



WOKINGHAM BOROUGH COUNCIL

A Meeting of the **PLANNING COMMITTEE** will be held in David Hicks 1 - Civic Offices, Shute End, Wokingham RG40 1BN on **WEDNESDAY 11 MAY 2022 AT 7.00 PM**

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

Susan Parsonage
Chief Executive
Published on 3 May 2022

Note: Although non-Committee Members and members of the public are entitled to attend the meeting in person, space is very limited due to the ongoing Coronavirus pandemic. You can however participate in this meeting virtually, in line with the Council's Constitution. If you wish to participate either in person or virtually via Microsoft Teams please contact Democratic Services. The meeting can also be watched live using the following link:

<https://youtu.be/3isirsRuk-s>

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WOKINGHAM BOROUGH COUNCIL

Our Vision

A great place to live, learn, work and grow and a great place to do business

Enriching Lives

- Champion outstanding education and enable our children and young people to achieve their full potential, regardless of their background.
- Support our residents to lead happy, healthy lives and provide access to good leisure facilities to complement an active lifestyle.
- Engage and involve our communities through arts and culture and create a sense of identity which people feel part of.
- Support growth in our local economy and help to build business.

Safe, Strong, Communities

- Protect and safeguard our children, young and vulnerable people.
- Offer quality care and support, at the right time, to prevent the need for long term care.
- Nurture communities and help them to thrive.
- Ensure our borough and communities remain safe for all.

A Clean and Green Borough

- Do all we can to become carbon neutral and sustainable for the future.
- Protect our borough, keep it clean and enhance our green areas.
- Reduce our waste, improve biodiversity and increase recycling.
- Connect our parks and open spaces with green cycleways.

Right Homes, Right Places

- Offer quality, affordable, sustainable homes fit for the future.
- Build our fair share of housing with the right infrastructure to support and enable our borough to grow.
- Protect our unique places and preserve our natural environment.
- Help with your housing needs and support people to live independently in their own homes.

Keeping the Borough Moving

- Maintain and improve our roads, footpaths and cycleways.
- Tackle traffic congestion, minimise delays and disruptions.
- Enable safe and sustainable travel around the borough with good transport infrastructure.
- Promote healthy alternative travel options and support our partners to offer affordable, accessible public transport with good network links.

Changing the Way We Work for You

- Be relentlessly customer focussed.
- Work with our partners to provide efficient, effective, joined up services which are focussed around you.
- Communicate better with you, owning issues, updating on progress and responding appropriately as well as promoting what is happening in our Borough.
- Drive innovative digital ways of working that will connect our communities, businesses and customers to our services in a way that suits their needs.

MEMBERSHIP OF THE PLANNING COMMITTEE

Councillors

Chris Bowring (Chairman)	Sam Akhtar	Stephen Conway
Gary Cowan	Pauline Jorgensen	Rebecca Margetts
Andrew Mickleburgh	Rachelle Shepherd-DuBey	Bill Soane

ITEM NO.	WARD	SUBJECT	PAGE NO.
94.		APPOINTMENT OF VICE-CHAIRMAN To appoint a Vice-Chairman for the remainder of the municipal year	
95.		APOLOGIES To receive any apologies for absence.	
96.		MINUTES OF PREVIOUS MEETING To confirm the Minutes of the Meeting held on 13 April 2022	5 - 10
97.		DECLARATION OF INTEREST To receive any declaration of interest	
98.		APPLICATIONS TO BE DEFERRED AND WITHDRAWN ITEMS To consider any recommendations to defer applications from the schedule and to note any applications that may have been withdrawn.	
99.	Shinfield South	APPLICATION NO.212717 - DOBBIES GARDEN CENTRE, 166 HYDE END ROAD, SHINFIELD Recommendation: Conditional approval subject to legal agreement	11 - 66
100.	Emmbrook	APPLICATION NO.211777 - TOUTLEY EAST, LAND ADJACENT TO TOUTLEY DEPOT, WEST OF TWYFORD ROAD Recommendation: Conditional approval subject to legal agreement	67 - 126
101.	Bulmershe and Whitegates	APPLICATION NO.213106 - HEADLEY PARK, HEADLEY ROAD EAST, WOODLEY Recommendation: Conditional approval subject to legal agreement	127 - 196
102.	Charvil	APPLICATION NO.220654 - 14 CHILTERN DRIVE, CHARVIL Recommendation: Conditional approval	197 - 208

103.	Wescott	APPLICATION NO.220570 - ST.CRISPIN'S SCHOOL, LONDON ROAD, WOKINGHAM Recommendation: Conditional approval	209 - 230
104.	Emmbrook	APPLICATION NO.220501 - EMMBROOK SCHOOL, EMMBROOK ROAD, WOKINGHAM Recommendation: Conditional approval	231 - 250
105.	Remenham, Wargrave and Ruscombe	APPLICATION NO.220571 - "THE PIGGOTT C OF E SCHOOL", WARGRAVE ROAD, WARGRAVE Recommendation: Conditional approval	251 - 278
106.	Ewendons	APPLICATION NO.211508 - ROSA BUILDING, MULBERRY BUSINESS PARK, FISHPONDS ROAD, WOKINGHAM Recommendation: Conditional approval	279 - 304

Any other items which the Chairman decides are urgent

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

GLOSSARY OF TERMS

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

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

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**MINUTES OF A MEETING OF THE
PLANNING COMMITTEE
HELD ON 13 APRIL 2022 FROM 7.00 PM TO 8.22 PM**

Committee Members Present

Councillors: Angus Ross (Vice-Chairman, in the Chair), Sam Akhtar, Stephen Conway, Pauline Jorgensen, Andrew Mickleburgh, Rachelle Shepherd-DuBey and Bill Soane

Councillors Present and Speaking

Councillors: Maria Gee

Officers Present

Brian Conlon, Operational Lead – Development Management
Lyndsay Jennings, Senior Solicitor
Callum Wernham, Democratic & Electoral Services Specialist
Kamran Akhter - Principal Highways Development Management Officer

Case Officers Present

Senjuti Manna
Baldeep Pulahi

88. APOLOGIES

Apologies for absence were submitted from Councillors Chris Bowring, Gary Cowan, and Rebecca Margetts.

89. MINUTES OF PREVIOUS MEETING

The Minutes of the meeting of the Committee held on 9 March 2022 were confirmed as a correct record and signed by the Vice Chairman in the Chair.

90. DECLARATION OF INTEREST

There were no declarations of interest.

91. APPLICATIONS TO BE DEFERRED AND WITHDRAWN ITEMS

No applications were recommended for deferral, or withdrawn.

92. APPLICATION 214184 - 43-47 PEACH STREET, WOKINGHAM

Proposal: Full application for the proposed creation of 24No residential units consisting of 10 x 1 bedroom, 10 x 2 bedroom and 4 x 3-bedroom units with ground floor foyer, communal roof terrace, addition of balconies and dormers, changes to fenestration and provision of parking and bin storage following demolition of existing roof structures and link between No 47 and the main building

Applicant: Mr Bryan Naftalin

The Committee considered a report about this application, set out in agenda pages 19 to 76.

The Committee were advised that updates contained within the Supplementary Planning Agenda included:

- Correction to the first line of agenda page 30 to state a contribution of £520 per unit to MyJourney;

- Point of clarification in relation to car parking;
- Point of clarification in relation to the commuted sum.

Angus Ross commented that listed building consent would be required at a later stage, and was noted as such within an informative. Angus added that the building to the rear of the site had permission to be demolished and replaced, and noted that application 211977 was granted planning permission for this site in July 2021 and the Committee needed to take this in to account when considering the application in front of them.

Stephen Conway queried whether there was any requirement for on-site affordable housing as part of the prior approval application for 27 units. Senjuti Manna, case officer, confirmed that there was not a requirement for on-site affordable housing as part of the prior approval application. Stephen Conway commented that it was unfortunate that there was no affordable housing provided on site, and added that whilst he had some concerns with the proposals there was a long and complex planning history which constrained what the Committee might consider as reasons to refuse the application.

Andrew Mickleburgh commented that he was pleased to see that a number of concerns had been addressed following on from the prior approval application in July 2021. Andrew queried whether access to the roof terrace for persons with disabilities had been addressed and whether the units designed to be accessible would have access to a balcony to ensure amenity space for those persons who could not access the roof terrace. Senjuti Manna confirmed that the roof terrace would not have any lift access, whilst accessible units would be required by condition to provide balconies.

Andrew Mickleburgh queried whether the disabled car parking spaces could be moved closer to the building via condition, rather than being dealt with via the parking management plan. Brian Conlon, Development Management Operational Lead, stated that condition 7 included a strategy to provide the disabled spaces on-site which would give the local planning authority the ability to control where the disabled spaces were to be provided. Kamran Akhter, Principal Highways Development Management Officer, stated that the provision of disabled spaces would be managed via the car parking management plan. The Committee insisted that every effort be made to situate the disabled car parking spaces closer to the proposed units.

Andrew Mickleburgh sought clarity regarding the decision to keep all car parking spaces as unallocated, and queried whether there would be any parking for the remaining retail units on the site. Senjuti Manna stated that the site was located within a sustainable town centre location, and no retail parking was proposed as retail users could park in a number of public car parks including Easthampstead Road car park, whilst cycle storage was proposed for staff of retail units. The 10 one-bedroom units were proposed to be car free, whilst the remaining 14 units would have access to 15 unallocated spaces which was deemed acceptable by highways officers due to the sustainable location. Visitors could make use of public car parks such as the Easthampstead Road car park. Kamran Akhter stated that unallocated parking provided flexibility and would help ensure that spaces could be used efficiently.

Pauline Jorgensen stated that she was very concerned that providing unallocated parking could mean that everyone who purchased a flat might expect a parking space whilst half of residents would miss out each day. Pauline added that she would prefer if spaces were allocated, and this was made clear to people when purchasing units. Brian Conlon stated that unallocated spaces provided more flexibility and could serve different users at

different times of the day, for example if someone worked at night whilst the other person worked in the day. Brian added that this development was in a sustainable location, and noted that highways officers had looked at the scheme in detail and had not raised an objection. A number of nearby developments had been supported by the Council at levels below the Council's car parking standards, whilst developments which promoted less car use met the Council's climate emergency and sustainability ambitions. Pauline Jorgensen commented that she was very concerned with the approach to allocation given that the development was 55 car parking spaces adrift on the Council's standards.

Bill Soane queried where the stairways would be situated within the development and sought assurances that these were adequate for fire evacuation purposes. Senjuti Manna stated that there was one stairway in the main lobby area, whilst there was a second stairwell which could be used in the event of a fire. Bill Soane queried whether a communal fire alarm might be considered on a development of this nature. Senjuti Manna stated that this would be a building control consideration, and details would be submitted and reviewed by officers. Angus Ross commented that this would be an ideal building to include sprinklers, whilst noting that this was not a planning consideration.

Rachelle Shepherd-DuBey commented that she was concerned to see that only two accessible car parking spaces were to be provided when 5 accessible units were proposed. Rachelle queried whether the units would all meet the internal space requirements. Senjuti Manna stated that all units would meet the national space standards, whilst a roof terrace was also proposed, and all balconies would include a protection screen which would remove the issue of overlooking.

Rachelle Shepherd-DuBey commented that sprinklers would be desirable within the development, and queried whether the commuted sum would go towards new affordable units or towards renovating existing units. Senjuti Manna confirmed that commuted sums went to a central pool where affordable housing officers allocated funding towards a variety of projects. Rachelle Shepherd-Dubey commented that she was very concerned with the unallocated car parking proposals, and added that public transport was not always convenient within the Borough, whilst many of the flats may own two vehicles.

Pauline Jorgensen felt that a condition which required spaces to be allocated to individual units would be appropriate as it would provide transparency to the potential future owners of the units.

Sam Akhtar was pleased to see that forty percent of the units would be one-bedroom flats, which would be sought after by first time buyers. Sam was concerned that even the one-bedroom units might have two vehicles if purchased by young professionals, and felt that allocated parking would be more appropriate and transparent.

Stephen Conway stated that the Committee needed to be mindful that problems relating to car parking would occur whether the spaces were unallocated or not, as considerably less spaces would be provided than parking standards would normally require. Until more sustainable transport solutions were readily available, Stephen was of the opinion that the professional view with regards to the flexibility provided by unallocated spaces was more appropriate in this case.

Andrew Mickleburgh understood that the opportunity to request additional parking spaces had now passed, and there would be positives and negatives to allocating all of the car

parking spaces. On balance, Andrew was content to side with the officer recommendation to retain the car parking spaces as unallocated.

Brian Conlon stated that there was a good deal of control within condition 7 for a car parking management plan to be provided, which would include measures to make future occupants aware of the car parking situation. Brian added that any prospective occupant would only consider a one-bedroom car free unit within the town centre if that met their needs. The professional view of highways officers was that unallocated car parking was more appropriate for the number of car parking spaces at the site whilst providing greater flexibility for occupants. Additional wording could be inserted into condition 7, or provided as a standalone informative, which would encourage the developer to make occupants aware of the car parking situation.

Pauline Jorgensen proposed an additional condition requiring details of parking to be submitted, including which spaces were to be allocated to which units, with the final wording to be agreed in consultation with the Chairman and the Vice Chairman. This proposal was seconded by Rachelle Shepherd-DuBey, carried, and added to the list of conditions.

Brian Conlon noted that condition 7 would have to be amended to remove the reference to unallocated parking.

RESOLVED That application number 214184 be approved, subject to conditions and informatives as set out in agenda pages 20 to 28, additional condition requiring details of parking to be submitted, including which spaces were to be allocated to which units, with the final wording to be agreed in consultation with the Chairman and the Vice Chairman as resolved by the Committee, and amended condition 7 to remove the reference to unallocated car parking, and subject to legal agreement.

93. APPLICATION 220228 - EASTHAMPSTEAD ROAD, WOKINGHAM

Proposal: Application to vary condition 2 of planning consent 203223 for the proposed erection of 1 no. five bedroom dwelling, following demolition of existing dwelling. Condition 2 refers to the approved details and the variation is to lower the approved site levels and lower approved drainage cover levels (Retrospective)

Applicant: Mr Ian Scott

The Committee considered a report about this application, set out in agenda pages 77 to 96.

The Committee were advised that there were no updates contained within the Supplementary Planning Agenda.

John Staves, agent, spoke in support of the application. John stated that the reasons for the changes to the original application were due to a survey error in relation to the vertical levels, and subsequently a decision was taken to lower the building into the ground rather than increasing the ridge height. The building as designed was taller, due to a survey error, than it was originally intended to be. John added that a chartered structural engineer assessed issues in relation to retention via the lowering of the ground levels, and reassurance was provided to the neighbour and a written undertaking was provided by the applicant to undertake any retaining structure that might be needed. The mass of the house and its position on the site had not changed from the original application, and as

such there was no additional impact on the street scene, which had been confirmed by officers. John requested that planning permission be granted.

Maria Gee, Ward Member, commented on the application. Maria was of the opinion that the property now looked quite out of place on the street scene, whilst adding that it appeared to have been lowered more than 225 millimetres. Maria was not convinced that property in its current design would have been approved, and questioned the decision to continue with the development despite the issue being raised with planning enforcement officers. Maria was of the opinion that residents had the right to have their boundary supported throughout the building process, and was concerned that this was not carried out for this planning application. Maria stated that highways officers had not agreed the driveway opening being wider, whilst the property was opposite double yellow lines and a junction whilst also being situated within zig-zags which appeared to contradict Wokingham Borough Council's crossover policies. Maria added that she was very concerned that a delivery management plan had not been included for this development, as lorries had been parked within the zig-zag zone throughout development, causing a lot of stress for parents using the crossing and for drivers who did not have a lot of space to pass or turn off at the junction.

Angus Ross commented that although it was regretful to see a retrospective planning application, it did give the Committee the opportunity to see the built form of the proposals. Angus queried whether the issue relating to the supporting neighbouring boundary was a planning matter or a building control consideration. Baldeep Pulahi, case officer, confirmed that this would be a civil issue between two parties and not a planning matter.

Angus Ross queried whether access to the site was any different to that proposed within the original application. Baldeep Pulahi stated that the proposals before the Committee contained no variation to the parking arrangements that were proposed within the original application, whilst highways officers had also raised no objections to the proposals.

Angus Ross queried whether a construction management plan would ordinarily be required for the construction of a single property. Baldeep Pulahi confirmed that a construction management plan would not ordinarily be a requirement for the construction of a single dwelling.

Sam Akhtar sought clarity on whether the application property had a lower ridge height than the neighbouring property. Brian Conlon, Development Management Operational Lead, confirmed that the ridge height of the application property was almost identical to that of the neighbouring property.

Andrew Mickleburgh stated that he was very unhappy to see a retrospective planning application of this nature, and asked that this comment be included within the minutes and fed back to the applicant, as the issue should have been identified and taken to planning officers prior to continuing with construction. Andrew queried why the increased risk of subsidence to the neighbouring property was not considered a planning matter, queried whether any restraining structures had been found necessary and if so, why this was not considered a planning matter. Angus Ross commented that retrospective planning applications put developers at risk, as they could be required to take structures down if retrospective planning permission was not subsequently granted. Brian Conlon stated that the development was substantially complete, and the issue had arisen after works had started and the site levels were found to be different. Where there were changes to ground levels or major physical alterations to what had been originally approved, planning

permission would have to be sought as was the case with this application. Brian added that the Committee's sentiment towards retrospective planning applications had been noted, however it did present an opportunity for officers and Committee Members to assess the built form and decide whether the changes were harmful. In this case, the changes to the ground levels were not deemed as harmful. Brian stated that planning dealt with the physical impact of a development on areas such as neighbours and amenity in terms of a physical design perspective, whereas the safety of construction, the types of materials used and whether it was structurally sound was a separate matter to the planning process.

Stephen Conway thanked the planning officer for his summary on what, and was not, a planning consideration. Stephen was of the opinion that there was very little difference in terms of visual appearance between this application and the application which had previously been granted planning permission, whilst noting that there were concerns raised in terms of digging down further than originally agreed. Stephen sought clarity as to whether the drive opening had been widened compared to the previous application. Baldeep Pulahi confirmed that paragraph 13 of the officer report stated that whilst the access had been widened in accordance with condition 9 of the original approval, the existing dropped crossing had not been widened.

RESOLVED That application number 220228 be approved, subject to conditions and informatives as set out in agenda pages 78 to 81.

Agenda Item 99.

Application Number	Expiry Date	Parish	Ward
212717	Ext	Shinfield	Shinfield South

Applicant	Dobbies Garden Centres Limited
Site Address	Dobbies Garden Centre 166 Hyde End Road Shinfield RG2 9ER
Proposal	Full planning application for redevelopment of the site to provide a new garden centre retail development incorporating restaurant/cafe, food hall and veterinary practice with ancillary works including car parking, access, outdoor display areas and landscaping, following demolition of existing buildings.
Type	Full
PS Category	1
Officer	Christopher Howard
Reason for determination by committee	Major application

FOR CONSIDERATION BY	Planning Committee on 11 th May 2022
REPORT PREPARED BY	Assistant Director Delivery & Infrastructure

SUMMARY
<p>The application relates to an existing garden centre complex trading as Dobbies on the eastern edge of Spencers Wood and whilst the site is within designated countryside, it is read in the context of the existing village envelope as you approach from the east. There is low density sporadic residential development with verdant frontages for a short distance beyond the site towards the west before you enter the core of Spencers Wood where Hyde End Lane intersects with Hyde End Road. At this point the village is more defined by higher density residential development.</p> <p>In common with many other garden centre sites, the use has evolved over the past couple of decades although a certificate of lawfulness confirmed the existing use of the site as a garden centre together with ancillary uses. The existing buildings have also grown over time and the current site is a somewhat unconsolidated sprawl of buildings with the main entrance set within 50m of Hyde End Road with a car parking area (small when compared to the sales area) fronting this. Beyond the main entrance the site extends a further 180m to the north east in a broadly linear fashion. As the site has evolved, the buildings are not located in the most logical positions when taking the broadly inverted J shaped planning unit into account.</p> <p>The current application seeks to demolish the existing buildings and consolidate the main building to the rear of the site with enhanced car parking and landscaping to the front of the site. The amount of commercial floorspace proposed results in a reduction over the existing sales floorspace. An existing dwelling would be demolished in part to enhance parking capacity but also it would release more land to enhance the site access with an improved entrance which includes a ghost right hand turn lane for vehicles traveling to the site from Shinfield which will improve highway safety for users of Hyde End Road.</p>

The application is before Planning Committee as it is a major application recommended for approval. It should be noted that the site is located within the South of M4 Strategic Development Location (SDL) and the enhanced facilities would serve as an important service for both existing and new residents within the SDL and wider area. Whilst the loss of a dwelling is not strictly in accordance with policy CP3 criteria i, there are a number of considerable benefits that the proposal would deliver, including enhanced sustainability and through consolidating the existing built form would reduce the impact of the development on the countryside. These issues are further discussed in the report below and in particular, the planning balance section.

