE:  
**DANCE & DRAMA EXTENSION  
PROPOSED  
ELEVATIONS**

DRAWN BY:	DT	SCALE:	1:100	@	A1
CHECKED BY:	MF	DATE:	21/03/2018		

STATUS:  
**PLANNING**

DRAWING No:	-
JOB No:	5006203
ORG:	RDG
ZONE:	XX
LEVEL:	XX
TYPE:	EL
ROLE:	A
NUMBER:	0201
REV:	B



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# Agenda Item 67.

Application Number	Expiry Date	Parish	Ward
182621	7 January 2018	Wokingham	Emmbrook

<b>Applicant</b>	Mrs UllaKarin Clark
<b>Site Address</b>	195 Reading Road, Wokingham RG41 1LJ
<b>Proposal</b>	Householder application for the proposed conversion of integral garage into a habitable room, plus changes to fenestration
<b>Type</b>	Householder
<b>PS Category</b>	21
<b>Officer</b>	Simon Taylor
<b>Reason for determination by committee</b>	The applicant is Councillor UllaKarin Clark

<b>FOR CONSIDERATION BY</b>	Planning Committee on Wednesday 9 January 2019
<b>REPORT PREPARED BY</b>	Assistant Director – Place

SUMMARY
The proposal involves the conversion of the garage for habitable purposes, within fenestration changes to the front and rear elevation. There is no change to the overall built form and the conversion is acceptable on streetscape, neighbour amenity and parking availability grounds. Conditional approval is recommended.

PLANNING STATUS
<ul style="list-style-type: none"> <li>• Major Development Location</li> <li>• Green Route (Reading Road)</li> <li>• Groundwater protection zone</li> <li>• Roadside Veteran Tree (Oak tree)</li> <li>• Bat consultation zone</li> <li>• Wind turbine safeguarding zone</li> <li>• Classified road</li> </ul>

RECOMMENDATION
<p><b>That the committee authorise the GRANT OF PLANNING PERMISSION subject to the following conditions and informatives:</b></p> <p><b>A. Conditions</b></p> <p>1. <u>Timescale</u></p> <p>The development hereby permitted shall be begun before the expiration of three years from the date of this permission.</p> <p><i>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).</i></p> <p>2. <u>Approved Plans</u></p> <p>This permission is in respect of the submitted drawing numbered UC/PL/02 Rev A, dated 22 October 2018. The development shall be carried out in accordance with</p>

the approved details unless other minor variations are agreed in writing after the date of this permission and before implementation with the Local Planning Authority.

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

3. External materials

The materials to be used in the construction of the external surfaces hereby permitted shall be of a similar appearance to those used in the existing building unless other minor variations are agreed in writing after the date of this permission and before implementation 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. Car parking

No part of the garage conversion hereby permitted shall be occupied or used until the vehicle parking space has been provided in accordance with the approved plans. The vehicle parking space shall be permanently maintained and remain available for the parking of vehicles at all times.

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

**B. Informatives**

1. Changes to the approved plans

The applicant is reminded that should there be any change from the approved drawings during the build of the development this may require a fresh planning application if the changes differ materially from the approved details. Non-material changes may be formalised by way of an application under s.96A Town and Country Planning Act 1990.

2. Positive and proactive discussion

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 grant planning permission in accordance with the presumption in favour of sustainable development as set out in the NPPF.

<b>PLANNING HISTORY</b>		
<b>App Number</b>	<b>Proposal</b>	<b>Decision</b>
10585	Two dwelling (outline)	Approved 8 June 1979
16577	New dwelling house	Approved 19 November 1981
BRA 11019	First floor extension	Approved 17 January 1992

<b>SUMMARY INFORMATION</b>	
Site Area	1470m <sup>2</sup>
Existing parking spaces	3+
Proposed parking spaces	3

<b>CONSULTATION RESPONSES</b>	
WBC Highways	No objection.

<b>CONSULTATION RESPONSES</b>	
Wokingham Town Council	No comments received.
Local Members	
Neighbours	

<b>APPLICANTS POINTS</b>
The materials and finishes consist of red brick and window to match the existing property.