It should also be noted that the overarching vision for the SDL is to deliver developments that are of a high quality and are sustainable together with good access to local services which the redevelopment of the site and long term investment would deliver. It is considered the proposed development accords with the overall vision of the Local Plan.

PLANNING STATUS

- Strategic Development Location (SDL) as identified on the Core Strategy
- South of the M4 Strategic Development Location SPD
- Within 5km of the Special Protection Area (SPA)
- Mineral consultation zone
- Burghfield Detailed Emergency Planning Zone (DEPZ)
- Countryside

RECOMMENDATION

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

A. Completion of a legal agreement to secure

- Financial contribution for offsite Public Right of Way / Bridleway upgrades
- Financial contribution towards the boroughs Employment Skills Plan
- Financial contributions towards monitoring of the S106 obligations
- Secure a travel plan
- Access Junction Works from the Application Site to Hyde End Road to be secured through completion of a Section 278 Agreement under the Highways Act 1980 (as amended)

B. Conditions and informatives:

Timescale

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

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

Plans

2. This permission is in respect of the following submitted application plans, documents and drawings received by the Local Planning Authority

Title	Drawing No	Revision
Location Plan	(00)01 692	A
Existing Site Layout	L(00)02	C
Existing Ground Floor Plan	L(00)03	
Existing Elevations	L(00)04	A
Proposed Site Plan	L(00)05	G
Proposed Ground Floor Plan	L(00)06	E
Proposed Elevations	L(00)07	C
Proposed Site Plan with Existing	L(00)09	C
Proposed Building Section	L(00)13	
Proposed Building Roof Plan	L(00)14	
Landscape Proposals	DSR – 100	H
Extra Heavy Standard Bare Root Tree	DSR-101	
Extra Heavy Standard Rootballed Tree	DSR-102	
Trees in Car Park Areas	DSR -103	A
Hedge and Core Fence Details	DSR-103	
External Lighting Layout – Option2	SA0874-E-60-SP-SK002	P6
Swept paths	MTS 8044 SK02 Swept Path	
Indicative access (for illustration purposes only to be refined via the S278/S38 process)	MTS 8044 SK01 Indicative Access	

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.

Use

3. The use of the site shall reflect the floorplan ref: L(00)06 Rev E for use class E(a), display or retail sales of goods, other than hot food and use class E(b) Sale of food and drink for consumption (mostly) in premises (or equivalent use classes that may be further updated for the 1987 Use Class Order (as amended) or any other relevant successor document). No further external sales or ancillary activities shall operate within the parking and servicing areas other than those shown on plan ref L(00)06 Rev E unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of residential amenity and highways safety and to ensure there is adequate parking on site. Relevant policies CP3 and CP6.

Hours of construction

4. 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.

Materials

5. With the exception of the demolition operations, before the commencement of development above finished ground floor level, samples and details of the materials to be used in the construction of the external surfaces of the building/s shall have first been submitted to and approved in writing by the local planning authority. Development shall not be carried out other than in accordance with the so-approved details

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

Hours of Operation / deliveries

6. The use hereby permitted shall not be open for trading other than between the hours of 09:00 – 18:00 Mondays to Saturdays and 10:30 and 16:30 on Sundays.

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

7. No deliveries shall be taken in or dispatched from the site outside the hours of 08:00 and 18:00 Monday to Saturdays and 09:00 and 16:30 on Sundays, Bank or Public Holidays.

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

Highways

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

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

9. Prior to the permitted use being brought into use details of secure and covered bicycle storage/ parking facilities for staff and visitors to the development shall be submitted to and approved in writing by the local planning authority. The cycle storage/ parking shall be implemented in accordance with such details as may be approved before occupation of the development hereby permitted and shall be permanently retained in the approved form for the parking of bicycles and used for no other purpose.

Reason: In order to ensure that secure weather-proof bicycle parking facilities are provided so as to encourage the use of sustainable modes of travel. Relevant policy: NPPF Section 9 (Sustainable Transport) and Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

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

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

11. Prior to commencement of the development, details of the proposed vehicular access on to Hyde End Road to include visibility splays of 2.4m by 120m shall be submitted to and approved in writing by the local planning authority. The accesses shall be formed as so approved, and the visibility splays shall be cleared of any obstruction exceeding 0.6 metres in height prior to the occupation of the development. The access shall be retained in accordance with the approved details and used for no other purpose and the land within the visibility splays shall be maintained clear of any visual obstruction exceeding 0.6 metres in height at all times.

Reason: In the interests of highway safety and convenience in accordance with Core Strategy policies CP3 & CP6.

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

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

13. Prior to commencement of development in respect to the parking area, an Electric Vehicle Charging Strategy shall be submitted to, and approved in writing by, the local planning authority. This strategy shall include details relating to on-site electric vehicle charging infrastructure, including a plan showing at least 5% coverage of electric vehicle charging provision across the site in accordance with Appendix E of the WBC Living Streets: Highways Design Guide (2019), and details of installation of charging points and future proofing of the site. The development shall be implemented in accordance with the agreed strategy thereafter.

Reason: In order to ensure that secure electric vehicle charging facilities are provided so as to encourage the use of sustainable modes of travel. Relevant policy: Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

14. Prior to the first use of the permitted development, a Parking Management Strategy for the management of the on-site parking shall be submitted to and approved in writing by the local planning authority. The management of the parking within the site shall be in accordance with the approved details thereafter.

Reason: to ensure satisfactory development in the interests of amenity and highway safety in accordance with Wokingham Borough Core Strategy Policies CP1, CP6 and CP21.

15. Prior to use of the permitted development, a Delivery and Servicing Plan shall be submitted to and approved in writing by Local Planning Authority.

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

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

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

Demolition and Construction management

17. The main contractor, when appointed, will implement in full the approved Construction Environmental Management Plan (CEMP) V6 that was submitted and amended for the planning application. The CEMP shall be reviewed and updated if required on an ongoing basis and any updated details shall be submitted for approval to the Local Planning Authority.

Reason: To minimise the environmental impacts of construction and to protect residential amenity. Relevant policy CP1 and CP3

Sustainability

18. The development hereby approved shall target a Building Research Establishment Environmental Assessment Method (BREEAM) rating of 'Good'. No later than 6 months following the substantial completion of each building verification that each building has achieved the rating of 'Good' shall be submitted for approval in writing by the Local Planning Authority.

Reason: To ensure sustainable construction and paying regard to the special circumstances in regard to sustainability which make the application acceptable. Relevant Policies CP1 of the Core Strategy and policies CC04 and CC05 of the MDD.

19. The development hereby approved shall be delivered in accordance with the overarching principles of the *Addendum to Sustainable and Renewable Energy Proposals included in the Design and Access Statement* dated 29th of November. Prior to commencement of development above finished ground floor level, details of the location of the photovoltaic panels, air source heat pumps and biomass boiler to achieve at least a 20% carbon reduction for the entire site shall be submitted for approval in writing by the Local planning authority. Development shall be carried out in accordance with these details and the photovoltaic panels air source heat pumps and biomass boiler shall be operational prior to the first use of the development that they are intended serve.

Reason: To ensure sustainable construction and paying regard to the special circumstances in regard to sustainability which make the application acceptable. Relevant Policies CP1 of the Core Strategy and policies CC04 and CC05 of the MDD.

Drainage

20. The development shall not be occupied until a SuDS management and maintenance plan for the lifetime of the development to include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime, has been submitted to and approved in writing by the LPA. The SuDS management and maintenance plan should fully detail the access that is required to reach surface water management component for maintenance purposes. It should also include a plan for safe and sustainable removal and disposal of waste periodically arising from drainage system, detailing the materials to be used and standard of work required. A maintenance schedule for all the surface water drainage and SuDS elements should be submitted to LPA in accordance with manufacturer's recommendations. The approved SUDS management and

maintenance plan shall be implemented in full in accordance with the agreed terms and conditions.

Reason: To ensure the continued operation and maintenance of drainage features serving the site and avoid flooding. Relevant Policy CP1 and CP3 of Wokingham Borough Core Strategy.

21. With the exception of the demolition operations, development shall not take place until an exceedance flow routing plan for flows above the 1 in 100+40% climate change event has been submitted to and approved in writing by the Local Planning Authority. The proposed scheme shall identify exceedance flow routes through the development based on proposed topography with flows being directed to highways and areas of public open space. Flow routes through gardens and other areas in private ownership will not be permitted. A risk assessment may be required to determine adequate risk mitigation measures and agreed with LPA. When assessing the risks associated with conveyance routes or storage area for exceedance flows, flow depth, velocities, duration and impact of flooding to people and property on and off site should be taken into account. The scheme shall subsequently be completed in accordance with the approved details before the development is first brought into use/occupied.

Reason: To ensure satisfactory drainage of the site and avoid flooding. It is important that these details are agreed prior to the commencement of development as any works on site could have implications for drainage in the locality. Relevant Policy CP1 and CP3 of Wokingham Borough Core Strategy.

Environmental Health

22. The external lighting shall be installed in accordance with the lighting layout plan and the recommendations made in the submitted light spill assessment (Troup Bywaters & Anders Ref: SA0874-RPT-E-001 Dated September 2021), unless otherwise agreed in writing with the local planning authority.

Reason: To protect residential amenity. Relevant Policy CP1 and CP3 of Wokingham Borough Core Strategy.

23. The external lighting, except for any necessary security lighting, will be switched off an hour prior to the garden centre opening and an hour following closure. Details of security lighting shall be submitted to the local planning authority for written approval before commencement of development above finished ground floor level. The security lighting shall be installed in accordance with the approved details

Reason: To protect residential amenity. Relevant Policy CP1 and CP3 of Wokingham Borough Core Strategy.

24. With the exception of the demolition operations and prior to commencement of above finished ground floor level, details of the kitchen extraction system to be installed, in accordance with recommendations made in the submitted odour risk assessment (Hoare Lee Rev 02 Dated 02 August 2021) shall be submitted for written approval to the local planning authority. This shall also include details of an odour management plan for written approval by the Local Planning Authority.

The extraction system and odour management plan shall be operational prior to the first use of the kitchen facilities

Reason: To protect residential amenity. Relevant Policy CP1 and CP3 of Wokingham Borough Core Strategy.

25. Noise emitted from externally mounted mechanical plant shall not at any time exceed the following levels:

- 35 dB during the day (0700-2300)
- 30dB at night (2300-0700)

when measured at the boundary with the nearest noise sensitive receptor.

Reason: To protect residential amenity. Relevant Policy CP1 and CP3 of Wokingham Borough Core Strategy.

26. Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until sub conditions a to d outlined below have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until condition sub condition d has been complied with in relation to that contamination.

a. Site Characterisation

An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's *'Model Procedures for the Management of Land Contamination, CLR 11'*.

b. Submission of Remediation Scheme

A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

c. Implementation of Approved Remediation Scheme

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced and is subject to the approval in writing of the Local Planning Authority.

d. Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of sub condition a, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of sub condition b, which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with sub condition c.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors. Relevant Policy CP1 and CP3 of Wokingham Borough Core Strategy.

Emergency Planning

27. No development shall commence on site (including any demolition or site preparation works) until a Construction Phase Emergency Plan for the maximum number of construction staff and construction related visitors to the site, has been

submitted to and approved in writing by the Local Planning Authority. The Construction Phase Emergency Plan shall include (where applicable):

- Triggers for activation of the plan;
- Means and location of sheltering for a period of no less than 72 hours
- Means of support for construction related staff and visitors whilst in sheltering conditions;
- Means of evacuation and recovery;
- Method and frequency of review;
- Contractor names and emergency contact information for the construction period.

Upon implementation of the development hereby approved, the approved Construction Phase Emergency Plan shall be implemented and maintained in accordance with the approved details throughout the entire construction period. Thereafter, the Wokingham Borough Council Emergency Planning Officer shall be notified of any changes made to the Construction Phase Emergency Plan during the construction period.

Reason: As insufficient information is contained within the application submission and in order to provide assurance that an effective Construction Phase Emergency Plan will be put in place to protect construction staff should there be an incident at AWE Burghfield in accordance with MDD Local Plan policy TB04 (Development in vicinity of Atomic Weapons Establishment (AWE), Burghfield) and Core Strategy policy CP3 (General Principles for Development).

28. No works shall commence on site until an End User Emergency Plan(s) for the development hereby approved (Dobbies Garden Centre) has been submitted to and approved in writing by the Local Planning Authority. The End User Emergency Plan(s) shall plan to accommodate the maximum average number of customers, visitors and staff and include a range of emergency scenarios. The End User Emergency Plan(s) shall include (where applicable):

- Triggers for activation of the plan;
- Means and location of sheltering for a period of no less than 72 hours;
- Means of support for customers, visitors and staff whilst in sheltering conditions (*Delete as applicable*);
- Means of evacuation and recovery;
- Method of and frequency of review.

Upon first occupation or whenever the use hereby approved first commences, the approved Emergency Plan(s) shall be implemented and maintained in accordance with the approved details for the lifetime of the development. Thereafter, the Wokingham Borough Council Emergency Planning Officer shall be notified of any changes made to the approved Emergency Plan(s).

Within 3 months of first occupation of the development hereby approved, the final contact details and names for those responsible for the monitoring, review and activation of the plan (e.g., business unit operator and management/owners), shall be submitted to the Wokingham Borough Council Emergency Planning Officer.

Reason: As insufficient information is contained within the application submission and in order to provide assurance that an effective End User Emergency Plan will be put in place to protect occupants should there be an incident at AWE Burghfield in accordance with MDD Local Plan policy TB04 (Development in vicinity of Atomic Weapons Establishment (AWE), Burghfield) and Core Strategy policy CP3 (General Principles for Development).

Landscape and trees

29.

- a) No development or other operations shall take place except in complete accordance with the Arboricultural Impact Assessment Report by RSK Biocensus Ltd and dated 5th August 2021 and Tree Protection Plan (hereinafter referred to as the Approved Scheme).
- b) No operations shall commence on site in connection with development hereby approved (including any tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening or any other operation involving use of motorised vehicles or construction machinery) until the tree protection works required by the Approved Scheme are in place on site.
- c) No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within an area designated as being fenced off or otherwise protected in the Approved Scheme.
- d) The fencing or other works which are part of the Approved Scheme shall not be moved or removed, temporarily or otherwise, until all works including external works have been completed and all equipment, machinery and surplus materials removed from the site, unless the prior approval in writing of the local planning authority has first been sought and obtained.

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

30. With the exception of the demolition operations, before the development of above finished ground floor level hereby permitted is commenced details of all boundary treatment(s) shall first be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented prior to the first occupation of the development or phased as agreed in writing by the local planning authority. The scheme shall be maintained in the approved form for so long as the development remains on the site

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

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

grass establishment), schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate, and implementation timetable.

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

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

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

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

Ecology

33. No works affecting Great Crested Newt ponds or their terrestrial resting places shall commence until a licence for development works affecting Great Crested Newts has been obtained from the Statutory Nature Conservation Organisation (Natural England) and a copy has been submitted to the local planning authority. Thereafter mitigation measures approved in the licence shall be implemented and maintained in accordance with the approved details. Should conditions at the site for Great Crested Newts change and / or the applicant conclude that a licence for development works affecting Great Crested Newts is not required the applicant is to submit a report to the council detailing the reasons for this assessment and this report is to be approved in writing by the local planning authority prior to commencement of works.

Reason: To ensure that Great Crested Newts, a material consideration, are not adversely affected by the development. Relevant policies CP7 of the Wokingham Borough Core Strategy, Managing Development Delivery Local Plan policy TB23,

34. No works affecting bat roosts shall commence until a licence for development works affecting bats has been obtained from the Statutory Nature Conservation Organisation (Natural England) and a copy (or an email from Natural England that the site has been registered under the bat mitigation class licence) has been submitted to the local planning authority. Thereafter mitigation measures approved in the licence shall be implemented and maintained in accordance with the approved details. Should conditions at the site for bats change and / or the

applicant conclude that a licence for development works affecting bats is not required the applicant is to submit a report to the council detailing the reasons for this assessment and this report is to be approved in writing by the local planning authority prior to commencement of works.

Reason: To ensure that bats, a material consideration, are not adversely affected by the development. Relevant policies CP7 of the Wokingham Borough Core Strategy, Managing Development Delivery Local Plan policy TB23,

35. Prior to occupation of the garden centre / first use of the building hereby approved by customers, details of bat box provision to the minimum standard proposed in the submitted Bat Report (RSK, ref: 2480279 Final, November 2021) shall be provided to the local authority for its approval. Once approved the strategy shall be implemented in full unless otherwise agreed by the local authority in writing.

Reason: to ensure that the proposal is in accordance with planning policies for wildlife including CP7 of the Wokingham Borough Core Strategy, Managing Development Delivery Local Plan policy TB23, and the National Planning Policy Framework which requires consideration of the potential biodiversity gains that can be secured within developments.

36. With the exception of the demolition operations, prior to the commencement of above finished ground floor level a landscape management plan, including long term design objectives, management responsibilities, timescales and maintenance schedules for all landscape areas relevant for ecological permeability, mitigation and compensation shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved.

Reason: In order to ensure that provision is made to allow satisfactory maintenance of the landscaping hereby approved. Relevant policy: Core Strategy policy CP7 and Managing Development Delivery Local Plan policies TB23

Archaeology

37. No development shall take place until the applicant or their agents or successors in title have secured the implementation of a phased scheme of archaeological works (which may comprise more than one phase of works) in accordance with a written scheme of investigation, which has been submitted by the applicant and approved by the planning authority. The development shall only take place in accordance with the detailed scheme approved pursuant to this condition.

Reason: The site lies within an area of archaeological potential. The condition will ensure that any archaeological remains within the site are adequately investigated and recorded in order to advance our understanding of the significance of any buried remains to be lost and in the interest of protecting the archaeological heritage of the Borough. Relevant Policy NPPF and Managing Development Delivery Local Plan policy TB25

Phasing:

38. Prior to commencement of development, a phasing plan shall be submitted to and approved in writing by the Planning Authority to show the phasing of the demolition and development in the context of the existing store. Any subsequent alterations to this plan shall be first agreed in writing with the planning authority.

Reason: to ensure that development is undertaken in accordance with the approved CEMP and in the interest ensuring that the development is undertaken in a comprehensive manner. Relevant policies: CP1, CP3 and CP6 of the Core strategy.

Informatives

1. The applicant is advised that the Council seeks that employers or developers within the borough commit to using local labour / contractors where possible. This should include:
 - Advertisement of jobs within local recruitment agencies / job centres;
 - Recruitment and training of residents from the local area;
 - Seek tender of local suppliers or contractors for work.
2. The applicant is advised that the planning approval should be read in conjunction with the S106 dated INSERT - Officer note: S106 being finalised date to be updated when this has been sealed.
3. The applicant is informed that parking may need to be restricted along the main routes and on turning heads.
4. 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.
5. 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.
6. If it is the developer's intention to request the Council, as local highway authority, to adopt the proposed access roads etc. as highway maintainable at public expense, then full engineering details must be agreed with the Corporate Head of Environment at the Council Offices, Shute End, Wokingham. The developer is strongly advised not to commence development until such details have been approved in writing and a legal agreement is made with the Council under S38 of the Highways Act 1980.
7. 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.

8. 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 months in advance of the works and particularly to ensure that statutory undertaker connections/supplies to the site are coordinated to take place wherever possible at the same time.
9. The application site falls within the Burghfield Atomic Weapons Establishment (AWE) Detailed Emergency Planning Zone (DEPZ) and Conditions 27 and 28 above have been imposed to secure emergency plans to protect the wellbeing of construction workers, staff and the public in the event of an incident at AWE. The applicant should be aware that the Wokingham Borough Council's Emergency Planning Officer, in co-ordination with the Office for Nuclear Regulation (ONR), West Berkshire Emergency Planning are responsible for monitoring the implementation of emergency plans and undertake audits on approved developments.
10. The attention of the applicant is drawn to the requirements of Section 60 of the Control of Pollution Act 1974 in respect of the minimisation of noise on construction and demolition sites. Application, under Section 61 of the Act, for prior consent to the works, can be made to the Environmental Health and Licensing Manager.
11. With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.
<https://eur03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fdevelopers.thameswater.co.uk%2FDeveloping-a-large-site%2FApply-and-pay-for-services%2FWastewater-services&data=04%7C01%7Cplanning.enquiries%40wokingham.gov.uk%7Cdb09d678be044b1c206208d96d1c54a7%7C996ee15c0b3e4a6f8e65120a9a51821a%7C0%7C0%7C637660790706494355%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikl1haWwiLCJXVCi6Mn0%3D%7C1000&data=Ofy8u7AwSDYniIMwuqiL95I9RbwXCNpbzCIT0lia8%2FI%3D&reserved=0>
12. There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.
<https://eur03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fdevelopers.thameswater.co.uk%2FDeveloping-a-large-site%2FPlanning-your-development%2FWorking-near-or-diverting-our-pipes&data=04%7C01%7Cplanning.enquiries%40wokingham.gov.uk%7Cdb09d678be044b1c206208d96d1c54a7%7C996ee15c0b3e4a6f8e65120a9a51821a%7C0%7C0%7C637660790706494355%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikl1haWwiLCJXVCi6Mn0%3D%7C1000&data=Ofy8u7AwSDYniIMwuqiL95I9RbwXCNpbzCIT0lia8%2FI%3D&reserved=0>

7C1000&sdata=52a0yWdNTUrzXtkeacOzSUAN9un2QDGDf0ZqOn1%2FWVU%3D&reserved=0.

13. We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk

Application forms should be completed on line via
<https://eur03.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.thameswater.co.uk%2F&data=04%7C01%7Cplanning.enquiries%40wokingham.gov.uk%7Cdb09d678be044b1c206208d96d1c54a7%7C996ee15c0b3e4a6f8e65120a9a51821a%7C0%7C0%7C637660790706494355%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6lk1haWwiLCJXVC16Mn0%3D%7C1000&sdata=m6sEYuE2Fp2zUEen2NCbnDJ6VsWPN38EbCE0ReUuhcu0%3D&reserved=0>. Please refer to the Wholesale; Business customers; Groundwater discharges section.

14. Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.
15. As per Building regulations part H paragraph 2.21, Drainage serving kitchens in commercial hot food premises should be fitted with a grease separator complying with BS EN 1825-:2004 and designed in accordance with BS EN 1825-2:2002 or other effective means of grease removal. Thames Water further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses. Please refer to our website for further information :
<https://eur03.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.thameswater.co.uk%2Fhelp&data=04%7C01%7Cplanning.enquiries%40wokingham.gov.uk%7Cdb09d678be044b1c206208d96d1c54a7%7C996ee15c0b3e4a6f8e65120a9a51821a%7C0%7C0%7C637660790706494355%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6lk1haWwiLCJXVC16Mn0%3D%7C1000&sdata=GIVGGU8IWKpxgTamss3DjqxL%2BuHx3ZVSKVjBk8aYoJ0%3D&reserved=0>

16. Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.
17. There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://eur03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fdevelopers.thameswater.co.uk%2FDeveloping-a-large-site%2FPlanning-your-development%2FWorking-near-or-diverting-our-pipes&data=04%7C01%7Cplanning.enquiries%40wokingham.gov.uk%7Cdb09d678be044b1c206208d96d1c54a7%7C996ee15c0b3e4a6f8e65120a9a51821a%7C0%7C0%7C637660790706494355%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C1000&sdata=52a0yWdNTUrzXtkeacOzSUAN9un2QDGDf0ZqOn1%2FWVU%3D&reserved=0>
18. If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater.
19. On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
20. On the mains record you may see the low/medium/intermediate pressure gas main near your site. There should be no mechanical excavations taking place above or within 0.5m of a low/medium pressure system or above or within 3.0m of an intermediate pressure system. You should, where required confirm the position using hand dug trial holes.
21. A colour copy of these plans and the gas safety advice can be obtained from the Local Planning Authority and is linked to the file or alternatively in consultation with Southern Gas Networks. These details should be passed to the senior person on site in order to prevent damage to gas plant and potential direct or consequential costs to your organisation.
22. Safe digging practices in accordance with HSE publication HSG47 "Avoiding Danger from Underground Services" must be used to verify and establish the actual position of the mains, pipes, services and other apparatus on site before any mechanical plant is used. It is your responsibility to ensure that this information is provided to all relevant people (direct labour or contractors) working for you on or near gas pipes.

23. It must be stressed that both direct and consequential damage to gas plant can be dangerous for your employees and the general public and repairs to any such damage will incur a charge to you or the organisation carrying out work on your behalf. Your works should be carried out in such a manner that we are able to gain access to our apparatus throughout the duration of your operations.

24. The development hereby permitted may be liable to pay the Community Infrastructure Levy. The Liability Notice issued by Wokingham Borough Council will state the current chargeable amount. A revised Liability Notice will be issued if this amount changes. Anyone can formally assume liability to pay, but if no one does so then liability will rest with the landowner. There are certain legal requirements that must be complied with. For instance, whoever will pay the levy must submit an Assumption of Liability form and a Commencement Notice to Wokingham Borough Council prior to commencement of development. For more information see - <http://www.wokingham.gov.uk/planning/developers/cil/cil-processes/>

C Alternative recommendation

That the committee authorise the Head of Development Management to refuse planning permission in the event of an S106 agreement not being completed to secure the services and infrastructure within six months of the date of the committee resolution (unless a longer period is agreed by the Assistant Director of Delivery & Infrastructure in consultation with the Chairman of Planning Committee) for the following reason:

In the absence of a planning obligation to secure suitable contributions / works for on-site and off works and access junction works for the following:

- Financial contribution for offsite Public Right of Way / Bridleway upgrades
- Financial contribution towards the boroughs Employment Skills Plan
- Financial contributions towards monitoring of the S106 obligations
- Secure a travel plan
- Access Junction Works from the Application Site to Hyde End Road to be secured through completion of a Section 278 Agreement under the Highways Act 1980 (as amended)

it has not been possible to secure the adequate mitigation put forward to justify the development and the proposal could have a detrimental impact on highways, landscape, the countryside and ecology. This is contrary to the principles of policies CP1, CP3, CP6, CP11 CP19 and Appendix 7 of the Core Strategy policies C01, CC02, CC03, TB12, TB21 and TB23, the Council's adopted South of the M4 SDL SPD and Infrastructure Delivery and Contributions SPD.

PLANNING HISTORY

Application ref	Description	Outcome
Application No.	Description	Decision & Date

Application ref	Description	Outcome
18342	Change of use from farm shop/store to garages, erection of new farm shop & store & revision of highway access	Approve 21/0/1982
41656	Change of use of existing building to allow sale of specialist bait and angling supplies	Approve 8/12/1983
42252	Demolition of existing sales area, replacement as greenhouse, extension to farm shop for retail sales	Approve 24/3/1994
97/66314	Proposed widening of entrance. New facade to existing building. Change of use of bungalow to office and cafe. Extension to existing buildings and provision of additional car parking.	Approve 11/12/1997
F/2000/1209	Proposed extensions to retail area of garden centre	Approve 19/6/2000
F/2000/2968	Proposed change of use of retail area (A1) to cafe (A3)	Approve 23/01/2001
F/2006/8702	Proposed conservatory extension to existing restaurant and polytunnel enclosure to existing courtyard area.	Approve 02/11/2006 – not implemented
203425	Application for a certificate of existing lawful development for Dobbies Retail Garden Centre Use Class E(a), Display or retail sales of goods, other than hot food Use Class E(b) Sale of food and drink for consumption (mostly) in premises.	Approve 29/07/21

SUMMARY INFORMATION	
For Commercial	
Site Area	2.95ha
Previous land use(s) and floorspace(s)	4,354 internal and 6,483 external (10,837 total)
Proposed floorspace of each use	6,811 internal and 2,696 external (9,507 total)
Change in floorspace (+/-)	- 1,329
Number of jobs created/lost	+ 12 (note this figure is linked to direct employment only)
Existing parking spaces	177
Proposed parking spaces	368 total including 12 EV Spaces, 20 Blue badge spaces. A further 4 and 12 motorcycle and cycle spaces provided respectively
Change in residential units	-1

CONSULTATION RESPONSES	
Southern Gas Networks	No objection
SSEN Power Distribution	No objection

Thames Water	No objection
WBC Biodiversity	No objection subject to conditions 33-36
WBC Economic Prosperity and Place (Community Infrastructure)	Requests contribution towards the Boroughs Employments Skills Plan – <i>Officer note: this will be secured through the S106</i>
WBC Drainage	No objection requests condition 20-21
WBC Environmental Health	No objection requests conditions 22-26
WBC Highways	No objection requests conditions 8-17
WBC Tree & Landscape	No objection requests conditions 29-32
WBC Public Rights of Way	No objection subject to a contribution for footpath upgrades – <i>Officer note: this will be secured through the S106</i>
WBC Land Use Planning	No objection
Office of Nuclear Regulation	No objection subject to conditions 27-28
West Berks Emergency Planner	No objection subject to conditions 27-28
WBC Emergency Planner	No objection subject to conditions 27-28
Berkshire Archaeology	No objection subject to condition 37

REPRESENTATIONS

Town/Parish Council: 'Approve' the application

Local Members: No comments received

Neighbours:

0 letters of objection

4 letters of support

7 letters of comment – these are generally supportive of the principle of the redevelopment of the site although have raised the following planning related issues which are summarised below:

Highways safety and request speed reduction on Hyde End Road to 30 mph for the entire stretch between Shinfield and Spencers Wood – *Officer note: the application has been assessed by the Highways Officer and there have not been any objections in respect to highway safety. Speed reductions have also not been requested. The ghost island and revised access strategy will improve access to the site as discussed below.*

Further intensification of the use of the site associated with the increased capacity of the car park – *Officer note: as discussed below, the site has evolved over time and the facilities and infrastructure that support it have not been comprehensively planned. The increased parking capacity will remove the need for ad-hoc overflow parking and will support the site for peak periods.*

Request road widening on Hyde End Road for HGVs – *Officer note: Alternative routes are available for HGVs and there is a restriction for articulated vehicles on Hyde End Road. Construction traffic will ensure that HGVs access the site from the Basingstoke Road to the west of the site. The sustainable bus link has been delivered which diverts buses away from this road.*

Signage along Hyde End Road for facility is excessive – *Officer note: this will be subject to advertisement consent*

Impact of the construction phase on local residents – *Officer note: any redevelopment project will have a degree of disruption which is acknowledged for nearby residents. This will however be managed through the Construction Environmental Management Plan (CEMP) and the construction hours*

Sustainable travel to the site – *Officer note: there is limited scope to introduce a dedicated cycleway on Hyde End Road due to the constraints on the width of this. A contribution will be secured to help secure a new bridleway linking Hyde End Lane to the east of the application site. The application will require a travel plan for the new facility which has not been secured as part of the historic growth of the site and this will encourage sustainable travel for staff.*

Request the removal of a group of *Leylandii* trees on the common boundary between 'Sunways' and 'Greenfields' on the south western boundary – *Officer note: the revised plans have identified the row of trees on this boundary to be removed. Further landscaping details will be required by conditions 30 and 31*

Request relocation of the pond towards 'Greenfields' – *Officer note: this has been repositioned on the revised plans*

Request shorter construction hours for noisy activities – *Officer note: the standard hours of construction have been applied to the planning consent via condition 4. Shorting the hours is not considered reasonable and will only lead to elongating the construction process which will in turn lengthen the period of time for the construction phase.*

Increase in intensity of the use of the site / vehicle movements – *Officer note: The site has an established E class use and E(b) and a more intensive form of operation could be introduced without the need for planning permission. The internal sales area will be controlled by condition 3. The hours of operation will also be controlled by condition 6 and deliveries by condition 7. The Transport Statement does not envisage significant additional vehicle movements and includes a package of enhancements which are supported by the Highways Officer.*

Other representations

1 letter of comment from the University of Reading

Support and wishes to work collaboratively with Dobbies for the connection of the proposed footpath / cycleway to the permissive footpath on Hyde End Road. *Officer note: The permissive footpath beyond the site boundary is within land owned by the University of Reading and this is welcomed*

Confirms that the University would be willing to make land available for any potential road widening along Hyde End Road towards and around the bends between Spencers Wood and Shinfield should funding be sought. *Officer note: The land offer is welcomed. In terms of funding, given there is an existing use on the site and the scale of the development is not significantly above the existing operation, it would not be reasonable to require funding from this application towards highway improvements outside of the application site.*

PLANNING POLICY		
National Policy	NPPF	National Planning Policy Framework
Technical Guidance to the National Planning Policy Framework		
National Planning Policy Guidance		
Adopted Core Strategy DPD 2010	CP1	Sustainable Development
	CP2	Inclusive Communities
	CP3	General Principles for Development
	CP4	Infrastructure Requirements
	CP5	Housing mix, density and affordability
	CP6	Managing Travel Demand
	CP7	Biodiversity
	CP8	Thames Basin Heaths Special Protection Area
	CP9	Scale and Location of Development Proposals
	CP10	Improvements to the Strategic Transport Network
	CP11	Proposals outside development limits (including countryside)
	CP13	Town Centres and shopping
	CP19	South of the M4 Strategic Development Location
Appendix 7 – Additional Guidance for the Development of Strategic Development Locations		
Adopted Managing Development Delivery Local Plan 2014	CC01	Presumption in Favour of Sustainable Development
	CC02	Development Limits
	CC03	Green Infrastructure, Trees and Landscaping
	CC04	Sustainable Design and Construction
	CC05	Renewable energy and decentralised energy networks
	CC06	Noise
	CC07	Parking

	CC08	Safeguarding alignments of the Strategic Transport Network & Road Infrastructure
	CC09	Development and Flood Risk (from all sources)
	CC10	Sustainable Drainage
	TB04	Development in vicinity of Atomic Weapons Establishment (AWE), Burghfield
	TB09	Residential accommodation for vulnerable groups
	TB12	Employment Skills Plan
	TB15	Major Town, and Small Town/District Centre Development
	TB16	Development for Town Centre Uses
	TB17	Local Centres and Neighbourhood and Village Shops
	TB20	Service Arrangements and Deliveries for Employment and Retail Use
	TB21	Landscape Character
	TB23	Biodiversity and Development
	TB24	Designated Heritage Assets
	SAL05	Delivery of avoidance measures for Thames Basin Heaths Special Protection Area
Shinfield Parish Neighbourhood Development Plan		
	Policy 1	Location of Development
	Policy 2	General Design Principles
	Policy 3	Sustainable Development
	Policy 4	Accessibility and Highway Safety
	Policy 5	Parking
	Policy 6	Trees, Hedgerows and Woodlands
	Policy 7	Biodiversity
	Policy 8	Flooding
	Policy 9	Community Assets
	Policy 11	Commercial Development
	Policy 12	Broadband Provision
Supplementary Planning Documents (SPD)	BDG	Borough Design Guide
	SDC	Sustainable Design and Construction Supplementary Planning Document (28 May 2010)

	SoM4SPD	South of the M4 Strategic Development Location Supplementary Planning Document (October 2011)
	IDC	Infrastructure Delivery and Contributions Supplementary Planning Document (October 2011)

PLANNING ISSUES

Site Description / Background

1. The application site is in respect to an existing garden centre complex located on the north west side of Hyde End Road. The complex forms the edge of the settlement of Spencers Wood and marks the beginning of the built form as you enter the village from the east. This part of the village is characterised by low density development with established landscaping fronting the houses although the density of housing rapidly increases towards the core of Spencers Wood at Hyde End Lane. The site is bound to the south west by existing low density residential development and broadly open countryside on the other boundaries. The boundaries of the site comprise existing hedgerows and trees which will be mostly retained. These contain the site and reduce its visibility to the surrounding area.
2. There are several existing structures on site which support the function of the site as a garden centre including the main building to serve the sales area and further polytunnels beyond this. The planning history for the site dates back to the early 1980s and the site has evolved over time from a former use as a farm shop and angling supplies. There have been several applications to extend the existing buildings which has resulted in a somewhat ad-hock form of development that sprawls to the rear of the site. A recent certificate of lawfulness application has confirmed that the site is lawfully operating predominantly within classes E(a) and to a lesser extent as a ancillary café under use class E(b).

Description of Development

3. The application is for the redevelopment of the site which includes the demolition of the existing buildings on site and the introduction of a purpose-built building together with landscaping, car parking and improvements to access to the facility. The building would continue to serve the exiting functions of the established use of the site as primarily a garden centre together with ancillary uses. These with the exception of an area to serve as a café (use class E(b)) would fall under Class E(a) of the recently consolidated use class order.

Principle of development and infrastructure delivery

4. The key policies that relate to the application are broadly summarised below.
5. The application site forms part of a larger area designated under the Wokingham Borough Core Strategy as the South of the M4 Strategic Development Location (SDL). Wokingham Borough Core Strategy policy CP17 establishes a requirement to provide at least 13,487 new dwellings with associated development and infrastructure in the period 2006-2026. The majority of this new residential development will be in four SDLs, of which South of the M4 SDL is one of these. It is anticipated that a phased development incorporating approximately 2,500 dwellings and associated infrastructure will be delivered on 77 hectares of land within the South of the M4 SDL (Appendix A7.14).

6. Core Strategy policy CP19 is amplified by Appendix 7 of the Core Strategy, the South of the M4 Strategic Development Location Supplementary Planning Document (SPD) and Infrastructure Delivery and Contributions SPD, which addresses the associated infrastructure impacts across the whole Borough. These documents establish a requirement for a sustainable, well designed, mixed use development and make clear that a co-ordinated approach to the development of the SDL will be required to deliver the necessary infrastructure, facilities and services to meet the needs of the expanded community. The development site sits within the development limits as outlined in Policy 1 of Shinfield Parish Neighbourhood Plan.
7. The development whilst being within the SDL boundary, is located within designated countryside where Policy CP11 (Proposals outside Development Limits (including countryside) of the adopted Core Strategy (2010) applies. This states that development proposals will not normally be permitted, except where one or more of the specified exceptions apply. The proposal for the redevelopment of Dobbies Garden Centre would be considered to fall within criteria (1), which states:
 - (1) *it contributes to diverse and sustainable rural enterprises within the borough, or in the case of other countryside-based enterprises and activities, it contributes and/or promotes recreation in, and enjoyment of, the countryside*
8. The site is an existing established commercial use in the countryside and on previously developed land. The proposal would replace the existing garden centre with a new purpose built modern garden centre and ancillary facilities. Garden centres, by their nature, are a use which are typically found in countryside locations. The development proposal would introduce additional facilities that would continue to contribute to a diverse and sustainable rural enterprise, as per the requirements of criteria (1) of Policy CP11.
9. Notwithstanding, criteria (1) to (3) of the policy are inclusive, and therefore the development proposal would need to satisfy all criteria. For instance, criteria (2) of Policy CP11 also states that proposals will not normally be permitted except where:
 - (2) *it does not lead to excessive encroachment or expansion of development away from the original buildings*
10. Finally, criteria (3) of Policy CP11 states that proposals will not normally be permitted except where:
 - (3) *it is contained within suitably located buildings which are appropriate for conversion, or in the case of replacement buildings would bring about environmental improvement.*
11. Policy CP3 seeks to retain the housing stock in the Borough and it should be noted that the development would result in the loss of a dwelling. The circumstances surrounding this are further outlined in the Planning Balance section of the report.

12. The site is located within the Detailed Emergency Planning Zone for AWE Burghfield wherein Policy TB04 seeks to ensure that any new development in this defined area does not have a detrimental impact on the Off Site Emergency Plan caused by an increase in intensification of population within this area.
13. Policy TB16 has a requirement for applications over 500 sqm located outside of the identified town centres/local centres to be accompanied by a sequential test and retail impact assessment. These should demonstrate that the proposed development should not have an adverse impact on the viability of the existing centres.
14. Policy TB18 of the MDD specifically relates to garden centre uses and seeks to ensure that these are located within areas that have an established use or connected to the holding they relate to.

Layout

15. Core Strategy Policies CP1 and CP3 high quality design that respects its context. This requirement is amplified by MDD LP Policies CC03, TB21 and the South of the M4 SPD which requires development proposals to protect and enhance the Borough's Green Infrastructure, retaining existing trees, hedges and other landscape features and incorporating high quality - ideally native – planting as an integral part of any scheme, within the context of the Council's Landscape Character Assessment.
16. Core Strategy policy CP19 sets out the concept rational for the design parameters for the South of the M4 SDL and these are outlined in further detail in Appendix 7 of the Core Strategy. This states that:
17. Development in a series of locations around the periphery of the three villages is required. This approach should consider the relationship between the current built areas and the open countryside. Opportunities to form new edges to the existing villages exist, allowing a managed transition between urban and rural.
18. Policy 1 of Shinfield Parish Plan sets out the development limits. These follow those identified in the South of the M4 SPD. The development site is within these limits.
19. Policy 2 sets out general design principles and requires that development is complementary to the built environment surrounding the development site and layouts should acknowledge existing landscape constraints. Policy 6 is concerned with Trees, Hedgerows and Woodland in new development and sets out a landscape led design approach with retention and appropriate buffers to existing important vegetation.
20. Further design guidance is provided by the South of the M4 SPD in section 4. Design principle 3 is concerned with character and states that there should be diversity and distinction in the SDL which should be enhanced through the application of character typologies. In addition, the Borough Design Guide sets out parameters for non-residential development within section 7.
21. The application proposes to demolish the existing buildings on site and replace this with a purpose-built facility operating as a garden centre. The main building

would be predominantly a sales area associated with products related to garden centre sales which is just under 2.800m² in size. Typically with a garden centre this would also have other supporting ancillary uses and includes a foodhall of 350m², veterinary practice of 350m², a café which is 763m² (including the kitchen facilities) and a soft play area adjacent to the café of 160m². There would also be an external sales area devoted to plant sales. It would also contain a café with an external seating area to the western side of the building. The new building would be set well within the site than the existing facility with it being set back by around 120m from Hyde End Road compared to the current 50m set back. The existing complex is shown in figure 1 below which shows the extent of the development on site.