<b>PLANNING POLICY</b>		
National Policy	NPPF	National Planning Policy Framework
Adopted Core Strategy DPD 2010	CP1	Sustainable Development
	CP3	General Principles for Development
	CP6	Managing Travel Demand
	CP9	Scale and Location of Development Proposals
Adopted Managing Development Delivery Local Plan 2014	CC01	Presumption in Favour of Sustainable Development
	CC04	Sustainable Design and Construction
	CC06	Noise
	CC07	Parking
Borough Design Guide	BDG	Section 4

<b>PLANNING ISSUES</b>
<p><b>Description of Development</b></p> <p>1. The proposal involves the conversion of the existing single car garage (and the removal of an internal wall) to allow for an enlargement of the existing dining room. It includes new windows to the front and rear elevation.</p> <p><b>Site Description</b></p> <p>2. The application site is located on the northern side of Reading Road and is bounded by the Reading-Wokingham rail line to the rear. It is a deep plot with a depth of 112m, a frontage of 12.7m and a total site area of approximately 1470m<sup>2</sup>. On the site is a two storey detached dwelling house with a mixture of detached dwellings within deep plots and cul-de-sac backland development predominating the area.</p> <p><b>Principle of Development</b></p> <p>3. The National Planning Policy Framework has an underlying presumption in favour of sustainable development which is carried through to the local Development Plan. Policy CC01 of the MDD Local Plan 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.</p>

4. The site is located within settlement limits within a major development location and is acceptable in terms of the principles stated in the Core Strategy. It also accords with the relevant policies in the MDD Local Plan.

### **Character of the Area**

5. Policy CP3 of the Core Strategy states that development must be appropriate in terms of its scale, mass, layout, built form, height and character of the area and must be of high quality design. R1 of the Borough Design Guide SPD requires that development contribute positively towards and be compatible with the historic or underlying character and quality of the local area and P2 seeks to ensure that parking is provided in a manner that is compatible with the local character.
6. The garage conversion does not result in any additional built form or any increase in footprint or floor area of the dwelling. The existing garage doors to the front elevation will be removed and replaced with a new window that is consistent with the existing fenestration to the front elevation. This results in an improvement in the general character of the dwelling and no objections are raised on streetscene grounds.
7. Vehicles will be parked within the existing gravel parking area forward of the dwelling. This is not inconsistent with the existing parking arrangement on the site, with evidence of at least three existing parking spaces. It is also not out of character with the streetscene, which is predominated by dwellings without any detached or attached garages and parking forward of the dwelling.
8. Condition 3 specifies that materials are to be consistent with the existing dwelling.

### **Neighbour Amenity**

9. R15 of the Borough Design Guide SPD requires the retention of reasonable levels of visual privacy to habitable rooms, with separation of 10m to the street and 22m to the rear. The proposed windows to the front and rear of the dwelling will satisfy the above requirements and there are no foreseeable privacy concerns.
10. With no additional built form, there are no concerns with dominance or access to light and it is also acceptable in terms of retaining acoustic privacy for neighbouring properties.

### **Highway Access and Parking Provision**

11. Policy CC07 and Appendix 2 of the MDD Local Plan stipulates minimum off street parking standards and R23 of the Borough Design Guide SPD states that where a garage is to be converted, the parking space is to be replaced.
12. The submitted plan shows sufficient room and turning space for the parking of three vehicles as well as forward movement from the site. The Council's Highways Officer raises no objection and the proposal is acceptable on access and parking grounds.

**Ecology**

13. With the external works limited to the front and rear walls, there are no ecology related concerns with the application.

**Building Sustainability**

14. The proposal satisfies Policy CC04 of the MDD Local Plan and R21 of the Borough Design Guide SPD, which require that the development be sustainably built.

**Waste Storage**

15. Policy CC04 of the MDD Local Plan requires adequate storage for general waste, recycling, green waste and composting. The conversion of the garage removes its potential for waste storage although there is sufficient space elsewhere on the site for the storage of bins without adversely compromising the streetscene.

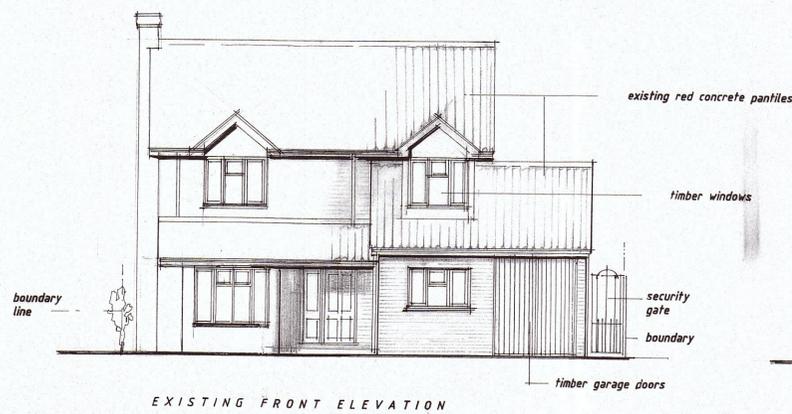
**Community Infrastructure Levy**

16. The application is not liable for CIL payments.

**CONCLUSION**

There is no change to the overall built form and the conversion is acceptable on streetscape, neighbour amenity and parking availability grounds. Conditional approval is recommended.

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EXISTING FRONT ELEVATION



SIDE ELEVATION (NO CHANGE)



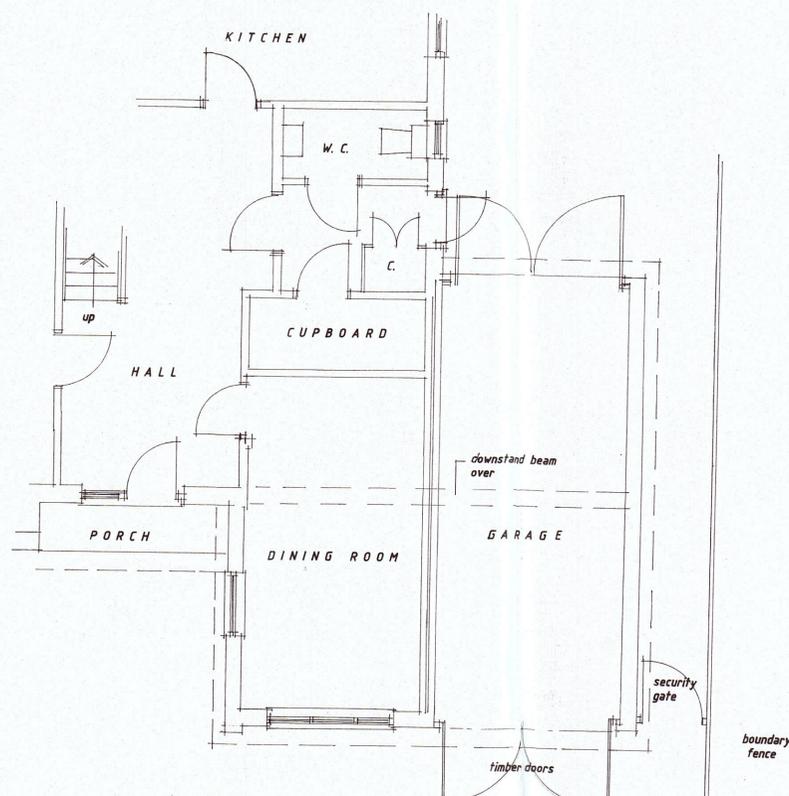
EXISTING PART REAR ELEVATION



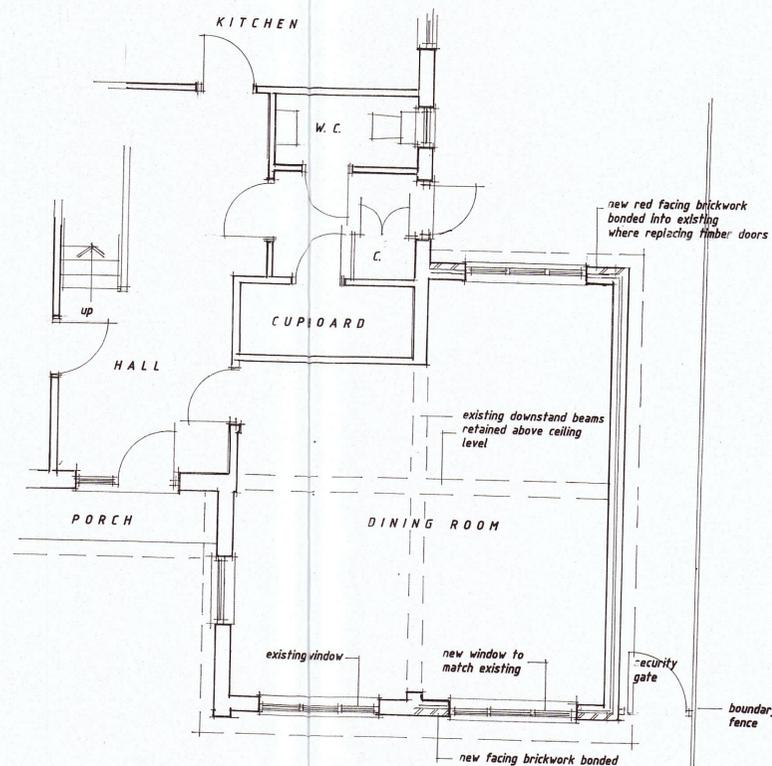
PROPOSED FRONT ELEVATION



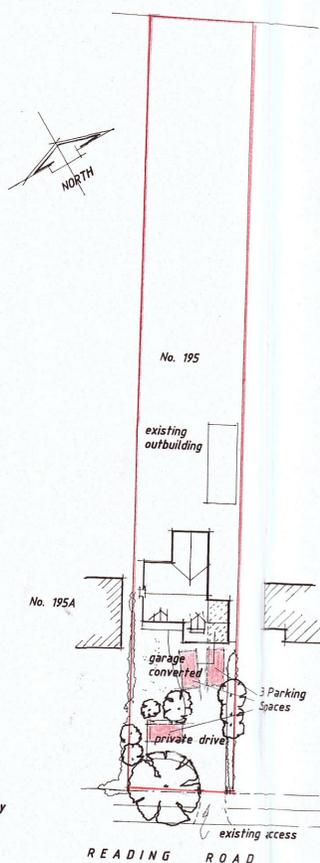
PROPOSED PART REAR ELEVATION



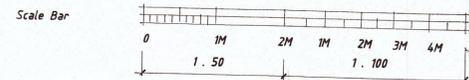
EXISTING PART GROUND FLOOR PLAN



PROPOSED PART GROUND FLOOR PLAN



SITE PLAN 1:500



project  
 PROPOSED CONVERSION OF EXISTING SINGLE INTEGRAL GARAGE  
 INTO ENLARGED DINING ROOM  
 at  
 NO. 195 READING ROAD, WOKINGHAM. RG41 1LJ  
 for  
 Mrs. U. CLARK  
 drawing  
 PART PLANS AND ELEVATIONS EXISTING AND PROPOSED, SITE PLAN  
 Date 22/10/2018 Scales 1:50 & 1:100 DRAWING NUMBER UC/PL/02 A  
 Revision A 3 parking spaces indicated 8/11/2018

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# Agenda Item 68.

Application Number	Expiry Date	Parish	Ward
183350	1 February 2018	Hurst	Hurst;

<b>Applicant</b>	Mr John Jarvis
<b>Site Address</b>	Penfold, Lodge Road, Hurst RG10 0EG
<b>Proposal</b>	Householder application for proposed relocation of existing driveway entrance
<b>Type</b>	Householder
<b>PS Category</b>	21
<b>Officer</b>	Simon Taylor
<b>Reason for determination by committee</b>	The applicant is Councillor John Jarvis

<b>FOR CONSIDERATION BY</b>	Planning Committee on Wednesday, 9 January 2019
<b>REPORT PREPARED BY</b>	Assistant Director – Place

SUMMARY
The proposal involves the relocation of the existing driveway entrance, with fencing and landscaping to suit. There are no adverse highway safety issues and the impression within the character of Lodge Road is acceptable. It is acceptable, subject to highway requirements in Conditions 3-6.

PLANNING STATUS
<ul style="list-style-type: none"> <li>• Limited Development Location</li> <li>• Landfill gas consultation zone</li> <li>• Contaminated land consultation zone</li> <li>• Groundwater protection zone</li> <li>• Bat consultation zone</li> <li>• Opposite Berkshire Biodiversity Opportunity Area</li> <li>• Opposite Archaeological site</li> <li>• Minerals consultation zone</li> <li>• Sand and gravel extraction consultation zone</li> <li>• Classified road</li> </ul>

RECOMMENDATION
<p><b>That the committee authorise the GRANT OF PLANNING PERMISSION subject to the following conditions and informatives:</b></p> <p><b>A. Conditions</b></p> <p>1. <u>Timescale</u></p> <p>The development hereby permitted shall be begun before the expiration of three years from the date of this permission.</p> <p><i>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).</i></p>