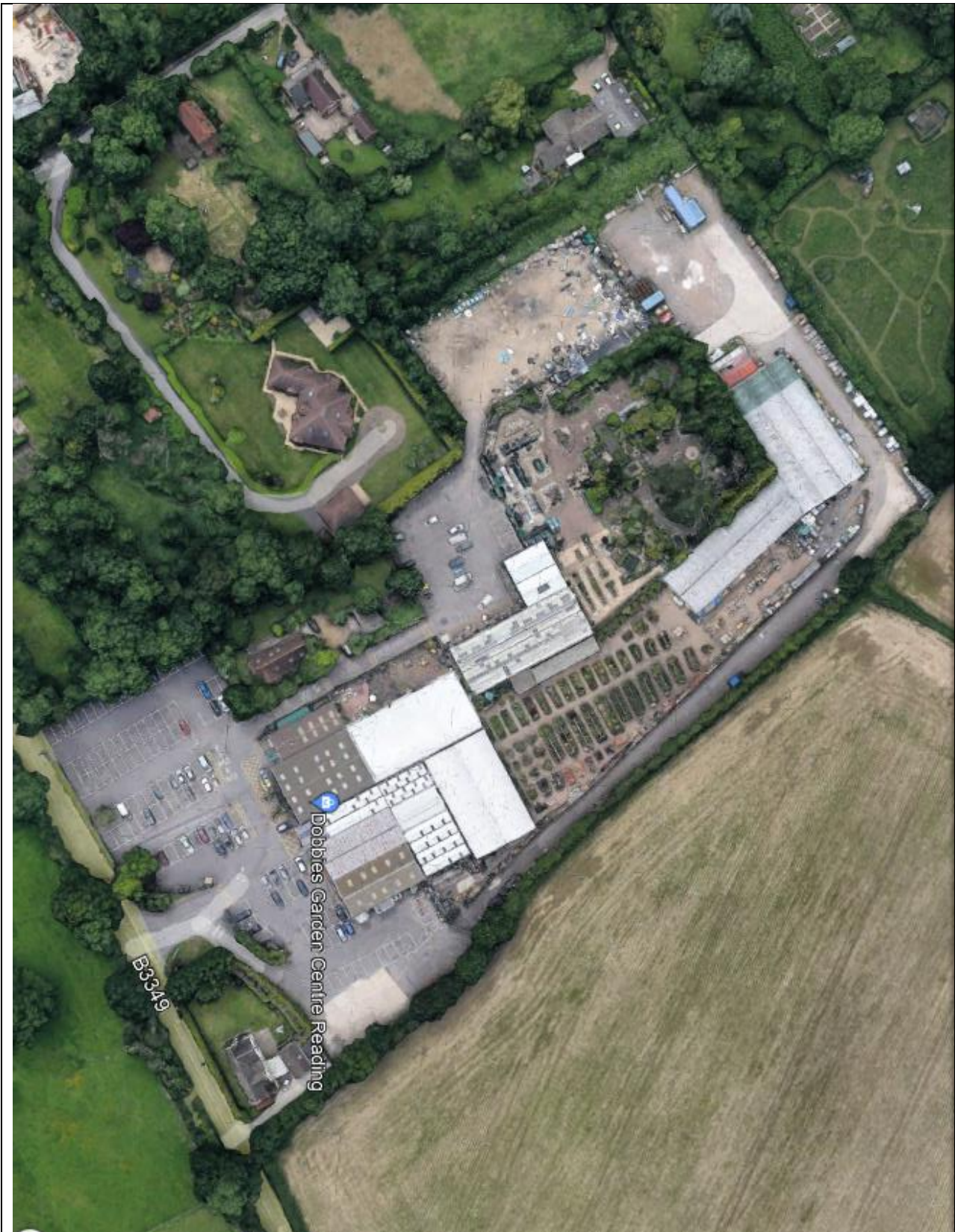


Figure 1: Existing garden centre complex (image rotated to align with Figure 2 below)

22. Through rationalising the space that serves the existing buildings, the level of setback also provides for a more comprehensively considered access arrangement to the facility. A new right hand ghost lane would be introduced on Hyde End Road when approaching from Shinfield which would enhance highway safety as would improved pedestrian links into the site. This involves widening of

the existing carriageway on land within the application site. The parking layout is also much improved when compared to the existing layout which again appears to have evolved over time. The new parking forecourt would also incorporate trees which will add soft landscaping to this element. For deliveries, a dedicated service yard is provided to the rear of the site towards the eastern boundary which echoes the existing arrangement.

23. Both the enhancements in regards to access and car parking are in part aided through the demolition of the existing dwelling fronting Hyde End Road which frees up space to allow for these to be incorporated. In addition, this would allow for further landscaping on Hyde End Road within this area. The new parking layout would also extend the landscaping buffer towards Hyde End Road along the entire frontage of the site which would add to the sylvan feel to this part of Hyde End Road as you approach Spencers Wood.

24. The proposed site layout is shown in figure 2 below and is annexed to the report for further detail.



Figure 2: Proposed Site Layout

Design and appearance

25. In terms of the detailed design of the buildings, the South of the M4 SPD recommends that the existing built form should be used to inform the design which is echoed by the Shinfield Parish Plan policy 2.

26. In order to break up the massing of the building and keep the height of this to a minimum, the building has been designed in a series of linked gable ended outcrops that front towards Hyde End Road as shown in figure 3 below. These sections replicate agricultural buildings in their form. The principal access for customers fronting Hyde End Road includes a partially glazed frontage and occupies the widest tallest and widest element of the building which defines the entrance for the end use. Further secondary accesses to the foodhall and vets are also located on the main front elevation. The massing is further broken up by

the design of the front elevation which incorporates glazing together with wooden cladding.



Figure 3: Proposed front elevation

27. In regard to height, the building serving the main entrance to the sales area would be 7.75m in height although for the majority of the building the height reduces to 6.2m as shown in figure 3 above. This is marginally higher than the existing buildings that they would replace which have a maximum height of around 5m. In addition, the new centre would have a significantly more compact footprint which helps offset the increase in height together with the detailed design to break up the massing and level of setback from Hyde End Road.
28. For the other elevations, these are less visible from the main viewpoints into the site. These have a continuation of the theme of wooden cladding and glazing which helps break up what could otherwise be blank elevations which is acceptable.
29. The overall design approach for the replacement building provide continuity in approach and is considered to respect the context of the site location and advice provided by the NPPF, policies CP1 and CP3, Policy 2 of the Shinfield Parish Neighbourhood Plan together with the South of the M4 SPD and Supplementary Planning Guidance and is therefore acceptable.

Landscaping

30. As advised above, there would be strengthening of the landscaping on the site frontage and within the car parking area. This would help to enhance the character of the area once established and soften the built form and associated hardstanding which is supported by the Landscape Officer subject to conditions 29-32.

Design conclusion

31. The design approach taken to inform the layout and appearance of the buildings is considered to be a significant improvement on the existing built form on site which has evolved in an ad-hoc manner over time. The main building consolidates the existing layout into a single unit which is well considered in terms of design and has a contemporary feel to it which is achieved by the form of the building together with the choices made for the external materials. The parking would also be rationalised and allows for landscaping to be introduced to soften this and the visual impact of the main building. The enhanced set back of the building from Hyde End Road will also create a greater sense of space around the complex. The package of enhanced measures for access also would improve highway safety. Overall, the design of the building represents high quality development and would enhance the character of the area when compared to the buildings serving the existing garden centre and is broadly in accordance with the relevant planning policies and supplementary planning advice.

Impact on countryside

32. As outlined, policy CP11 seeks to encourage suitable development in the countryside in order to maintain the rural nature of these areas and maintain the settlement boundaries. This is broadly echoed by policy CC02 of the MDD together with policy 1 of Shinfield Parish Neighbourhood Plan.
33. In this case, the proposed redevelopment of the site is considered acceptable. As discussed, the site has an existing land use together with the buildings that support this function which have grown in an ad-hoc manner over time resulting in an unconsolidated form of development on site. The new facility would significantly consolidate this to one purpose built building with supporting infrastructure. This results in a net loss of the existing sales area of 1329 sqm. The new building would be located on an improved footprint moving the massing away from Hyde End Road which would open up views towards the landscaped buffer on the eastern side of the site. Whilst it is acknowledged that the building would be taller than the existing structures, the height is offset by the consolidation of the built form together with the re-siting of the new facility and the landscape strategy together with a strongly defined belt of existing trees on the eastern boundary. This view is also supported by the Landscape Officer in respect the impact of the building on the wider landscape setting. Given these factors, the proposed redevelopment of the site is acceptable.

Residential amenity: the impact upon existing neighbouring properties

34. Core Strategy policy CP3 requires that new development should be of a high quality of design that does not cause detriment to the amenities of adjoining land users. Policy 2 of the Shinfield Parish Plan seeks to ensure that new development does not harm existing residential amenity. Separation standards for new residential development are set out in section 4.7 of the Borough Design Guide.
35. Given the siting of the new building, the main potential impact would be to Greenways and Oakwood which are located on the south eastern boundary. The level of separation afforded to the other dwellings in the area and existing land use means that there would be no significant impacts to the occupants of the other dwellings in the area.
36. In respect to Oakwood, this backs onto the new building and is sited some 30m from the main rear elevation of Oakwood. Due to the nature of the site, the building tapers in at this location which reduces the level of bulking towards Oakwood. The new building is also reasonably low profile in this location with an eaves height which is around 3.75m increasing to 6.1m to the ridge. Given the degree of separation and on site relationships, the building would not have any significant harm to the occupants of Oakwood.
37. For Greenways, there is over 40m from the rear elevation of the dwelling and the new garden centre building. This given the form of the building as outlined above is acceptable and would not have any significant harm to the occupants of Greenways.
38. In respect to noise, the garden centre would includes a café which incorporates an outdoor seating area towards the boundaries of Greenways and Oakwood. The use of this would be limited to the hours of operation of the centre and given

the intended use of this for a garden centre café, the relationship is acceptable. With respect to the plant, which is located on the elevation adjacent these properties and includes the extraction facilities to support the kitchen facilities, the application has been assessed by the Environmental Health Officer who raises no objections subject to conditions 24 and 25 in regard to noise and odour.

39. As outlined above the development is in accordance with the separation standards outlined in the Borough Design Guide. Where there is no prescribed standard, a comparable relationship has been applied. Given these factors and the onsite conditions, there would be no significant issues arising in terms of loss of light, overbearing or overlooking for any neighbouring dwelling.

Residential amenity – noise

40. 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.

41. In respect to noise of the wider use for the centre, much of the existing outdoor space serving for storage and serving of the existing centre would be rationalised within the building. The service yard will be relocated towards the eastern boundary further away from the existing residential dwellings than it is currently located. The main building would contain much of the noise generated with the use of the site and the polytunnels to the rear would mostly be used for sales area. As discussed, the location of the plant is also not considered to result in significant harm to the amenities of the adjacent properties.

42. For the car park, this would in the main replace existing parking facilities on site. Whilst it is acknowledged that it would introduce more parking towards Oakwood, the level of activity within this space would not be significant and limited to operational hours. There will also be new boundary fencing and landscaping which will help screen the car park from these properties.

43. The proposal would therefore 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.

Retail impact assessment / sequential test

44. The application is accompanied by a retail impact assessment and sequential test in order to assess the proposed redevelopment of the site in respect to policy TB16 and the NPPF. This concludes that there are no other available sites within the catchment area and it would not have a detrimental impact on existing town centres. The reduction in floorspace also means any impact is reduced despite the facility becoming more attractive to customers. The reports have been assessed by the Land Use Policy Officer and the conclusions are supported.

Sustainable Design and Construction

45. Core Strategy Policy CP1 requires development to contribute towards the goal of achieving zero carbon development by including on-site renewable energy features and minimising energy and water consumption. MDD LP policies CC04, CC05 and the Sustainable Design and Construction Supplementary Planning Document (May 2010) also emphasise this. Policy 3 of the Shinfield Parish Neighbourhood Plan also echoes these principles.

46. The operator has amended the sustainability approach to seek to achieve 20% from renewables which is significantly above the 10% policy requirement. This will be achieved by a combination of air source heat pumps, photo-voltaic panels and biomass boilers.
47. In addition to this, the building has been designed to achieve a BREEAM standard of "Good". It is acknowledged that achieving any higher rating is difficult given the use. This will be achieved through a fabric first approach for the building to incorporate insulation, low energy lighting and water saving measures.
48. Both the BREEAM and renewable sources of energy aspirations will be secured by conditions 18 and 19.

Access and movement

49. The NPPF seeks to encourage sustainable means of transport and a move away from the reliance of the private motor car. Core Strategy policies CP1, CP4, CP6 and CP10 broadly echo these principles and indicate that development should mitigate any adverse effects on the existing highway network. The applications are accompanied by a Transport Assessment (TA) which assesses the impact of development in respect to the site itself and wider highway network including the South of the M4 SDL.
50. Policy 4 of the Shinfield Parish Neighbourhood Plan requires development to provide good accessibility by car, cycle and foot and ensure highway safety. Encouragement of use of public transport is also promoted. Policy 5 of the Shinfield Parish Neighbourhood Plan sets out parking standards. These should be in line with WBC standards and well set out with good surveillance to parking courts.

Site Access / layout

51. The site is currently served by Hyde End Road and this remains unchanged for the proposed development. The applicant has submitted details on the existing and post redevelopment of the site traffic flows which has been assessed by the Highways Officer and the new facility would not significantly increase trip rates both for Hyde End Road or the wider road network.
52. At a more local level, the site access from Hyde End Road would however be much improved than the existing arrangements under the proposed plans. A right-hand ghost lane would allow vehicles to turn safely into the site when approaching from Shinfield. The entrance to the site will also be widened which will avoid potential conflict at the existing entrance gates. Sight lines would also be improved with the loss of the dwelling so there will be improved visibility when exiting the site.
53. The access arrangements will also improve circulation for HGVs serving the site. Whilst these are low frequency, the service area has been designed to incorporate a turning area within it. In addition to this, the layout of the car park incorporates dedicated pedestrian walkways to the facility which are currently absent in the existing layout. This will enhance safety for people accessing the site on foot and cycles.

Access and movement - Car parking

54. The layout incorporated 368 spaces, 20 of which would be accessible and 7 for parent and child parking. All of the spaces have been designed to accord with the adopted highway dimension standards together with the manoeuvring space. The parking provision is significantly higher than the existing arrangements more than doubling the existing designated 175 spaces. This has been achieved through rationalising the sales space on site as discussed above. The parking layout is a significant improvement on the existing which again, has been laid out in an ad-hoc manner over time and should enhance the safety of this space. Whilst the parking is lower than that would normally be required under a E class facility, a garden centre and associated facilities will not draw the parking demand for other class E operations. The application has included a parking survey within the Transport Assessment which has been assessed by the Highways Officer. Given that the sales area is lower than the existing arrangements, together with the additional information with regards to seasonal peaks in use, the level of parking is considered sufficient for the intended use.
55. The parking also incorporates electric vehicle spaces within the layout. In total there would be 36 spaces split 50:50 between passive and active charging methods. The provision has been increased on request by the Highways Officer and this provision is acceptable.

Access and Movement - Cycle storage

56. The proposed store would incorporate cycle parking for the layout. 30 Sheffield Stands would be provided for customers adjacent to the site entrance and access to these has been enhanced through the car park layout. In addition, a further 8 covered spaces will be provided for staff within the secure complex of the facility. This is in accordance with highway standards.

Access and Movement - Access to public transport

57. The site is well served by Reading Bus services 8 and 9 which has stops located in Fullbrook Avenue which is well within 400m of the site. This within the catchment and will help encourage staff and users to use sustainable forms of transport.

Access and Movement - Conclusion

58. The package of transport measures and proposed access to the site together with parking is acceptable and the approach is supported by the Highways Officer subject to conditions 8-17.

Flooding and Drainage

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

60. The site is entirely in Flood Zone 1 where the risk of flooding is low and all uses, including more vulnerable residential uses and less vulnerable uses (the proposed school, shops and community uses) are appropriate. The Flood Risk Assessment has been assessed by the Drainage Officer and subject to conditions 20-21 supports the drainage strategy.

Thames Basin Heaths Special Protection Area

61. 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 South of the M4 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.

62. The development would lead to a net loss of a dwelling and as such there would be no intensification of use on the SPA. The Biodiversity Officer are satisfied with this approach.

Ecology

63. Core Strategy Policy CP7, carried forward by MDD LP Policy TB23, requires appropriate protection of species and habitats of conservation value. Policy 7 of the Shinfield Parish Neighbourhood Plan seeks mitigation and measures to enhance biodiversity. Design Principle 1b of the South of the M4 SPD (i-ii) is concerned with protection of ecological habitat and biodiversity features, together with mitigation of any impacts that do arise. A detailed Ecological Mitigation Strategy has been submitted and demonstrates that the site layout has considered impacts on ecological permeability and includes measures to enhance this such as bat boxes. In addition, no advisee impacts are envisaged to flora and fauna.

64. In terms of existing vegetation, the applicant has demonstrated that there would be an adequate buffer zone from the proposed development to these features. The Biodiversity Officer has assessed the application and is satisfied that there would no significant impact on ecology subject to conditions 33-36.

Impact on Burghfield Detailed Emergency Planning Zone (DEPZ)

63. The application site lies within the DEPZ for the Atomic Weapons Establishment (AWE) at Burghfield. The extent of the DEPZ was recently increased and this has been informed by physical features such as development limits or field boundaries rather than a concentric circle which was used prior to the updated DEPZ. Policy TB04 of the MDD Local Plan sets out how development in the vicinity of the AWE at Burghfield will be assessed. This requires that any application within the area for commercial or residential uses needs to be accommodated within the Off-Site Emergency Plan.

64. The application was considered by the Office for Nuclear Regulation and the Council's Emergency Planning Officer. The Office for Nuclear Regulation have advised that they do not advise against granting planning permission following detailed assessment by the Council's Emergency Planning Officer who has

raised no objection to the proposals subject to conditions to secure emergency plans for both the construction phase and post occupation phase of the development. In addition, the resultant loss of a single dwelling as part of these proposals will also reduce the level of households within the DEPZ.

65. The councils Emergency Planning Officer, in co-ordination with the Office for Nuclear Regulation and the 4 authority Emergency Planning group, shall monitoring the implementation of emergency plans and this will be done in co-ordination with the Council's Off-Site Emergency Plan.

66. Subject to compliance with the above conditions, the proposed development would not put significant additional pressure on the Council's AWE Off Site Emergency Plan and therefore fulfils the requirements of policy TB04 and guidance within the NPPF in this respect.

Heritage

67. Policy TB24 of MDD LP policy seeks to ensure that development conserves and, where possible enhances the important character and special architectural or historic interest of listed buildings. The nearest listed building to the development site is Hyde End Farm over 250m away from the proposed new building. This is considered acceptable and would not have a significant adverse impact on the character and setting of the listed building.

Archaeology

68. Core Strategy Policy CP3 and MDD LP Policy TB25 require the archaeological impact of development to be taken into consideration. Berkshire Archaeology have assessed the documents accompanying the application and raised no objections subject to condition 37.

Planning Balance - benefits

69. The proposed development would result in the loss of a residential dwelling which is resisted by policy CP3 of the Core Strategy. There are several factors that should be taken into account whether the proposed development is as a whole in accordance with the development plan.

70. The redevelopment of the site would result in the reduction in the volume of the existing building and associated external sales areas. The design rationalises these to be incorporated into one building with a service area and associate parking. This would open up views across the site to the countryside and strategic greenspace to the east of the site and . In addition, the loss of a dwelling would also open up views from the front of the site on Hyde End Road. The application is supported by the Landscape Officer and given that it would rationalise the sprawl of development on site, moderate to significant weight can be afforded to this element of the re-development of the site.

71. The re-development of the site would mean that it continues to secure employment for the site in the long term. The investment in the new building demonstrates that Dobbies has an ongoing interest in maintaining a garden centre in the locality and retains local employment. Whilst it is acknowledged that the employment numbers will not significantly increase (when taking into account the use of the site as it currently stands which has a level of third party operators rather than solely operated by Dobbies), the retention of these roles together with

the indirect jobs that the facility supports is important. In addition, the redevelopment of the site will also generate construction jobs which whilst temporary provide benefits to the local economy. On this basis, moderate to significant weight can be afforded to this aspect of the development.