2. Approved plans

This permission is in respect of the submitted drawings numbered 1763 10 Rev B, dated November 2018. The development shall be carried out in accordance with the approved details unless other minor variations are agreed in writing after the date of this permission and before implementation with 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. Car parking

The new access hereby permitted shall not be used until the vehicle parking space has been provided in accordance with the approved plans. The vehicle parking space shall be permanently maintained and remain available for the parking of vehicles at all times.

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

4. Visibility splays

Prior to the use of the new access hereby permitted, the proposed vehicular access shall have been formed and provided with visibility splays shown on the approved drawing 1763 10 Rev B. The land within the visibility splays shall be cleared of any obstruction exceeding 0.6 metres in height and maintained clear of any obstruction exceeding 0.6 metres in height at all times.

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

5. Access surfacing

The new access hereby permitted shall not be used until it has been surfaced with a permeable and bonded material across the entire width of the access for a distance of 5 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.*

6. Access to be stopped up

The existing vehicular access 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.

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

## B. Informatives

### 1. Changes to the approved plans

The applicant is reminded that should there be any change from the approved drawings during the build of the development this may require a fresh planning application if the changes differ materially from the approved details. Non-material changes may be formalised by way of an application under s.96A Town and Country Planning Act 1990.

### 2. Access construction

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. Mud on the 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 the Highway Authority on tel.: 0118 9746000.

### 4. Positive and proactive discussion

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 grant planning permission in accordance with the presumption in favour of sustainable development as set out in the NPPF.