72. Linked to the impact on the economy, the centre will serve as important local facility for residents. The building will support a range of uses which include a foodhall, veterinary practice and café together with the garden centre. These will help localise trips for nearby residents to access these services especially given the new housing growth in the area. Overall it would provide a good local service for residents and it chimes well with the sustainability principles envisaged for the South of the M4 SDL. Moderate to significant weight can be afforded to this aspect of the redevelopment of the site.
73. The redevelopment of the building would also enhance sustainability for the site. The applicant has responded to requests to enhance the renewable energy credentials and has doubled the policy requirement from 10% to 20%. In addition, the new building will be designed to be BREEAM "Good" which will substantially improve the sustainability of the site when compared to the existing facility. In this regard, substantial weight can be afforded to this aspect of the proposal.
74. In terms of access, the new arrangements proposed would enhance the safety of users of the site both within the existing site access / car parking envelope and also for vehicle movements on Hyde End Road. Much of this has been achieved by the loss of the dwelling and as such, moderate weight can be afforded to this element of the proposal.
75. The proposal will secure financial contributions towards the boroughs aspiration for a footpath / bridleway improvements on the eastern boundary of the site as identified in the Public Rights of Way Improvement Plan. This will link Hyde End Lane to Hyde End Road and will help to improve permeability for residents and users and potentially could ultimately link into the strategic greenspace. The funding will be secured in the S106 agreement and given the community benefits, moderate to substantial weight should be afforded to this aspect of the proposal.
76. Finally, the proposed layout makes it possible for an element of community use for the café space as this can be sectioned off by sliding panel doors. This can facilitate workshops such as National Childcare Trust classes and baby sensory classes should they wish to book the space. Further seasonal events can be held within this space such as Halloween parties etc. Dobbies also has a Little Seedlings gardening club. This is for local children that encourages them to connect with plants, wildlife and the environment, and nurture their mind with lots of activities. There is a monthly workshop linked to this together with a dedicated website aimed at young growers. Given that both the space for workshops and the Little Seedlings gardening club are based on a nil direct revenue basis, limited to moderate weight can be afforded to the community benefits associated with the provision of these uses / facilities.

Planning Balance – adverse impacts

77. For the loss of the existing dwelling, this is not considered to significantly bolster the housing supply in the borough. The loss of this has been driven primarily for site access and to improve car parking and this represents a comprehensive approach to the re-development of the site. It should be acknowledged that the loss of the dwelling has a significant existing land value cost associated with it which will be absorbed by the applicant as part of the redevelopment costs. The retention of the house would compromise parking numbers, would not allow for the junction improvements and ultimately could impact on the viability of the redevelopment of the site or the garden centres viability in the long term. Given that the site primarily supports employment and the redevelopment will continue to facilitate this together with the importance of this as a local facility for residents and the fact that there has been significant new homes built within the area, the loss of the dwelling would not be substantial. Taking these factors into account together with the impact on the DEPZ outlined above, only limited to moderate weight should be afforded to the potential conflict with policy CP3.
78. In terms of the impact on the countryside, as discussed the proposed redevelopment would consolidate the existing structures and dwelling on site together with hardstanding. Through setting the building further to the rear of the site, visibly this would be an improvement from the existing structures and the parking area incorporates landscaping which will soften the centre once established. The new building would have a smaller footprint than the existing sales area on site and the design approach is high quality and an improvement compared to the existing structures. The Landscape Officer supports the redevelopment of the site and this together with the factors mentioned above, moderate weight is afforded to the impact on the countryside given that there is an existing land use and associated structures.
79. In regards to access and associated noise with the use of the site, given that there is an existing land use for the site which will not significantly be intensified, together with the proposed highway and parking improvements, limited weight should be afforded to the impact of this for road users and adjoining residents given the restrictive conditions in respect store opening and delivery times.

CONCLUSION

The proposed development would result in a more consolidated form of development on the site which would enhance the character of the area. This would also reduce visual impact on the countryside when compared to the existing facility. In addition, the new facility will be more sustainable than the existing buildings both in terms of energy use and enhanced measures to encourage alternative methods of transport to the site. This reflects the Council's adopted policies and those within the Shinfield Parish Neighbourhood Plan and guidance for development within the South of the M4 SDL. It is considered that the application will deliver high quality development in accordance with the Council's spatial strategy and vision and therefore can be recommended for approval.

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AREA SCHEDULE		
APPROX SITE AREA (planning boundary)	7.2 Acres	2.946 hectares
BUILDING AREA (HEATED-GROSS EXT)	59839.8ft ²	5559.3 m ²
POLY-TUNNELS	13476.4ft ²	1252.0 m ²
PLANT SALES (OPEN AIR)	29019.5 ft ²	2696.0 m ²
SERVICE YARDS	13136.2 ft ²	1220.4 m ²
PARKING BAYS (TOTAL)	369	
REGULAR PARKING (includes 18 PEV spaces)	329	
DISABLED PARKING	20	
PARENT & CHILD PARKING	7	
ELECTRIC VEHICLES CHARGING BAYS	12	
PTW SPACE (4 PTW)	1	
STAFF CYCLE PARKING	8	
CUSTOMER CYCLE PARKING (TROLLEY BAYS)	30	
	9	



- Existing Trees
- Proposed Pleached trees
- Proposed Trees.
- Parking bays - Gravel
- Parking bays - Paviers
- Proposed Garden Centre Building
- Proposed polytunnel's
- Proposed landscaping around site / Grass areas
- Pedestrian footpath - Paviers
- Road area - Tarmac
- Plant sales area - Paviers

Proposed Site Plan



NOTES
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 Dalmeay, South Queensferry
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REV	DATE	BY	DETAILS
A	Dec 20	PM	Amendments as per AY comments
B	Jan 21	PM	Amendments as per MA comments.
C	Feb 21	PM	New scheme design layout
D	Feb 21	PM	JR Landscaping added to new scheme.
E	March 21	PM	Site Boundary Amended to suit recent comments.
F	July 21	PM	Site Boundary to include main road to suit most recent comments.
G	Nov 21	PM	Design teams most recent comments.

CLIENT: Dobbies Garden Centres
 PROJECT: Existing Store & parking, Grovelands.
 STATUS: PLANNING

DRAWING TITLE: Proposed Site Layout
 SCALE - A1: 1:500
 JOB NO.: 692
 DATE: AUG 19
 DWG. NO.: (00)05
 DRAWN BY: PM
 REVISION: G



Site Application Boundary ———
 Other land owned by applicant ———

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Proposed Ground Floor Plan



REV	DATE	BY	DETAILS
A	Dec 20	PM	Amendments as per AY comments
B	Jan 21	PM	Amendments as per MA comments.
C	Feb 21	PM	New scheme design layout.
D	July 21	PM	New scheme design layout by Dobbies.
E	JAN 21	PM	External Sales area Added as per most recent comments by AY.

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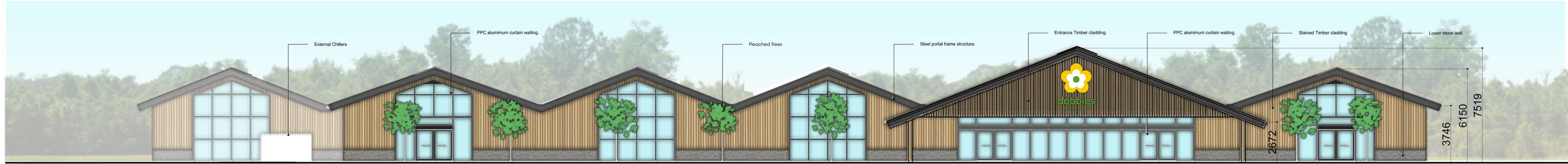
MILL ARCHITECTS LIMITED
 3-4 Easter Dalmeny
 Dalmeny, South Queensferry
 Edinburgh, EH10 9TS
 Tel: 0131 629 1466
 hello@millarchitects.co.uk

External sales area to front entrance area of building.

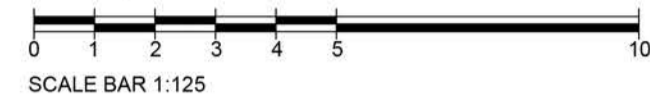
CLIENT Dobbies Garden Centres	DRAWING TITLE Proposed Ground Floor Plan
PROJECT Prop Store & parking Grovelands.	SCALE: A1 1:250
STATUS PLANNING	DATE AUG 19
	DRAWN BY PM
	REVISION E
	DWG. NO. (00)06



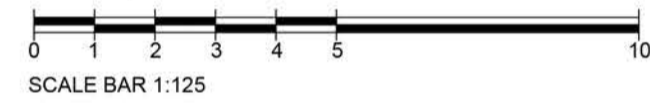
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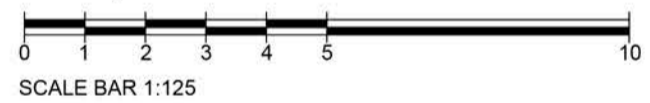
Proposed South East Elevation



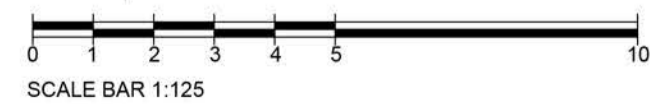
Proposed North West Elevation



Proposed South West Elevation



Proposed North East Elevation



- External Timber cladding.
- External Stone lower wall.
- Polycarbonate Roof
- Polytunnels - PTFE Fabric
- Glazed Curtain Walling

REVISIONS	DATE	BY	DETAILS
REV			
A	Dec 20 PM		Amendments as per AY comments
B	FEB 21 PM		PROPOSAL DESIGN CHANGE
C	JULY 21 PM		Elevations updated

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CLIENT: Dobbies Garden Centres Proposed Elevations

PROJECT: Prop Store & parking, Grovelands.
STATUS: PLANNING

SCALE - A1: 1:125
JOB NO. 692

DATE: AUG 19 PM
DWG. NO. (00)07
REVISION: C



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LANDSCAPE PROPOSALS

LANDSCAPE STRATEGY:- The aim of our landscape proposals is to ensure that the new garden centre development integrates well with the character of the surrounding urban and landscape setting. At the broadest level, a mix of avenues of trees and hedges and single specimen trees will provide a green framework, linking spaces throughout the development, and reinforcing the links between the garden and its surrounding areas.

The trees, shrubs and hedges chosen for the site, are a mix of native and wildlife attracting species. In this drawing the trees are shown at their diameter at 20 years of age). A pattern of hedgerows with hedgerow trees are a key characteristic of the garden centres wider landscape setting. To reflect this, our proposals include hedges which are a mix of indigenous species which will create all year interest as well as local wildlife. The trees and hedges will create a green framework, entrance edge of the site and give structure and softening the car parking areas throughout the site.

In designing the planting proposals, there has been an emphasis on the use of native and wildlife attracting species which will enhance both the visual and biodiversity of new development and its wider landscape setting. An arboricultural assessment has also been carried out which extends beyond the site to ensure that the existing trees adjacent to the site will not be adversely affected by the development. A range of woodland edge species are planted adjacent to the existing wooded areas these areas will create an appropriate edge to the woodlands whilst acting as a buffer zone which encompasses the root protection areas for the existing trees.

Within the development, shrub beds are to be planted in a range of wildlife attracting species which will improve the overall biodiversity of the site and create year long interest as well as food and shelter for local wildlife. At the entrance area, ornamental and wildlife attracting species has been used to highlight the entrance area whilst improving the visual diversity and biodiversity of the site as a whole.

TREE PLANTING:-
TREES IN PLANTING BEDS
 (See Drg DSR 101 & 102 Planning Stage - Tree Planting Details)
 The following trees to be supplied as:-Extra Heavy Standard, Size 14-16 girth.

- Ac - Acer campestre 'Streetwise'**
14-16cm girth, Bare rooted or prepared rootballed, Extra Heavy Standard, with lowestmost branches at 2.1m above ground level.
- Pa - Prunus avium 'Plena'**
14-16cm girth, Bare Rooted or Prepared Rootballed, Extra Heavy Standard, with lowestmost branches at 2.1m above ground level.
- PcC - Pyrus calleryana 'Chanticleer'**
14-16cm girth, Prepared Rootballed (only), Extra Heavy Standard, underground anchored, with lowestmost branches at 2.1m above ground level.
- Pp - Prunus padus 'Albirelli'**
14-16cm girth, Bare Rooted or Prepared Rootballed, Extra Heavy Standard, with lowestmost branches at 2.1m above ground level.
- Qr - Quercus robur**
14-16cm girth, Prepared Rootballed (only), Extra Heavy Standard, underground anchored, with lowestmost branches at 2.1m above ground level.
- Te - Tilia euchlora**
14-16cm girth, Prepared Rootballed (only), Extra Heavy Standard, underground anchored, with lowestmost branches at 2.1m above ground level.
- Cb - Carpinus betulus**
14-16cm girth, Prepared Rootballed (only), Extra Heavy Standard, underground anchored, with lowestmost branches at 2.1m above ground level.
- Sa - Sorbus aucuparia**
14-16cm girth, Prepared Rootballed, Extra Heavy Standard, with lowestmost branches at 2.1m above ground level.

TREES IN CAR PARK HARDSTANDING
 (See Drg DSR 103 Planning Stage - Trees with grilles and Guards)
 The following trees to be supplied as:-Extra Heavy Standard, Size 14-16 girth.
BpT - Betula utilis var. Jacquemontii'
 18-20cm girth, Prepared Rootballed (only), Semi Mature, underground anchored, with lowestmost branches at 2.1m above ground level. See Drg DSR 103A for revised tree pit details.

TREES AND HEDGE TO SOUTHERN (ENTRANCE) EDGE
 At present, the main view of the garden centre from Hyde End Road is rather bald - a high street fence backed by a low hedge. Here the introduction of an avenue of oak, lime and hornbeam trees, with an associated mixed hedge will improve and add definition to the setting of the entrance to the garden centre. Shrub beds associated with this edge of the site, will be planted in a mix of wildlife attracting shrubs which will act as an extension to the new mixed species hedgerows.

CAR PARK HEDGES
Mixed Species Hedge (with core fence see Drg DSR 104)
 Mixed hedge planted in staggered rows (either side of core fence) @8no hedge plants per linear metre, planted in single species blocks of between 8 and 16 plants in the following proportions:- **Crathagus monogyna** Hawthorn, (50%), **Acer campestre** Field maple (10%), **Viburnum opulus** Guelder Rose (10%), **Rosa canina**, Dog Rose (10%), **Ligustrum vulgare** Wild Privet (10%), **Carpinus betulus**, Hornbeam (10%). All- hedge plants 60-80cm, bare rooted, all with thick collar and well feathered to base and minimum 3No breaks.

BUILDING FRONTAGE HEDGES WITH PLEACHED LIME TREES
Mixed Species Hedge (with core fence see Drg DSR 104)
 Mixed species hedge with core fence as outlined above. Additionally 3No semi mature pleached lime trees to be planted to each bay to act as a foil to the building elevation.

SHRUB BEDS
GROUND COVER SHRUB BEDS
gcv - Vinca Ground Cover Shrub Beds
 Shrub bed to be planted in - **Vinca minor**, 30/40cm spread, 2LPG @8m2. Underplanted with random drifts Daffodils and Bluebells planted at 20 Bulbs per square metre each bulb type covering 50% of the bed.
Narcissus pseudonarcissus 'Golden Harvest' Size 14/16 @ 20/m2.
Endymion Non Scripta Size 8 up @ 20/m2.

gcr - Geranium Ground Cover Shrub Beds
 Shrub bed to be planted in - **40% Geranium 'Rozanne'**, 30/40cm spread, 2LPG @5m2. **30% Hebe 'Red Edge'**, 20/30cm spread, 2LPG @5m2 **30% Cytisus kewensis**, 30/40cm spread, 2LPG @5m2

WOODLAND EDGE BEDS
wea - Woodland Edge Beds
 To be planted in a mix of the following wildlife friendly woodland edge shrubs:
 10% **Viburnum opulus** 2LPG, 60-80cm @ 5/m2
 10% **Viburnum davidi** 2LPG, 20-30cm @ 5/m2
 10% **Ligustrum vulgare** 2LPG, 40-60cm @ 5/m2
 10% **Crathagus monogyna** 2LPG, 40-60cm @ 5/m2
 20% **Rosa canina** 2LPG, 30-40cm @ 7/m2
 20% **Rubus 'Fruitticosus'** 2LPG, 20-30cm @ 7/m2
 20% **Hedera helix 'Hibernica'** 2LPG, 40-60cm @ 7/m2
 The above planted in random single species blocks of between 7 and 21 plants.

web Narrow Woodland Edge Beds
 To be planted in a mix of the following wildlife friendly woodland edge shrubs.
 30% **Rosa arvensis** 2LPG, 30-40cm @ 7/m2
 35% **Rubus 'Betty Ashburner'** 2LPG, 20-30cm @ 7/m2
 35% **Hedera helix 'Hibernica'** 2LPG, 40-60cm @ 5/m2
 The above planted in single species blocks of between 7 and 21 plants.

WILDLIFE BEDS

wba Principal Wildlife Bed

- To be planted in a mix of the following wildlife friendly shrubs.
- 10% **Caryopteris cladonensis 'Heavenly Blue'** (5D) 20-30cm, 2LPG @ 5/m2
- 10% **Chaenomeles japonica** (1D) 40-60cm, 2LPG @ 5/m2
- 10% **Escalonia 'Red Elf'** (1,2E) 40-60cm, 2LPG @ 5/m2
- 10% **Geranium cantabrigiense 'Hanna'** 2LPG @ 7/m2
- 10% **Geranium macrorrhizum 'White Ness'** 2LPG @ 7/m2
- 10% **Lavendula angustifolia** (75E) 20-30cm, 2LPG @ 5/m2
- 10% **Rosa 'Fru Dagmar Hastrup'** (5D) 60-80cm, 2LPG @ 7/m2
- 10% **Skimbia japonica** (1E) 30-40cm, 2LPG @ 5/m2
- 10% **Weigela florida 'Variegata'** (1,2D) 20-30cm, 2LPG @ 5/m2
- 10% **Vinca minor**, 30/40cm spread, 2LPG @ 7m2.

wbb Wildlife Beds

- To be planted in a mix of the following wildlife friendly shrubs.
- 20% **Chaenomeles japonica** (1D) 40-60cm, 2LPG @ 5/m2
- 20% **Cistus corbariensis** (1E) 20-30cm, 2LPG @ 5/m2
- 15% **Geranium cantabrigiense 'Hanna'** 2LPG @ 7/m2
- 15% **Geranium macrorrhizum 'White Ness'** 2LPG @ 7/m2
- 15% **Lavendula angustifolia** (75E) 20-30cm, 2LPG @ 5/m2
- 15% **Rosa 'Fru Dagmar Hastrup'** (5D) 60-80cm, 2LPG @ 7/m2

wec - Northern Woodland Edge Beds

- To be planted in a mix of the following wildlife friendly woodland edge shrubs:
- 10% **Viburnum opulus** 2LPG, 60-80cm @ 5/m2
- 10% **Viburnum davidi** 2LPG, 20-30cm @ 5/m2
- 20% **Symphoricarpos albus laevigatus** 2LPG, 40-60cm @ 7/m2
- 20% **Rosa canina** 2LPG, 30-40cm @ 7/m2
- 20% **Rubus 'Fruitticosus'** 2LPG, 20-30cm @ 7/m2
- 20% **Hedera helix 'Hibernica'** 2LPG, 40-60cm @ 7/m2

The above drilled planted in single species blocks of between 7 and 21 plants.

The following woodland edge trees to be planted in a double staggered row at a 3metre spacing and 2metres between rows all planted as light standard trees.

- S - Sorbus aucuparia** 6-8cm bare rooted
- C - Crathagus monogyna** 6-8cm bare rooted
- P - Prunus padus** 6-8cm bare rooted

The above trees are also to be planted as individual trees in the north eastern bed.

ENTRANCE BEDS

etb Entrance Beds

- To be planted in a mix of the following wildlife friendly shrubs and herbaceous plants.
- 5% **Cistus 'Corbariensis'** 30-40cm, 3LPG, bushy, @ 5/m2
- 5% **Escalonia 'Red Elf'** 40-60cm, 3LPG, well bushed, 4 breaks, @ 5/m2
- 5% **Euonymus fortunei 'Blondy'** 20-30cm, 2LPG @ 5/m2
- 5% **Geranium 'Johnsons Blue'** 2LPG, full pot, @ 5/m2
- 5% **Hebe 'Oretia Beauty'** 30-40cm, 3LPG, bushy, 5 breaks, @ 5/m2
- 5% **Hebe pinguifolia 'Paege'** 20-30cm, 3LPG, bushy, 5 breaks, @ 7/m2
- 5% **Hedera Hibernica'** 20-60cm, 2LPG, full pot, @ 7/m2
- 5% **Heilbourus nigra** 2LPG, full pot, @ 5/m2
- 5% **Hydrangea quercifolia 'Snowflake'** 30-40cm, 3LPG, bushy, @ 5/m2
- 5% **Hydrangea serrata 'Shinofuji'** 30-40cm, 3LPG, bushy, 5 breaks, @ 5/m2
- 5% **Juniperus communis 'Green Carpet'** 30-40cm, 2LPG, bushy, @ 5/m2
- 5% **Juniperus squamata 'Blue Carpet'** 30-40cm, 2LPG, bushy, @ 5/m2
- 5% **Manonia aquifolium 'Apollo'** 15-20cm, 2LPG, branched, @ 5/m2
- 5% **Prunus laurocerasus 'Zabelliana'** 40-60cm, 3LPG, bushy, @ 3/m2
- 5% **Rosa 'White Flower Carpet'** 45-60cm, 2LPG, @ 5/m2
- 5% **Rosa 'Pink Flower Carpet'** 45-60cm, 2LPG, @ 5/m2
- 5% **Rosa rugosa 'Rubra'** 45-60cm, 2LPG, @ 5/m2
- 5% **Rosa rugosa 'Alba'** 45-60cm, 2LPG, @ 5/m2
- 5% **Stachys byzantina 'Silver Carpet'** 2LPG, full pot, @ 7/m2
- 5% **Vinca major 'Oxyloba'** 30-40cm, 3LPG, several shoots, @ 7/m2

The above drilled planted in single species blocks of between 7 and 21 plants.