## PLANNING HISTORY

App Number	Proposal	Decision
O/12/1958	Residential development (outline)	Approved 11 February 1958
89/1958	Construction of detached chalet	Approved 10 June 1958
PD/333/1969	Roof conversion	Approved 7 August 1969
1207/1973	Addition of games room	Approved 30 August 1973
F/2014/1863	Part one/part two storey rear extension, two storey side extension and single storey front extension and demolition of conservatory and garage	Approved 4 December 2014
172420	Erection of a 9.5m x 4.0m deep glass and aluminium canopy to the rear elevation and installation of a fireplace with flue to side elevation	Approved 14 February 2018

## SUMMARY INFORMATION

Site Area	945m <sup>2</sup>
Parking spaces	No change

<b>CONSULTATION RESPONSES</b>	
WBC Highways	No objection, subject to conditions relating to access construction, retention of visibility splays and removal of the redundant dropped kerb.
WBC Trees and Landscape	No objection.

<b>REPRESENTATIONS</b>	
Hurst Parish Council	Comments to be received.
Local Members	No comments received
Neighbours	

<b>APPLICANTS POINTS</b>
The application form notes that the existing hedge will be reinstated in relation to the new opening.

<b>PLANNING POLICY</b>		
National Policy	NPPF	National Planning Policy Framework
Adopted Core Strategy DPD 2010	CP1	Sustainable Development
	CP3	General Principles for Development
	CP6	Managing Travel Demand
	CP7	Biodiversity
	CP9	Scale and Location of Development Proposals
Adopted Managing Development Delivery Local Plan 2014	CC01	Presumption in Favour of Sustainable Development
	CC02	Development Limits
	CC03	Green Infrastructure, Trees and Landscaping
	CC07	Parking
	CC10	Sustainable Drainage
	TB21	Landscape Character
	TB23	Biodiversity and Development
Borough Design Guide	BDG	Section 4

<b>ASSESSMENT</b>
<p><b>Proposal</b></p> <p>1. The proposal involves the relocation of the existing driveway entrance and dropped kerb to Lodge Road from the northern end of the site to the centre of the site. It is accompanied by new close boarded fencing to a height of 1.2m, with landscaping forward and behind the fence.</p> <p><b>Site Description</b></p> <p>2. The site is located on the eastern side of Lodge Road at the southern end of Whistley Green in the village of Hurst. On the site is a detached chalet style property with roof loft with three street facing dormers. The frontage comprises a gravel parking area and common driveway shared with the property to the north. There are one and two storey dwellings to the north and the countryside to the west and south.</p>

## **Principle of Development**

3. The National Planning Policy Framework has an underlying presumption in favour of sustainable development which is carried through to the local Development Plan. Policy CC01 of the MDD Local Plan 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.
4. The site is located within settlement limits within a limited development location and is acceptable in terms of the principles stated in the Core Strategy. It also accords with the relevant policies in the MDD Local Plan.

## **Character of the Area**

5. Policy CP3 of the Core Strategy states that development must be appropriate in terms of its impact upon the character of the area and must be of high quality design. Furthermore, R1, RD1, RD2, RD3 and RD4 of the Borough Design Guide SPD require that development contribute positively towards and be compatible with the historic or underlying character and quality of the local area. P2 aims to ensure that parking is provided in a manner that is compatible with the local character.
6. The proposal involves a relocated driveway entrance, with the existing dropped kerb removed by condition. The existing gravel parking area will remain unchanged. As such, there is a limited impact upon the streetscene and it is acceptable in terms of Policy CP3 and the Borough Design Guide.
7. Other aspects of the development, including landscaping and fencing, are discussed below.

## **Landscaping and Trees**

8. Policy CC03 of the MDD Local Plan aims to protect green infrastructure networks, promote linkages between public open space and the countryside, retain existing trees and establish appropriate landscaping and Policy TB21 requires consideration of the landscape character. R14 of the Borough Design Guide SPD requires well-designed hard and soft landscaping that complements housing and RD9 also notes that development on the settlement edge incorporates soft landscaping to integrate to the rural setting.
9. To the street frontage, the proposal includes hedging behind a new fence and a flower bed in front. This is viewed as an enhancement to the existing timber rail fence with limited shrubs. It provides for an improvement to the setting of Lodge Road and the countryside to the south and west of the site.
10. There is no change to the parking area and existing trees lining the southern side boundary will be unaffected.

## **Boundary Treatments**

11. R12 of the Borough Design Guide SPD states that boundary treatments contribute positively to the character of the area.

12. To the front boundary, the proposal includes a new 1.2m close boarded timber fence, with replacement hedge behind and flower bed in front. It is acceptable in terms of the immediate neighbourhood and its settlement edge location, which comprises a mix of hedging of various height, open frontage and timber fences.

### **Highway Access and Parking Provision**

13. Policy CC07 and Appendix 2 of the MDD Local Plan stipulates minimum off street parking standards. Parking for at least four vehicles is maintained within the property frontage, which is in accordance with Policy CC07.

14. This area of Lodge Road has a 30mph speed limit although it changes to 40mph 20m to the south. The Council's Highways Officer has reviewed the access arrangements and raises no objection. Visibility splays to the north and south are maintained, with the fence not affecting sightlines and the landscaping forward of the fence limited to a flowerbed with a height of less than 600mm. This is reinforced in Condition 4. The redundant dropped kerb to the northern end of the site, which is shared with the adjoining property to the north, will also be reinstated by Condition 6.

### **Ecology**

15. There are no ecology related concerns.

### **Archaeology**

16. Policy TB25 of the MDD Local Plan requires the retention of archaeological sites in situ. The western side of Lodge Road is listed as containing archaeological significance. However, given the separation and limited extent of groundworks, no objection is raised.

### **Neighbour Amenity**

17. There are no foreseeable impacts upon neighbour amenity, including with respect to noise or light spill from vehicles.

### **Flooding and Drainage**

18. Policy CC09 of the MDD Local Plan requires consideration of flood risk from historic flooding. The site and access thereto is located within Flood Zone 1 and the proposal represents no additional flood risk or vulnerability. Policy CC10 requires sustainable drainage methods and the minimisation of surface water flow. The parking area will be retained as permeable gravel (although a permeable bonded surface is required to the main entrance) and there are no increase drainage risks as a result.

### **Contamination**

19. The area is listed as potentially contaminated on Council's inventory because of surrounding land uses. However, the works are modest in nature with limited groundworks and there are no contamination concerns raised.

**Community Infrastructure Levy**

20. The application is not liable for CIL payments.

**CONCLUSION**

There are no adverse highway safety issues and the impression within the character of Lodge Road is acceptable, including in terms of its settlement edge location. It is recommended for approval, subject to conditions.

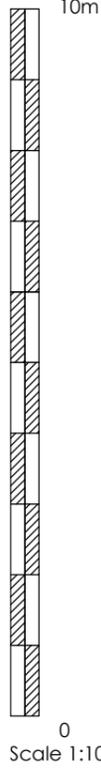
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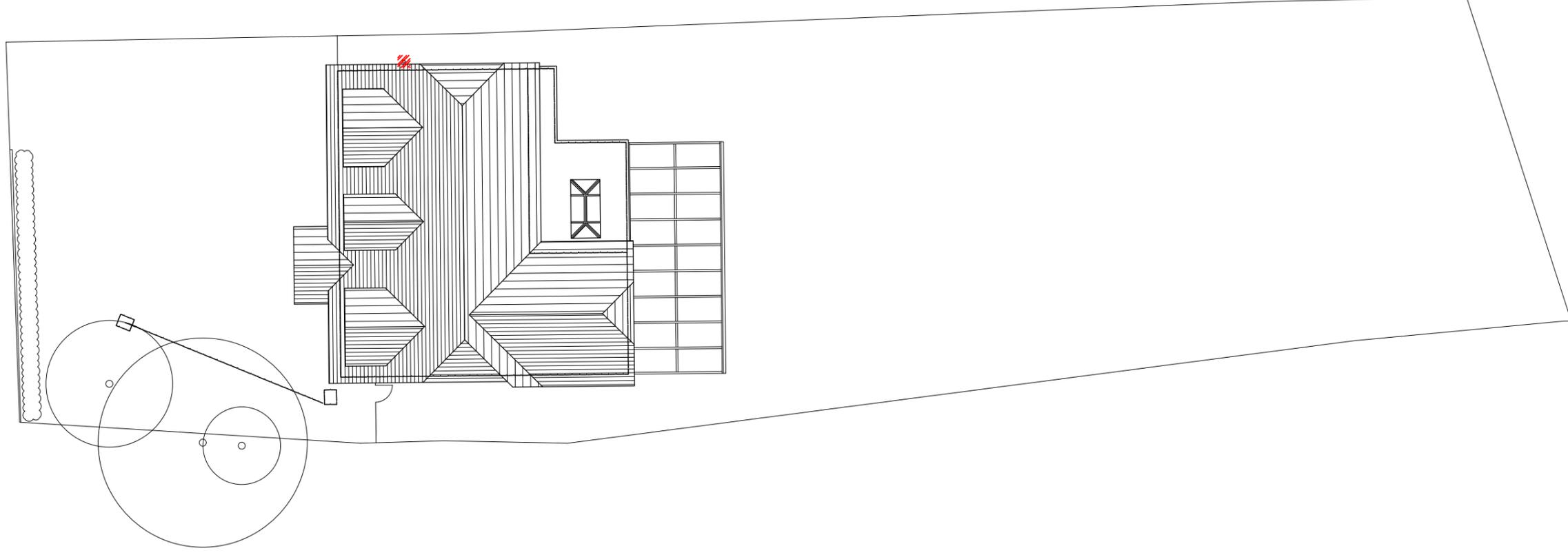
DRAWING STATUS :