LAWN

Ln - Seeded & managed as amenity grassland with 16+No cuts/year.

MEADOW EDGE

Me - Seeded with *Scilla* Seeds 'Flowering Lawn' Mix at a sowing rate of 3gm/2. Allowed to flower over the summer months and managed as a meadow edge with six cuts over the spring winter and autumn months.

TREE PROTECTION TO WOODED EDGES OF THE SITE

EASTERN WOODED EDGE

The narrow band of trees and hedges which lines the eastern edge of the site is an important feature of the garden centres wider landscape setting. In order to ensure its long term survival, root protection areas (RPAs) have been determined for these boundary trees and hedges. In order to minimise disturbance within the RPAs, the access road has been set back from the site boundary, allowing woodland edge planting to be planted which will minimise disturbance to the roots along this edge. Additionally any hard surfaces which fall within the RPAs will be constructed with a 'no dig' construction methods and the use of a root protection system.

NORTHERN WOODED EDGE

A distinctive feature of the northern edge of the site is an outgrown hedge of field maple, hawthorn, ash, dog rose, elder and bramble. Again, along this boundary the hardstanding has been set back, to allow woodland edge planting to be planted in the root protection area, and any hard surfaces which fall within the RPAs will be constructed with a 'no dig' construction methods and the use of a root protection system.

SOUTH WESTERN WOODED EDGE

The south western edge of the site is bordered by the mature trees of neighboring wooded gardens. Here trees in the adjacent garden which could be affected by the development have been surveyed to determine their root protection areas. Parking bays and hard standing along this edge set back to allow woodland edge planting to be planted and any parking areas or hard standing which fall within the RPAs, will be constructed with a 'no dig' construction methods and a root protection system.

In addition to the above, a 1.8m high traditional solid screen featherboarded fence (shown in brown dotted line) will be constructed along this boundary. This fence will maintain privacy for the adjacent residential properties and reduce noise impact from vehicle activity from the customer car park, and will also minimise headlamp intrusion in the clear months. Fence to be constructed in 2.4 metre long bays with driven fence posts to minimise disruption to adjacent tree roots.

WESTERN WOODED EDGES AT OAKWOOD HOUSE

Two existing Leyland Cypress hedges are particularly important to this part of the site, as they screen the adjacent 'Oakwood' house and garden from views of the site. It is therefore important that these hedges are retained to maintain the privacy of this house and garden. Root protection areas have been determined for both these hedges, and hardstanding and building lines have been set back to allow woodland edge planting, and no dig methods and root protection will also be used to any hardstanding in the RPAs.

NORTH WESTERN EDGE

The north western edge of the site is bordered by the mature trees of three neighboring wooded gardens. As these gardens overlook the plant sales area, a 3.5m high heavy pattern weldmesh fence is to be constructed between the plant sales area and the gardens (shown pink dotted). This fence is to be planted up with a mix of many evergreen climbing plants at 1 metre centres, these climbers will create a green screen between these two areas as they mature. The climbing plants will include *Hedera hibernica*, *Hedera helix 'Glacier'*, *Parthenocissus tricuspidata*, *Hydrangea serratifolia*, *Clematis arvensis* and *Clematis 'Apple Blossom'*.

Trees and Hedges Related to Site Edges

Denotes Tree Canopies:- Trees and hedges which are near to the site edges, both of which may be affected by the development and allowances have been made in the design (as outlined above) to minimise the impact of any soft or hard landscape works which may impinge on these areas.

Denotes Root Protection Area:- These areas have been plotted for any trees and hedges which may be affected by the development and allowances have been made in the design (as outlined above) to minimise the impact of any soft or hard landscape works which may impinge on these areas.

Denotes Trees which are to be Felled to Allow for Development:- These trees are recorded in the Arboricultural Impact Assessment Report (by RSK)

GREAT CRESTED NEWT HABITAT

Great Crested Newts were found in six of the existing on site ponds. In order to ensure that Great Crested Newts will continue to be a feature of the new development, the area to the north western part of the site has been created as a Great Crested Newt Habitat. The habitat is to be seeded with tussocky grassland and edged with a species rich native vegetation. The core of the area is a traditional puddle clay pond with marginal vegetation; associated with the pond, there are three woodpiles (wp) and one Great Crested Newt hibernacula (gnh). These measures will ensure that Great Crested Newts continue to be permanent feature the site and its wider setting. **Note:-** To ensure that this pond is permanently filled with water, the land in the Great Crested Newt Habitat area will be gently reprofiled to ensure the area drains to the pond, the pond will also be provided with a Newtproof overflow connected to the SUDS system. In addition to this, the pond will also be provided with a mains feed which will ensure the water level in the pond is maintained in any dry spells. The general public will have no access into this area, gates are therefore to be locked at all times and only used for maintenance visits.

Great Crested Newt Habitat Planting

Tussocky Grassland:-
 1% Meadow Foxtail, 20% Crested Dogtail, 20% Cocksfoot, 5% Tufted hair-grass
 30% Strong-creeping Red-fescue, 1% Yorkshire Fog, 12% Tall Fescue
 11% Meadow Fescue, Sowing rate 5gm/2.

Species Rich Hedge

50% Hawthorn, 10% Field maple, 10% Guelder rose, 10% Dog rose, 10% Wild privet
 10% Hornbeam, Planted @ 8No hedge plants per linear metre.

Aquatic Plant Species

Ragged robin, Soft rush, Meadowsweet, Marsh chinkweed, Yellow flag iris, Water plantain, Greater speedwort, Arrowhead, Amphibious bistort, Cocksfoot flower, Marsh marigold, Purple lostrif, Brooklime, Watermint, Duckweed, Fennel like pondweed, Frogbit, Curled pondweed.

TO BE READ IN CONJUNCTION WITH:-

- Drg DSR 101 Planning Stage Bare Root Tree Details
- Drg DSR 102 Planning Stage Rootballed Tree Details
- Drg DSR 103 Planning Stage Rootballed Tree in Hardstanding Details
- Drg DSR 104 Full Planning Stage Hedge and Fence Details

Dobbies Grovelands, Full Planning Stage - Landscape Maintenance Plan

Dobbies Grovelands, Landscape and Visual Impact Appraisal

Arboricultural Impact Assessment Report by RSK

Great Crested Newt Survey Report by RSK

Preliminary Ecological Appraisal by RSK

Bat Survey by RSK

For full landscape surfaces, parking bay type cycle shelters and cycle stands see Mill Architects Drg No 0005 Revised Proposed Site Layout
 Information on cycleways to south end of site see Mill Architects 0006 Proposed Cycle and Footpath.

Amendments

- A** Building footprint adjusted planting adjusted 10-02-21
- B** Existing hedge reinstated 10-02-21
- C** Additional wec bed added to north edge of site 15-02-21
- D** Great Crested Newt Habitat added Pleached lime/hedging beds to building frontage added. Close Boarded timber noise reduction fence added to south western boundary, Weldmesh fence with climbers added between plant sales and GCN Habitat in north eastern part of site. 04-08-21
- E** Revised in line with local residents comments, in North West part of site Leyland Cypress Trees/Hedgeremoved. Pond moved South. Additional note added to Key regarding an overflow to the small pond in the Newt Habitat area and also note regarding locking off this area to ensure no public access. 20-09-21
- F** Great Crested Newt pond and associated herbaceous and wood piles relocated to southern part of habitat area. 15-10-21
- G** Drawing and notes updated in line with Planning Department comments. Additional trees added to north eastern boundary. Note added referencing revised car park tree pit details. Oaks changed from *Quercus petraea* to *robur*. Lime and hornbeam added into frontage avenue. *Symphoricarpos* replaced with *crathagus* and *ligustrum*. *Geranium* beds GCR supplemented with *hebe* and *cytiscus*. Additional general notes added. 15-12-21
- H** Additional notes added to the Great Crested Newt Habitat Key, referring to minor re-profiling of land and addition of a mains feed for dry spells to ensure pond water level is maintained at all times.

John Richards
 Landscape Architects

JOB NAME • Dobbies Grovelands

DRG TITLE • Full Planning Stage Landscape Proposals

SCALE • 1:500@A1+

DATE • Sept 2019

DRG NO. • DSR-100 - Rev H

215 BALGREEN, ROAD EDINBURGH EH11 2RZ

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dobbies
garden centres

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WELCOME

WELCOME

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Application Number	Expiry Date	Parish	Ward
211777	10/02/2022	Wokingham Town	Emmbrook;

Applicant	Wokingham Borough Council		
Site Address	Toutley East, land adjacent to Toutley Depot, West of Twyford Road Wokingham RG41 1XA		
Proposal	Outline application for up to 130 residential units and a 70 bed care home (all matters reserved except access to the site).		
Type	Outline		
Officer	Stefan Fludger		
Reason for determination by committee	Major application Applicant is Wokingham Borough Council		
FOR CONSIDERATION BY	Planning Committee on Wednesday, 11 May 2022		
REPORT PREPARED BY	Assistant Director – Place		

SUMMARY
<p>This is an outline planning application for the provision of up to 120 residential units and a 70 bed aged care home. The indicative scheme also includes a noise bund and barrier, landscaping and an emergency access through the neighbouring Toutley depot. 35% of the dwellings proposed would be affordable housing. It should be noted all matters are reserved except for access, therefore detailed layout and design will be considered under subsequent reserved matters applications. Only the principle of development is being considered at this stage.</p> <p>The application site consists of an open field, within settlement limits and the North Wokingham SDL. The site is allocated for employment development under the current Local Plan. However, the site is no longer considered appropriate for employment due to its location, its setting adjacent to residential development and the school constructed as part of the Matthewsgreen development. As such it is allocated under the emerging Local Plan for residential development and the proposed residential use is acceptable in principle. The location of the scheme next to the Matthewsgreen development which contains shops, a primary school, community building and access to bus services means that the site is considered sustainable and would provide residents with access to good local facilities. The development would provide a high-quality modern housing scheme together with landscaped public open space, while retaining the existing hedgerows.</p> <p>The scheme is considered acceptable at outline stage, subject to the conditions recommended.</p>

PLANNING STATUS
<ul style="list-style-type: none"> • Major development location • North Wokingham SDL • Site allocation – Toutley Industrial Estate extension • Core Employment Area • WBC owned land • Wind turbine safeguarding zone • Farnborough Aerodrome consultation zone • Sand and gravel extraction • Special Protection Area – 7 km

- Groundwater protection zone
- Landfill consultation zone
- Minerals consultation zone
- Nuclear consultation zone
- Contaminated land consultation zone
- Green Route Enhancement Area
- Flood Zones 2 and 3
- TPO Trees.
- Archaeological Sites.

RECOMMENDATION

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

A. Completion of an agreement to

- Affordable Housing Provision – Minimum 35% on site provision with a tenure split of 70:30 social rented to shared ownership dwellings
- Strategic Access Management and Maintenance (SAMM) Contribution for the Thames Basin Heaths SPA;
- Open Space delivery and maintenance thereafter, including a contribution towards maintenance of the sound bund and barrier if adopted by the Council.
- Allotments onsite delivery or offsite contribution, depending on method of delivery.
- Local Bus service contribution;
- My Journey Travel Plan contribution;
- Highways inspection fees.
- Highway commuted sums.
- Legal agreement monitoring contribution;
- Employment Skills plan or contribution;
- Upgrading of cycle / footpath to the southern development, Primary School and Local Centre
- Costs of the Traffic Regulation Order along Twyford Road;
- Children’s play area maintenance sum – waiting for Green Infrastructure.
- Highways bond
- Provision of 10% biodiversity net gain in line with DEFRA metric calculator, on-site provision, in accordance with landscaping and ecology details. If on-site provision not possible, off-site provision to be secured.
- Provision of compensation for three Skylark territories to be provided for a minimum period of 30 years.

- Highway maintenance.
- Highway agreements.

Should the agreement not be completed within 6 months of the date of this resolution planning permission be refused due to failure to secure the necessary infrastructure impact mitigation, unless otherwise agreed by the chairman of the planning committee and confirmed in writing by the Local Planning Authority.

B. Conditions and informatives as below (subject to any additions and updates agreed with the Assistant Director Delivery and Infrastructure: Place and Growth between the date of the resolution and issue of the decision):

Conditions:

Timescales and Phasing

1. a) No development shall commence, apart from the provision of the access onto Twyford Road, until details of the appearance, landscaping, layout, and scale (hereinafter called "the reserved matters") pursuant to that phase have been submitted to and approved in writing by the local planning authority and the development shall be carried out as approved.

b) Application for approval of the reserved matters shall be made to the local planning authority not later than three years from the date of this permission.

The development hereby permitted shall begin not later than two years from the date of approval of the last of the reserved matters to be approved.

Reason: In pursuance of s.92 of the Town and Country Planning Act 1990 (as amended by s.51 of the Planning and Compulsory Purchase Act 2004).

Phasing

2. Before submission of reserved matters pursuant to condition 1, a Phasing Strategy shall be submitted to and approved in writing by the Local Planning Authority and the development shall thereafter be carried out in accordance with the approved Phasing Strategy. The Phasing Strategy shall include:

- i) the development to be delivered in each phase;
- ii) the sequence of development with indicative timescales for development; and
- iii) how earlier phases of the development will be able to operate satisfactorily while later phases are still under construction.

Reason: to ensure comprehensive planning and delivery of the development and discharge of conditions.

Approved Details

3. This permission is in respect of the submitted application plans and drawings outlined below. The development hereby permitted shall be carried out in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

351-ACG-00-XX-DR-A-011000 (not including the access, which is approved as shown on the plans below)

70069935-ATR-006 REV B

70069935-SK-009 REV D

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

Material Samples

4. . Prior to commencement of development on each phase, above finished floor level, samples and details of the materials to be used in the construction of the external surfaces of the building/s shall have first been submitted to and approved in writing by the local planning authority. Development shall not be carried out other than in accordance with the so-approved details.

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

Dwellings Limit

5. The number of dwellings constructed on the application site pursuant to the planning permission hereby approved shall not exceed 130 dwellings and the care home shall have no more than 70 bedrooms.

Reason: For the avoidance of doubt and in the interests of proper planning.

Construction Environmental Management Plan

6. Prior to commencement of development hereby permitted in each phase, a Construction Environmental Management Plan (CEMP) in respect of that phase shall have been submitted to and approved in writing by the local planning authority. Construction of the development shall not be carried out otherwise than in accordance with the approved CEMP. The CEMP shall include the following matters:

- a) a construction travel protocol or Green Travel Plan for the construction phase including details of parking and turning for vehicles of site personnel, operatives and visitors;
- b) loading and unloading of plant and materials;
- c) storage of plant and materials programme of works, including measures for traffic management and operating hours;
- d) piling techniques;
- e) provision of boundary hoarding;
- f) details of a site security strategy;
- g) protection of the aquatic environment in terms of water quantity and quality;
- h) details of proposed means of dust suppression and noise mitigation (including a construction noise assessment);

- i) details of measures to prevent mud from vehicles leaving the site during construction;
- j) details of any site construction office, compound and ancillary facility buildings. These facilities shall be sited away from woodland areas;
- k) lighting on site during construction;
- l) measures to ensure no on-site fires during construction;
- m) monitoring and review mechanisms;
- n) implementation of the CEMP through an environmental management system;
- o) details of the haul routes to be used to access the development;
- p) details of temporary surface water management measures to be provided during the construction phase;
- q) details of the excavation of materials and the sub-surface construction methodology;
- r) Relevant ecological mitigation measures for protected species
- s) appointment of a Construction Liaison Officer
- t) Mitigation measures during construction for protected species and species of principal importance (bats, badgers, otters, birds, reptiles, amphibians) based on up-to-date surveys.
- u) Control measures to prevent the spread of invasive non-native plant species.measures to control the emission of dust and dirt during construction,
- v) measures to control the emission of dust and dirt during construction,
- w) a scheme for recycling/disposing of waste resulting from demolition and construction works.
- x) Accommodation for all site operatives, visitors and construction vehicles loading, off-loading, parking and turning within the site during the construction period

Reason: To protect occupants of nearby dwellings from noise and disturbance during the construction period, in the interest of highway safety and convenience and to minimise the environmental and biodiversity impact of the construction phase in accordance with Wokingham Borough Core Strategy Policies CP1, CP3, CP6 and CP7 and TB23 of the Managing Development Delivery Local Plan Policy, and ODPM circular 2006/05.

Levels

7.

- a) No development shall take place, apart from provision of the access, until a measured survey of the site and a plan prepared to scale of not less than 1:500 showing details of existing and proposed finished ground levels (in relation to a fixed datum point) has been submitted to and approved in writing by the Local Planning Authority.
- b) Prior to commencement of any development above foundation level, the measured survey shall be updated to include finished floor levels and shall be submitted to and approved in writing by the local planning authority,

The approved schemes shall be fully implemented prior to the occupation of the building(s).

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

Earth mounding and contouring

8. Prior to the commencement of the development, details of earthworks shall be submitted to and approved in writing by the local planning authority. These details shall include type of construction material being used, the proposed grading and mounding of land areas including the levels and contours to be formed, showing the relationship of proposed mounding to existing vegetation and surrounding landform. The Earthworks shall be carried out in accordance with the approved details and permanently so-retained.

Reason: In the interests of the amenity and landscape character of the area in accordance with Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB2.

Landscaping

9. No development shall take place above foundation level until full details of both hard and soft landscape works for that phase have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. The details shall include, as appropriate:

- a) scheme drawings;
- b) proposed levels and contours;
- c) detailed design of SuDS features in accordance with the SuDS Strategy, demonstrating how they will be integrated into the wider landscape, with attenuation basins having a natural shape and shallow profile (not requiring lifesaving equipment and fence barriers), allowing them to fulfil amenity, ecological and drainage functions;
- d) soft landscaping details including planting plans, schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate;
- e) a Landscape Specification document covering soft landscaping (including site preparation, cultivation, plant handling and other operations associated with plant and grass establishment) and hard landscaping including all construction works such as paths, bridges and retaining walls;
- f) details of the street tree planting pits in combination with the roadside swales/raingardens demonstrating that the trees have sufficient rooting volume to enable their successful retention long term health;
- g) hard landscaping materials including samples;
- h) minor artefacts and structures (e.g., street furniture, play equipment, refuse or other storage units, signs, external services) including specifications for the product and its installation;
- i) specification for tree rooting systems and use of structural soils under paving or where rooting volumes are limited;
- j) all boundary treatments, and other means of enclosure or controlling access such as gates, bollards and vehicle restraint systems, which shall include consideration of ecological permeability;

- k) car parking layouts, other vehicle and pedestrian access and circulation areas;
 - l) measures required for ecological mitigation and biodiversity net gain;
 - m) how the river channel morphology and bankside habitat will be enhanced to contribute to biodiversity net gain.
- ii) Details of quality control measures, including supervision of landscape contract(s) by a suitably qualified landscape specialist and annual landscape audits for the five-year period from completion of the landscaping for the Landscape Phase or until adoption (whichever is longer). The annual Landscape Audit shall be submitted to the Local Planning Authority for information prior to the next planting season and replacement planting undertaken in accordance with the landscape audit and iii) below.
- iii) Any trees or plants which, within a period of five years after planting, are removed, die or become seriously damaged or defective, shall be replaced in the next planting season with others of species, size and number as originally approved and permanently retained.

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

Landscape Management Plan

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

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

Flood Risk and Drainage

11. No phase of development approved by the permission, other than the access, shall be commenced until a detailed Drainage Strategy pertaining to that phase has been submitted to and approved in writing by the LLFA in consultation with the sewerage undertaker. Where a phase of development comes forward in advance of a detailed drainage strategy for a subsequent phase of development, then the strategy for the earlier phase of development shall need to demonstrate how provisions would not prejudice the delivery of a cohesive drainage strategy across the site having regard to the details included in the Toutley East Wokingham Flood Risk Assessment. The Strategy shall be carried out in accordance with the approved details along with full details of maintenance and /or adoption proposal /agreement for the development covering all aspects of proposed drainage system with provision of annual inspection report to be submitted to LPA for any SuDS adopted by private management company.