PRELIMINARY  
 FOR APPROVAL  
 CONSTRUCTION

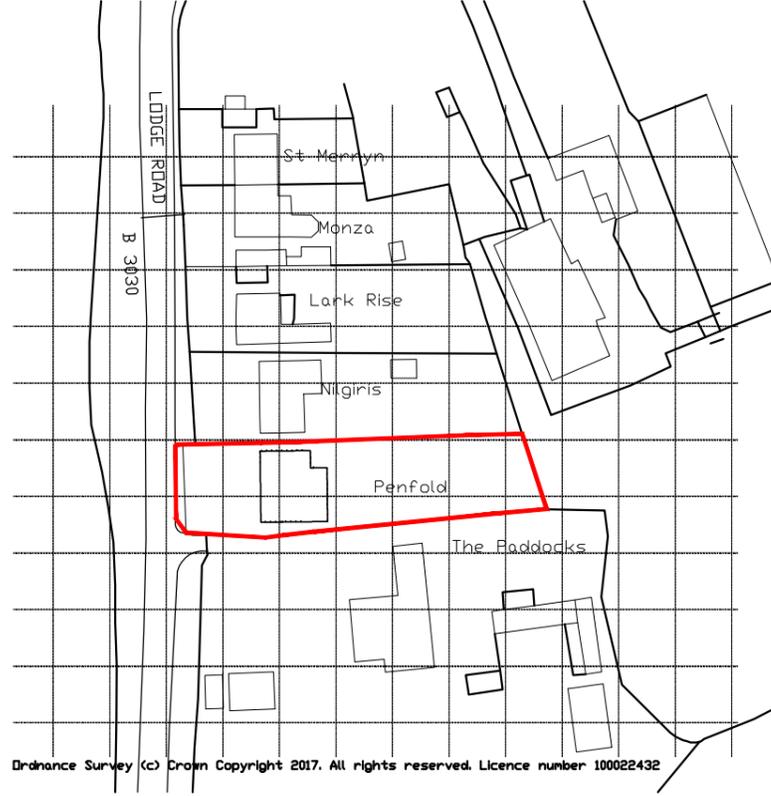
DATE	REVISION
Nov 18	A Existing driveway dimensions amended
Nov 18	B Site plan amended
Nov 18	C Existing elevation added. Red line amended to include highway.



ELEVATION  
1:100



SITE PLAN  
1:200



LOCATION PLAN  
1:1250

CLIENT  
Mr & Mrs Jarvis

JOB TITLE  
Proposed Extension  
Penfold, Lodge Road  
Hurst

DATE  
Nov 18

SCALE  
1:200 / 1:1250

DRG TITLE  
Existing Site/Location Plan 1763

REV.  
C

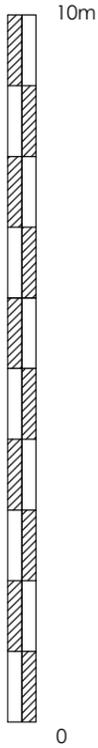
DWG No.  
11



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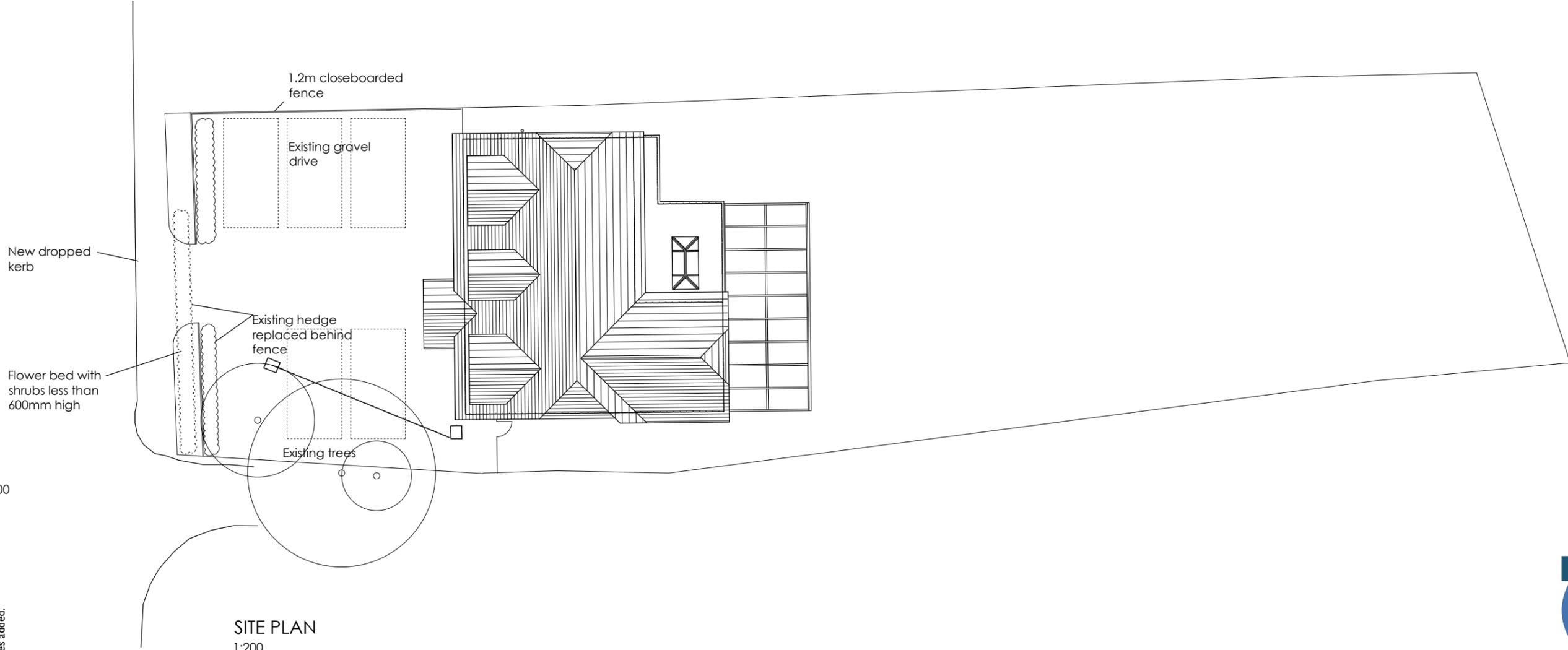


Scale 1:100

REVISION  
A3 Drawing  
A Dimensions amended to 68  
B Parking spaces added.

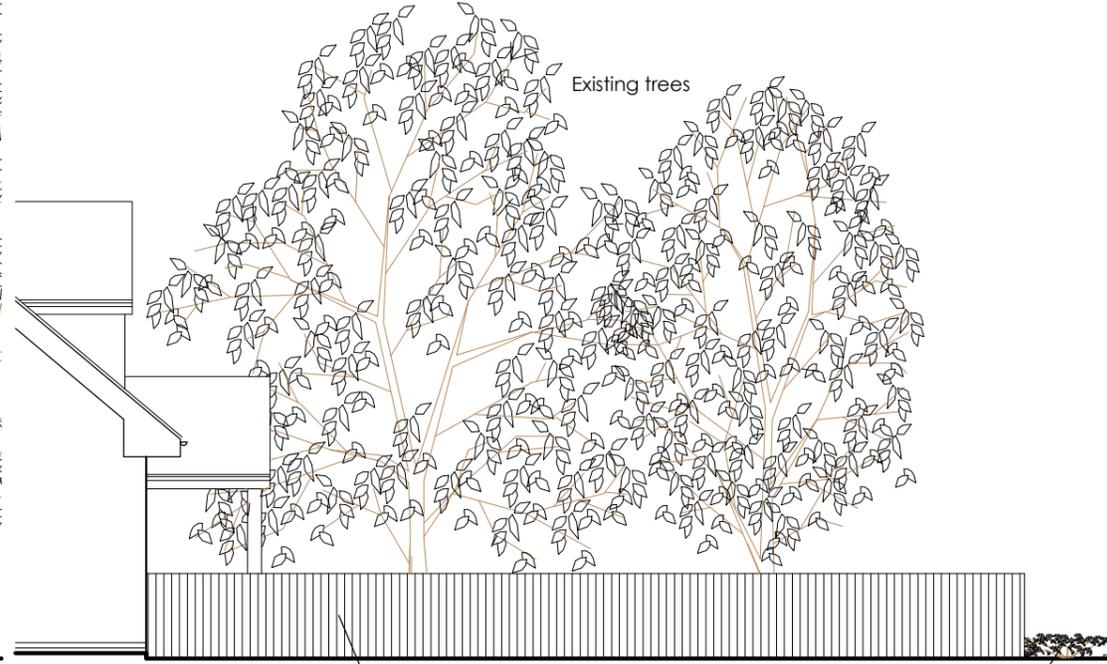
DATE  
Nov 18  
Nov 18

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DRAWING STATUS : PRELIMINARY FOR APPROVAL CONSTRUCTION



Flower bed with shrubs less than 600mm high  
New driveway entrance and dropped kerb  
1.2m closeboarded fence

FRONT ELEVATION  
1:100



Existing trees  
1.2m closeboarded fence  
Flower bed with shrubs less than 600mm high

SIDE ELEVATION  
1:100

DATE  
Nov 18  
SCALE  
1:200 / 1:100  
REV.  
B

JOB TITLE  
Proposed Extension  
Penfold, Lodge Road  
Hurst  
JOB No.  
1763  
DWG No.  
10

CLIENT  
Mr & Mrs Jarvis  
DRG TITLE  
Proposed Plan/Elevations



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