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

Landscape and Ecological Management Plan (LEMP)

12. The reserved matters application for the development shall include a detailed Landscape and Ecological Management Plan for all phases, based on the submitted Ecological Assessments and in accordance with the mitigation and enhancement

measures contained within those assessments. The Landscape and Ecological Management Plans shall be implemented in accordance with the approved plan unless otherwise approved in writing by the local planning authority.

Reason: To secure appropriate wildlife mitigation, compensation and enhancements within the course of the development, as appropriate under the NPPF and MDD Policy TB23.

Noise Barrier and Bund.

13. Before the development hereby permitted is commenced, apart from provision of the access, details relating to the noise Barrier and bund (if required) shall first be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented prior to the first occupation of any phase of the development to which the noise barrier and bund serves as mitigation. The scheme shall be maintained in the approved form for so long as the development remains on the site.

Reason: In the interests of the amenity and landscape character of the area. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CP1, CP3, CC03 and TB21 and to protect residents from noise from the A329(m).

Biodiversity permeability

14. At reserved matters for each phase of development, a detailed strategy for ecological permeability and species biodiversity enhancements and compensation measures for the site shall be provided to the local authority for its approval. The strategy shall be prepared by a suitably qualified ecologist and include:

- a) A combination of bat boxes, bird boxes, invertebrate boxes, hedgehog houses, amphibian and reptile hibernacula, and stag beetle pyramids such that a minimum quantum of provision of 1 item per 2 residential units is provided.
- b) Detail of how at least some of the above provision will be designed to support the bird species Black Redstart.
- c) Detail of measures to provide ecological permeability through the site.

Once approved the strategy shall be implemented in full unless otherwise agreed by the local authority in writing.

Reason: to ensure that the proposal is in accordance with Sections 40 & 41 NERC Act, and complies with Planning Policies for Wildlife including CP7 of the Wokingham Borough Core Strategy (2010), TB23 of the MDD (2014), and the National Planning Policy Framework.

Lighting (including Biodiversity)

15. Prior to commencement of development of each phase, details of external lighting shall be submitted to and approved in writing by the local planning authority. The details shall include location, height, type and direction of light sources and intensity of illumination for all external lighting strategies including details of lighting for all highways, cycleways, footpaths, public areas and any non-residential buildings. The strategy shall:

- a) Identify those areas/features on site that are particularly sensitive for bats and otter and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access such key areas; and
- b) Show how and where external lighting will be installed through the provision of appropriate lighting contour plans and technical specification so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using such key areas.

- c) Demonstrate how the areas identified as the retained boundary hedgerow and ecological buffer zone are retained unlit.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy and these shall be maintained thereafter in accordance with the strategy. No other external lighting shall be installed without the prior consent from the local planning authority.

Reason: To prevent an adverse impact upon wildlife and safeguard amenity and highway safety in accordance with NPPF and Wokingham Borough Core Strategy Policy CP1, CP3, CP6 and CP7 and TB23.

Highway Construction details

16. Prior to the commencement of development, full details of the construction of roads, cycleways and footways within that phase of development, including levels, widths, construction materials, depths of construction, surface water drainage and lighting shall be submitted to and approved in writing by the local planning authority. Each dwelling and the care home, shall not be occupied until the vehicle access to serve that dwelling/care home has been constructed in accordance with the approved details to road base level and the final wearing course will be provided within 3 months of first occupation, unless otherwise agreed in writing by the local planning authority.

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

Access and Movement 17. Prior to commencement of the development, details of the proposed vehicular access from/to Twyford Road (to include visibility splays of 2.4m by 120m) shall be submitted to and approved in writing by the local planning authority. The access shall be formed as so-approved and the visibility splays shall be cleared of any obstruction exceeding 0.6 metres in height prior to the occupation of the development. The accesses shall be retained in accordance with the approved details and used for no other purpose and the land within the visibility splays shall be maintained clear of any visual obstruction exceeding 0.6 metres in height at all times.

Reason: In the interests of highway safety and convenience in accordance with Core Strategy policies CP3 & CP6.

Retention of trees and shrubs

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

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

Walking and Cycling Strategy

19. Prior to first occupation of the care home or dwellings under any phase, details of internal pedestrian and cycle infrastructure and connections from the development to improve footway and cycleway routes that connect the development with bus stops, Matthews Green, North Wokingham Distributor Road, Bell Farm and old Forest Road SANG shall be submitted for approval by the local planning authority. The measures shall be implemented in accordance with the approved details prior to occupation of the first dwelling.

Reason: In the interests of sustainable travel, convenience and highway safety in accordance with Wokingham Borough Core Strategy Policies CP1, CP6.

Protection of trees

20. a) No phase of development or other operation shall commence on site until a scheme pertaining to that phase of development which provides for the retention and protection of trees, shrubs and hedges growing on or adjacent the site in accordance with BS5837: 2012 has been submitted to and approved in writing by the local planning authority (the Approved Scheme). This shall include an updated Arboricultural Impact Assessment to ensure development proposals including SuDS requirements have been fully considered in relation to the tree constraints.

The tree protection measures approved shall be implemented in complete accordance with the Approved Scheme for the duration of the development (including, unless otherwise provided by the Approved Scheme) demolition, all site preparation work, tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening or any other operation involving use of motorised vehicles or construction machinery.

b) No development (including any tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening or any other operation involving use of motorised vehicles or construction machinery) shall commence until the local planning authority has been provided (by way of a written notice) with a period of no less than 7 working days to inspect the implementation of the measures identified in the Approved Scheme on-site.

c) No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within an area designated as being fenced off or otherwise protected in the Approved Scheme.

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

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

Bridge and Pedestrian Crossing

21.

a) No part of any phase of the development shall be occupied until the pedestrian crossing over Twyford Road and the footway improvements on its eastern side have been implemented.

b) No residential dwelling shall be occupied until details of the proposed pedestrian/cycle bridge accessing the development to the south, shall be submitted

to and approved in writing by the Local Planning Authority. The details shall include a plan which indicates how the bridge will be available to serve all phases of the development upon their first occupation. The bridge shall be implemented in accordance with the approved details prior to occupation of the first dwelling and shall be maintained thereafter for the use of by pedestrians and cyclists. The plan ensuring that the bridge is available to serve all phases shall be adhered to throughout the construction of all phases.

Reason: In the interests of sustainable travel, convenience and highway safety in accordance with Wokingham Borough Core Strategy Policies CP1, CP6.

Communications Plan

22. Development shall not commence until a Communications Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall specify methods for communicating with local residents, including the creation of a liaison group to meet in accordance with an agreed schedule. The Plan shall be carried out as approved until the final completion of the development.

Reason: In order to minimise disturbance to neighbours during construction works.

Noise

23. Prior to commencement of development of each phase, the applicant shall submit to the local planning authority for written approval, details pertaining to that phase of development of how the following internal noise levels will be achieved in living rooms, dining rooms and bedrooms:

Living Rooms and bedrooms (daytime) – 35dB LAeq,16 hours (0700-2300)

Dining Rooms 40dB LAeq,16 hour (0700 – 2300)

Bedrooms: 30dB L Aeq, 8 hour (2300 – 0700)

Where there is to be reliance on closed windows details of alternative ventilation to be installed shall also be provided.

Reason: In order to protect the amenities of proposed residents/occupiers of the development in accordance with Wokingham Borough Core Strategy Policies CP1, CP3 and CC06 of the Managing Development Delivery Local Plan (Feb 2014) and External Noise - WHO Guidelines for Community Noise.

External Noise

24. Prior to commencement of development for each phase, the applicant shall submit to the local planning authority, for written approval, details of how external amenity spaces such as gardens, patios and balconies will be protected from road traffic noise so that the level of noise does not exceed the upper guideline of 55dB LAeq,T as recommend by BS8233:2014. If this upper guideline limit cannot be achieved in any specific locations then appropriate justification must be provided in accordance with paragraph 7.7.3.2 of BS8233:2014.

Reason: In order to protect the amenities of proposed residents/occupiers of the development in accordance with Wokingham Borough Core Strategy Policies CP1, CP3

and CC06 of the Managing Development Delivery Local Plan (Feb 2014) and External Noise - WHO Guidelines for Community Noise.

Noise from services associated with new buildings - Noise Scheme

25. Prior to installation on the care home, the following shall be submitted to the Local Planning Authority:

(a) written details concerning any proposed air handling plant, chillers or other similar building services including:

(i) the proposed number and location of such plant as well as the manufacturer's information and specifications

(ii) the acoustic specification of the plant including general sound levels and frequency analysis under conditions likely to be experienced in practice.

(iii) the intended operating times.

(b) calculations showing the likely impact of noise from the development;

(c) a scheme of works or such other steps as may be necessary to minimise the effects of noise from the development;

(d) The care home building shall not be used until written approval of a scheme under (c) above has been given by the Local Planning Authority and works forming part of the scheme have been completed.

Reason: In the interests of the amenities of neighbouring occupiers, in accordance with Wokingham Borough Core Strategy Policies CP1, CP3 and CC06 of the Managing Development Delivery Local Plan (Feb 2014) and External Noise - WHO Guidelines for Community Noise.

External Fans Etc

26. All plant, machinery and equipment (including fans, ducting and external openings) to be used by reason of the granting of this permission shall be so installed, maintained and operated so as to prevent the transmission of noise and vibration beyond the boundary of any residential premises within the vicinity of the site to which the application refers. No such equipment shall be installed within any sub-phase of the development until a scheme of noise attenuation measures has been submitted to and approved in writing by the Local Planning Authority. The equipment shall be installed in accordance with the approved details before the use of the building it is intended to serve commences and retained thereafter.

Reason: to safeguard the residential amenity of the adjacent dwellings in accordance with Wokingham Borough Core Strategy Policies CP1 and CP3.

Hours of Construction

27. No work relating to the development hereby approved, including works of ground clearance or preparation prior to commencement of construction operations shall take place other than:

i) between the hours of 08:00 and 18:00 hours Monday to Friday and

ii) 08:00 to 13:00 hours on Saturdays; and

- iii) at no time on Sundays or Bank or National Holidays.

Except for

- iv) individual operations which cannot reasonably be undertaken within the construction working hours defined above and have been notified to the Local Planning Authority (including details of the nature extent and timetable for the works) at least two weeks in advance and agreed in writing (by exchange of letter).

Where works are agreed by the LPA under iv) above, residential properties within an identified zone that has first been submitted to and approved in writing by the Local Planning Authority shall be given written notice at least one week in advance of the works taking place. The notification shall include details of the nature, extent and timetable for the works and telephone number that the party responsible the works can be contacted on for the duration of the works.

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.

Emergency water supplies

28. Prior to commencement of development on each phase, details for the provision of a water supply including fire hydrants to meet firefighting needs for that phase of the development (including the installation arrangements and the timing of such an installation) have been submitted to, and approved in writing, by the Local Planning Authority. The approved measures shall be implemented in full accordance with the agreed details.

Reason: To ensure that adequate measures for firefighting can be incorporated into the development, including the construction phase in accordance with Wokingham Borough Core Strategy Policy CP4.

Details of boundary walls and fences

29. Prior to commencement of development above finished floor level, for each phase, details of all boundary treatment(s) shall first be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented prior to the first occupation of the development or phased as agreed in writing by the local planning authority. The scheme shall be maintained in the approved form for so long as the development remains on the site.

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

Permitted Development

30. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any Order revoking and re-enacting that Order with or without modification), no buildings, extensions or alterations permitted by Classes A, B, C, D and E of Part 1 of the Second Schedule of the 2015 Order (or any order revoking and re-enacting that order with or without modification) shall be carried out.

Reason: To safeguard the character of the area and residential amenity of neighbouring properties and the character and appearance of the landscape. Relevant Policies: Core Strategy policies CP1 and CP3.

Permitted Development - Lighting

31. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) (or any Order revoking and re-enacting that Order with or without modification), no external lighting shall be installed on the site or affixed to any buildings on the site except within rear gardens and front door lamps or in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.

Reason: To safeguard amenity and highway safety. Relevant Policies: Core Strategy policies CP1, CP3 and CP6.

Garages and car ports to be retained as such

32. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), any garage and car port accommodation approved as part of the reserved matters pursuant to condition 1 shall be kept available for the parking of vehicles ancillary to the residential use of the site at all times. It shall not be used for any business nor as habitable space.

Reason: To ensure that adequate parking space is available on the site, so as to reduce the likelihood of roadside parking, in the interests of highway safety and convenience.

Relevant policy: Core Strategy policy CP6 and Managing Development Delivery Local Plan policy CC07.

Details of car and motorcycle parking

33. The reserved matters application for the development shall include details of car and motorcycle parking in accordance with the Council's policies and which are to be approved in writing by the Council. No dwelling shall be occupied until the vehicular accesses, driveways, parking and turning areas to serve it including any unallocated space have been provided in accordance with the approved details and the provision shall be retained thereafter. The vehicle parking shall not be used for any other purposes other than parking and the turning spaces shall not be used for any other purposes than turning.

Reason: In the interests of highway safety and convenience in accordance with Wokingham Borough Core Strategy Policies CP1 and CP6, CC07 of the Managing Development Delivery Local Plan (Feb 2014), the Parking Standards Study within the Borough Design Guide 2010, and the North Wokingham Development Location Supplementary Planning Document (October 2011).

Cycle parking

34. The reserved matters application for the development shall include details of secure and covered bicycle storage/parking facilities serving that dwelling for the occupants of, and visitors to the development. The cycle storage/parking shall be implemented in accordance with the approved details before occupation of the development hereby permitted and shall be permanently retained in the approved form for the parking of bicycles and used for no other purpose.

Reason: In order to ensure the development contributes towards achieving a sustainable transport system and to provide parking for cycles in accordance with Wokingham Borough Core Strategy Policies CP1 and CP6, the Parking Standards Study within the Borough Design Guide 2010 and CC07 of the Managing Development Delivery Local Plan.

Electric Vehicle Charging

35. The reserved matters application for each phase of the development shall include an Electric Vehicle Charging Strategy. This strategy shall include details relating to on-site

electric vehicle charging infrastructure, including a plan showing at least 40% coverage of electric vehicle charging provision across the site in accordance with Appendix E of the WBC Living Streets: Highways Design Guide (2019), and details of installation of charging points and future proofing of the site. The development shall be implemented in accordance with the agreed strategy thereafter.

Reason: In order to ensure that secure electric vehicle charging facilities are provided so as to encourage the use of sustainable modes of travel. Relevant policy: Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

Waste Water Infrastructure

36. No phase of development shall be occupied until confirmation pertaining to that phase of development has been provided that either:

- Capacity exists off site to serve the development;
- A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan, or
- All wastewater network upgrades required to accommodate the additional flows from the development have been completed to the satisfaction of Thames Water.

Reason - Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents.

Archaeology

37. No phase of development shall take place until the applicant or their agents or successors in title have secured the implementation of a phased scheme of archaeological works (which may comprise more than one phase of works) in accordance with a written scheme of investigation, which has been submitted by the applicant and approved by the planning authority. The development shall only take place in accordance with the detailed scheme approved pursuant to this condition. The archaeological evaluation phase of works shall take place prior to and be reported on prior to the submission of the relevant Reserved Matters applications.

Reason: The site lies within an area of archaeological potential. The condition will ensure that any archaeological remains within the site are adequately investigated and recorded at an early stage: if the evaluation records any archaeological remains of demonstrably high, national significance, warranting preservation in situ, this will be achieved through changes to the development layout or other design changes at the Reserved Matters stage. This will advance our understanding of the significance of any buried remains to be impacted, in the interest of protecting the archaeological heritage of the Borough.

Parking Management Strategy

38. Prior to the first occupation of each phase of the development, a Parking Management Strategy for the management of the on-site parking pertaining to that phase of development shall be submitted to and approved in writing by the local planning authority. The management of the parking within the site shall be in accordance with the approved details thereafter.

Reason: to ensure satisfactory development in the interests of amenity and highway safety in accordance with Wokingham Borough Core Strategy Policies CP1, CP6 and CP21.

Secured by Design

39. The reserved matters application for the development shall include details of how the development has taken into account principles of Secured by Design. The development shall be carried out in accordance with the approved details.

Reason: In order to create places that are safe, inclusive and accessible in accordance with Core Strategy Policies CP1, CP2, & CP3.

Emergency Access

40. Prior to the occupation of the 100th dwelling and/or care home bedroom, the following details shall be submitted to and approved in writing by the Local Planning Authority:

- a) Details of the emergency access through the existing Toutley Depot site.
- b) Details as to how the emergency access will be managed in the event of use (management plan).

The emergency access shall be implemented prior to the occupation of the 100th dwelling and/or care home bedroom and the management plan shall be adhered to throughout the lifetime of the development.

Reason: in the interests of highway safety in accordance with Wokingham Borough Core Strategy Policies CP1, CP6 and CP21.

Contamination

41. Should any unforeseen contamination be encountered during the development, the developer shall inform the Local Planning authority immediately. Any subsequent investigation/remedial/protective works deemed necessary by the LPA shall be carried out to agreed timescales and approved by the LPA in writing. If no contamination is encountered during the development, a letter confirming this fact shall be submitted to the LPA upon completion of the development

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

Sustainability and energy efficiency

42. The reserved matters application for the development shall include details of the measures to fulfil the submitted Outline sustainability statement, or other details as may be provided. The approved measures shall be installed and functional before first occupation of the buildings they are intended to serve. The submitted details shall include:-

- i) a strategy detailing how the development will secure a 10% reduction in carbon emissions above the minimum requirements of Part L: Building Regulations shall be submitted to and approved in writing by the local planning authority; or
- ii) an alternative strategy which can demonstrate a greater carbon saving than would be achieved by i) above shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of promoting sustainable forms of developments and to meet the terms of the application. Relevant Policies: Core Strategy policies CP1, and CC04 and CC05 of the Managing Development Delivery Local Plan (Feb 2014), the Sustainable Design and Construction Supplementary Planning Document (2010) and the North Wokingham Strategic Development Location Supplementary Planning Document (October 2011).

Digital Connectivity

43. All new dwellings shall be provided with the appropriate connections for broadband or similar technologies, or ducting that shall enable the connection of broadband or similar technologies.

Reason: To ensure that an adequate level of infrastructure is provided in accordance with Wokingham Core Strategy Policy CP1 and CC04 of the Managing Development Delivery Local Plan (Feb 2014).

Water Butt and Composting

44. The development shall include provision for all dwellings with a garden with:
a. A water butt of an appropriate size installed to maximise rainwater collection; and
b. Space for composting

Reason: To reduce, reuse, and enable the efficient use of water and organic household waste in accordance with NPPF, Wokingham Borough Core Strategy Policy CP1, the Managing Development Delivery Local Plan Policy CC04, the Sustainable Design and Construction Supplementary Planning Document (2010) and the Arborfield Strategic Development Location Supplementary Planning Document (2011).

Watercourse Flood Risk

45. Excluding the main access point to Twyford Road, prior to the approval of any reserved matters a scheme ensuring that all watercourse crossings are appropriately designed and will not increase flood risk elsewhere has been submitted to, and approved in writing by, the local planning authority.

The submitted scheme shall include:

- the location and type (vehicular, pedestrian, etc) of each crossing;
- design details the crossings including the setting of the underside of the bridge soffit no lower than 600mm above the 1% annual exceedance probability plus an appropriate allowance for climate change flood event or 300mm above the top of bank, whichever is greater;
- demonstrating, if required through the provision of flood modelling, that there shall be no impedance of flood flows or increases in flood risk elsewhere up to and including the 1% annual exceedance probability plus an appropriate allowance for climate change flood level.

The scheme shall be fully implemented and subsequently maintained, in accordance with the scheme's timing/phasing arrangements, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: This condition is sought in accordance with paragraphs 166 and 167 and seeks to ensure that the development is safe for it's lifetime and that flood risk will not be increased elsewhere.

Culvert Investigation

46. Prior to the commencement of development an outcome report of the investigation of the existing culvert located at the eastern watercourse and included as part of the main access point to Twyford Road shall be submitted and approved in writing by the local planning authority. The outcome report shall note the existing state of the culvert and detail

any required mitigation measures, replacement or alternations measures that may be required to ensure that the culvert is suitable for the intended use as part of the main access without potentially increasing flood risk elsewhere as a result of blockage or collapse.

Reason: This condition is sought in accordance with paragraph 167 of the National Planning Policy Framework and seeks to ensure that flood risk is not increased elsewhere as a result of a blockage or collapse of the culvert which is part of the site's main access point.

Flood Risk Assessment

47. The development shall be carried out in accordance with the submitted flood risk assessment titled Toutley East, reference 69935-FRA-01, dated May 2021 and a letter from WSP to the Environment Agency dated 28 February 2022, reference 211777/mq/JH and the following mitigation measures they detail:

- With the exception of the main Twyford Road access point (shown on drawing number 70069935-SK-009, revision B, titled 'Site Access'), no roads, watercourse crossings or other built development shall take place within the 1% annual exceedance probability flood extent with an appropriate allowance for climate change flood extent other than with the written consent of the local planning authority;
- No raising of existing ground levels within the 1% annual exceedance probability flood extent with an appropriate allowance for climate change flood extent shall take place other than with the written consent of the local planning authority;
- Finished floor levels shall be set 300mm above the 1% annual exceedance probability plus an appropriate allowance for climate change flood level.

Reason: This condition is sought in accordance with paragraphs 162, 163, 166 and 167 and seeks to ensure that the development follows a flood risk sequential approach, that it is safe for its' lifetime and that flood risk will not be increased elsewhere.

Informatives:

1. This permission should be read in conjunction with the agreement relating to planning obligations (yet to be finalised), the contents of which relate to this development.
2. All of the dwellings will be required to meet or exceed the minimum size standards as set out in the National Space Standards or any subsequent National Space Standards that are applicable at the time of the reserved matters submission.
3. 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.
4. 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.

5. If it is the developer's intention to request the Council, as local highway authority, to adopt the proposed access roads etc. as highway maintainable at public expense, then full engineering details must be agreed with the Highway Authority at the Council Offices, Shute End, Wokingham. The developer is strongly advised not to commence development until such details have been approved in writing and a legal agreement is made with the Council under S38 of the Highways Act 1980.
6. 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.
7. 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 months in advance of the works and particularly to ensure that statutory undertaker connections/supplies to the site are coordinated to take place wherever possible at the same time.
8. 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.
9. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.
10. Licences, consents or permits may be required for work on this site. For further information on environmental permits and other licences please visit <http://www.businesslink.gov.uk/bdotg/action/layer?r.s=tl&r.lc=en&topicId=1079068363>
11. The attention of the applicant is drawn to the requirements of Section 60 of the Control of Pollution Act 1974 in respect of the minimisation of noise on construction and demolition sites. Application, under Section 61 of the Act, for prior consent to the works, can be made to the Environmental Health and Licensing Manager
12. The council advises that the developer produces a strategy to install superfast broadband infrastructure for future occupants of the site. The strategy should ensure that upon occupation of a dwelling the new home owner has access to a superfast broadband service through a site-wide network. It is also advised that the developer keeps occupants fully informed of any delays to superfast broadband connection in before they purchase/occupy their new home.

13. The development hereby permitted is liable to pay the Community Infrastructure Levy. As an affordable housing development a claim for relief can be made. This is a matter for the developer. The Liability Notice issued by Wokingham Borough Council will state the current chargeable amount. Anyone can formally assume liability to pay, but if no one does so then liability will rest with the landowner. There are certain legal requirements that must be complied with. For instance, whoever will pay the levy must submit an Assumption of Liability form and a Commencement Notice to Wokingham Borough Council prior to commencement of development. For more information see - <http://www.wokingham.gov.uk/planning/developers/cil/cil-processes/>

14. You are advised that where 'prior to commencement of development' is cited, this is with the exception of 'commencement' for the purposes of site clearance and ground preparation works subject to written agreement and notification with LPA. However all relevant protection measures associated with the development, with the exception of the noise bund / fence, need to be in place prior to these works being undertaken.

PLANNING HISTORY		
Application Number	Proposal	Decision
F/2003/8635	Proposed change of use of land to Quad bike track and erection of 5 temporary units, 3 for storage, 1 for Office/Reception, 1 for Cafeteria.	Withdrawn – 19/05/2021
172876	Full application for the proposed continued operation of a concrete batching plant with ancillary development, sale of concrete products and skip hire service whilst retaining the existing waste transfer station and depot uses.	Refused – 10/01/2018
193206	Full planning application for the demolition of all existing structures at Toutley Depot to permit the phased construction of a replacement depot including works buildings, storage, a new office accommodation block, ancillary drainage, landscaping, security fencing, surface parking and associated works.	Approved – 13/02/2020
210359	Screening Opinion application for an Environmental Impact Assessment for the proposed development of the site comprising around 130 dwellings and a 70 bed dementia care home, plus creation of new access.	Replied – 13/05/2021 (Not EIA Development)

SUMMARY INFORMATION	
For Residential	
Site Area	8.1ha
Existing units	0
Proposed units	Up to 130
Existing density – dwellings/hectare	0
Proposed density - dwellings/hectare	16
Number of affordable units proposed	35%
Previous land use	Agricultural
Proposed Public Open Space	3.57 ha

CONSULTATION RESPONSES	
Crime Prevention Design Officer	Considers there to be a lack of surveillance and there to be exposed elevations. (detail will be picked up at Reserved Matters stage)
National Grid	No comments received
Royal Berkshire Fire and Rescue	There are excessive distances for fire vehicles to reverse.
Southern Gas Networks	Refer to standing advice.
SEE Power Distribution	Refer to standing advice.
Thames Water	No objection, subject to condition.
NHS Wokingham Clinical Commissioning Group	No response received.
Environment Agency	Awaiting response however as all matters reserved (e.g. layout), it is considered that in principle approval can be provided.
South East Water	No response received.
WBC Biodiversity	No objection, subject to conditions.
WBC Economic Prosperity and Place (Community Infrastructure)	Support the provision of a care home as opposed to extra care. Recommend a higher proportion of 3 bed houses and a reduction in the number of 2 bed flats. The location will lead to greater demand for houses than flats.
WBC Drainage	No objection.
WBC Education (School Place Planning)	The Toutley East development will fully mitigate education requirements through CIL payments. Currently there is sufficient local capacity for any additional children likely to be generated by the development in Key Stages one and two (primary school age) and while current projections indicate there will be insufficient capacity for children and young people in Key Stages 3 to 5 (aged 11 to 18) over the next decade, CIL payments will mitigate the impact of this development.
WBC Environmental Health	No objection, subject to conditions.
WBC Highways	No objections, subject to conditions.
WBC Tree & Landscape	Request additional information.
WBC Cleaner & Greener (Waste Services)	No response received.
WBC Property Services	No comments received

WBC Public Rights of Way	Request provision for east-west route across the site in line with Public Rights of Way Improvement Plan.
WBC Planning Policy	No Objection.
WBC Affordable Housing	A minimum of 35% affordable housing is required. This should be provided on-site, with a 70:30 rent: shared ownership split. 45.5 units are required, split as follows: <ul style="list-style-type: none"> ○ 20% 1 bedroom flats ○ 15% 2 bedroom flats ○ 30% 2 bedroom houses ○ 20% 3 bed houses ○ 15% 4 bed houses

REPRESENTATIONS

Town/Parish Council:

- The proposal is within the flood plain.
- There is only one access point, the junction is unsafe.
- There is no pedestrian footpath along Twyford Road or pedestrian crossing.
- There may be health implications for residents of housing and care home due to noise of being surrounded by main roads with heavy traffic and joining onto an industrial site.

Officer Note: The applicant's flood modelling demonstrates that the actual extent of flooding on site would be significantly less than that shown on Environment Agency flood mapping. Therefore, all built parts of the development would be within flood zone 1. There will be a secondary emergency access in place following the occupation of the 100th dwelling/care home bedroom. The scheme now includes a pedestrian crossing and improvement/extension of the footpath along the eastern side of Twyford Road. The council's Highways Officer has no objection to an access onto Twyford Road – see paragraphs 58-63. The Environmental Health officer has no objections to the scheme in terms of noise and the adjacent industrial use, this is addressed in paragraphs 69-76.

Local Members:

Cllr Rachel Bishop-Firth:

- The scheme will result in an increase in social housing and expansion of dementia accommodation on a site which is fundamentally unsuitable for housing.
- The site is at risk of flooding and this may affect the entranceway onto Twyford Road.
- The access is dangerous, especially due to the speed of traffic on Twyford Road.
- The site is not sustainable, there is a significant distance to the nearest bus stop. Cycle paths are not direct to Wokingham town centre.
- How will care home staff and visitors get home if they don't drive?

- How will residents access the SANG?
- The site is noisy and polluted by virtue of being adjacent the motorway.
- Undue pressure will be placed on outdoor space/SANG because of offices being converted to flats in the adjacent industrial estate.

Officer Note: Regarding flooding, Highway and pollution/environmental health Issues, see above officer note for Town Council comments. The proposal requires a financial contribution towards local bus services and improvements in access to the south of the site, across the Matthewsgreen development. The Old Forest Meadows open space will be accessed across the bridge and through the Matthewsgreen development. A crossing is provided for access to the SANG to the east of Twyford Road. Offices being converted to flats in the Toutley depot is not related to this scheme, which will provide ample open space.

Cllr Imogen Shepherd-Dubey

- This application causes significant concern in terms of road safety. The single exit onto the Twyford Road is just before the brow of the bridge and vehicles coming over the bridge would not be able to see vehicles turning right out of the exit until the last minute. This is effectively a 60Mph road at this point.
- There are no pavements or cycling provisions along the Twyford Road at this point, making it difficult to access the site other than by car. The nearest bus stop is quite some distance away, outside de the Dog & Duck on Matthewgreen Road. There is no provision for pedestrians crossing this busy road to get to the SANG on the other side of Twyford Road.
- There is a mention of an 'emergency access' but no explanation of how easy that would be to open if the main exit from the site became unavailable. The emergency exit needs to be available at all times.
- The entrance road is likely to flood. The care home will be subject to noise and pollution.

Officer Note: Regarding flooding and Highway issues, see above officer note for Town Council comments. Details of how the emergency access will function will be required by condition.

Neighbours: 36 objections received. 0 comments in support received.

Objections:

- There is no footway from Twyford Road and no safe route for cyclists.

Officer Note: a footway will be installed on the eastern side of Twyford Road, along with a pedestrian crossing. A safe route for cyclists will be provided over the bridge on the southern side of the development.

- The junction will be dangerous. Changing the speed limit will not change this and Twyford Road is fast and busy. The proposed visibility splays are a departure from the norm. Drivers will not expect people to be turning out of the junction at this point. There would be poor visibility. Children will need to cross the road. Other traffic calming measures will be required, such as speed bumps and/or cameras.

- The traffic surveys were carried out in June 2020 when the traffic was likely to be lower than normal and a site visit was carried out in February 2021 when the conditions were described as 'light'. There is a pedestrian refuge in the plans to cross the main road, this is dangerous.
- There are poor public transport links. There will be an increase in the number of car journeys. There would be no alternative but to travel to the care home by car.
- The care home will lead to commercial vehicle movements.
- All dwellings should have electric vehicle parking provision.
- The proposal is on the preferred route of the NDR.

Officer Note: The Highway's Officer has no objection to this scheme or to the traffic surveys, subject to the provision of the agreed wider access. A pedestrian and cycle link will be provided to the south and a contribution will be provided for bus service improvements. An electric vehicle parking strategy will be required by condition. This site was a potential option for the location of the Northern Distributor Road, but it was not selected.

- There are drainage problems in this area. The proposal could lead to increased flood problems.

Officer Note: The applicant's flood modelling demonstrates that the actual extent of flooding on site would be significantly less than that shown on Environment Agency flood mapping. Therefore, all built parts of the development would be located outside of the flood zone.

- The area has already been subject to significant development and needs to be protected from continued construction activity. Is there demand for the homes proposed?
- There will be a loss of green space.
- The existing infrastructure will not support further development. There are congestion, noise and pollution issues.
- Noise from ambulances and sirens to the care home will bother residents.
- Land such as this should be used for leisure purposes.
- The proposal will cause construction noise, which will be on top of the construction noise already experienced by local residents as a result of the existing buildings works.

Officer Note: This site is within settlement limits and is already allocated for development. Given the residential and school development associated with the SDL to south, it is considered that residential use is appropriate. The site forms part of the SDL and ample open space would be provided. The Environmental Health officer has no objections to the scheme in terms of noise, the adjacent industrial use or pollution of the site. Working hours and construction noise will be controlled by condition. Ample open space is provided.

- The site hosts valued wildlife.
- The total number of dwellings should be reduced with more tree planting to assist air quality.

Officer Note: The development will be required to provide a 10% biodiversity net gain and conditions will require appropriate wildlife mitigation. The proposal includes

ample open space and will require the submission of detailed landscaping at reserved matters stage.

- The affordable housing must be predominantly social housing and not affordable rent or shared ownership.
- The Covid 19 pandemic has changed living and working habits. There are a large number of flats proposed with little outside space which will no longer be wanted.
- The proposal should include affordable homes and homes for young people to get on the housing ladder.

Officer Note: The indicative scheme provides more two bedrooms homes that required and less three bedroom homes. However, it is noted that this is an indicative scheme and the deviation is not particularly significant. Affordable housing will be provided in line with policy.

- The document on energy has typo's and appears to have been carried over from another development. The development should include air source heating and battery storage and orientations should be as to make the most of the available insolation. Other electric devices should be considered.
- There will be a loss of views from residents of Potter crescent over the existing field.

Officer Note: The Energy Statement is sufficient to inform the scheme, the proposal will provide a 10% carbon reduction. Loss of views by neighbours are not a material planning consideration.

Emmbrook Residents Association:

- The road traffic noise assessments were carried out at the peak of the summer holiday season and therefore traffic and noise would be at a minimum. This will have had an impact on the noise modelling. Holiday periods should be avoided.
- The footway on the eastern side of Twyford Road is narrow and poor quality. It is not acceptable to serve the new footway as shown on the plans.
- In the discussion of vehicle sight lines the Transport Assessment raises the possibility of extending the existing 40mph limit on the southern section of the Twyford Road northwards to beyond the development's access. As the development will introduce vehicle movements turning at the site entrance as well pedestrian activity in this area this reduction should, without question, be introduced.

Officer Note: The Highway's Officer has no objection to this scheme or to the traffic surveys, subject to the provision of the agreed wider access. An improved footway will be provided.

- The majority of the dwellings are 2.5 storeys high, which would be higher than the heights at which noise was measured in the survey. Therefore the upper floors haven't been adequately assessed. The care home building will be higher than the proposed noise bund.
- The front façade of seven of the dwellings in the north western section of the site will experience noise levels between 60dB and 65dB which means that opening a window in any of these facades would result in the noise level in the internal space being significantly higher than the 35dB deemed to be acceptable.
- The external living spaces of six of the dwellings also exceed the 55dB limit, with the limit being exceeded in a part of the external space of a further 10 dwellings.

- The ground level external spaces of the terraced properties facing the Twyford Road would all exceed the 55dB limit. The first floor external spaces achieve the 55dB limit only by having their open ends blocked in with 1.8 high acoustic barriers, reducing them to windowless enclosed yards.
- The western façade of the care home is in a 55+dB zone as is the majority of the northern façade, with the remainder of northern façade and the whole of the eastern one subjected to 60+dB. As daytime modelling figures are for ground floor level, the question is how much higher are the figures for the first and second floor levels, where it is likely that there will be day rooms as well as bedrooms.
- All of the properties in the northern and western sections and those facing the Twyford Road have facades that would experience noise levels from 55+dB to 70+dB. Similarly, the care home would be surrounded by excessive noise, with the northern and eastern facades most affected. As mentioned above, the windows in the roofs of the 2.5 storey dwellings and the third storey of the care home will in all probability be subjected to higher levels of noise.

Officer Note: The lower levels of traffic due to Covid 19 have been taken into account in the acoustic survey. In accordance with guidance provided by the Institute of Acoustics (Joint Guidance on the Impact of Covid 19 on the practicality and reliability of baseline sound level surveying and the provision of sound and noise impact assessments) previous noise data has been used from a survey carried out by Hydrock in 2019. Noise modelling has also been used using traffic flow data derived from the Wokingham Strategic Transport Model. According to paragraph 4.3.3 WSP predictions from the modelling fall within 2dB of the measured noise levels of the 2019 Hydrock survey which is considered to be within acceptable tolerances. The noise levels on site are discussed in paragraphs 73-76. The Environmental Health Officer has acknowledged that a detailed scheme will be required by condition to prevent harmful noise impacts on residents.

Wokingham Society:

- The site is allocated for an industrial use.
- North Wokingham would be completely infilled. There have been more dwellings approved than the 1500 envisaged to the north of Wokingham. This application offers no planning gain but adds more development. Other options should be explored.

Officer Note: The development is acceptable in principle and this is discussed in paragraphs 4-14.

- There is no need to build this close to the motorway. It will be very noisy, including for the dementia care home.

Officer Note: See Officer note above for Emmbrook Residents Association.

- There appears to be no outside amenity space for the dementia care home residents. A footpath is required on the western side of Twyford Road.

Officer Note: The scheme is indicative and outside space can be provided at reserved matters stage. In any case, courtyards are provided. This however are considered poor quality.

- The North Wokingham SDL does not include any public art. Art should be included in this scheme.

Officer Note: It is noted that this issue can be resolved at reserved matters stage.

Shinfield Parish Council:

- The care home should not be adjacent the motorway, it will be too noisy.
- Pollution would likely exceed relevant limits.

APPLICANTS POINTS
<ul style="list-style-type: none"> • The application site is within the settlement boundary as part of the North Wokingham SDL. Development is acceptable in principle. • The site is no longer required to provide employment land and will provide much needed housing in the borough. • The housing will include specialist elderly accommodation to meet the needs of an ageing population. • The proposal will include a high proportion of affordable housing – with an aspiration to exceed policy standards. Overall, the delivery of housing in a variety of types, tenures and sizes is a significant benefit of the development. • The proposal will enhance the biodiversity performance of the site and increase the number of trees compared to the existing agricultural land. The scheme also commits to delivering a highly sustainable development that will push to exceed policy standards in regards to energy efficiency and carbon consumption.

PLANNING POLICY		
National Policy	NPPF	National Planning Policy Framework
Adopted Core Strategy DPD 2010	CP1	Sustainable Development
	CP2	Inclusive Communities
	CP3	General Principles for Development
	CP4	Infrastructure Requirements
	CP5	Housing mix, density and affordability
	CP6	Managing Travel Demand
	CP7	Biodiversity
	CP8	Thames Basin Heaths Special Protection Area
	CP9	Scale and Location of Development Proposals
	CP10	Improvements to the Strategic Transport Network
	CP15	Employment Development
	CP20	North Wokingham Strategic Development Location
Adopted Managing Development Delivery Local Plan 2014	CC01	Presumption in Favour of Sustainable Development
	CC02	Development Limits

	CC03	Green Infrastructure, Trees and Landscaping
	CC04	Sustainable Design and Construction
	CC05	Renewable energy and decentralised energy networks
	CC06	Noise
	CC07	Parking
	CC08	Safeguarding alignments of the Strategic Transport Network & Road Infrastructure
	CC09	Development and Flood Risk (from all sources)
	CC10	Sustainable Drainage
	TB05	Housing Mix
	TB06	Development of private residential gardens
	TB07	Internal Space standards
	TB11	Core Employment Areas
	TB12	Employment Skills Plan
	TB21	Landscape Character
	TB23	Biodiversity and Development
	TB24	Designated Heritage Assets
	SAL07	Sites within Development Limits allocated for employment/commercial development.
Supplementary Planning Documents (SPD)	BDG	Borough Design Guide – Section 4
		DCLG – National Internal Space Standards

PLANNING ISSUES

Description of Development:

1. The application site comprises an undeveloped field, located immediately to the south of the A329(M) in North Wokingham. The site is bounded to the north by the A329(M), to the south by a watercourse, to the west by Toutley Depot and to the east by an area of wooded vegetation along the A321 Twyford Road.
2. Outline planning permission is sought for the erection of up to 130 dwellings and a 70 bed care home. All matters are reserved apart from access. The detailed design for the site would come forward as part of future reserved matters applications. The role of the outline scheme therefore, is to establish the key principles for bringing forward development on the site within the parameters sought, but not to agree the final or detailed elements, aside from access to the site.

3. The following parameters are proposed to be secured via the outline application:
- Up to 130 new residential dwellings (exact number of dwellings will be determined as part of the detailed reserved matters applications).
 - An aged care home to provide up to 70 bed spaces.
 - Access from Twyford Road and construction of a new internal road.

Principle of Development:

4. The National Planning Policy Framework has an underlying presumption in favour of sustainable development which is carried through to the local Development Plan. The Managing Development Delivery Local Plan (MDD) Policy CC01 states that planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise.
5. The Wokingham Borough Core Strategy establishes the spatial vision for the Borough for the period 2006-2026, including a requirement to provide at least 13,487 new dwellings, with associated infrastructure (Core Strategy policy CP17 *Housing Delivery*). The majority of this new residential development is to be in four Strategic Development Locations (SDLs). The site lies within the North Wokingham Strategic Development Location. CP20 of the Core Strategy anticipates the delivery of around 1500 dwellings in the form of a planned urban extension.
6. As well as being within the SDL, the site is also within settlement limits. The principle of development in this location is therefore already established. However, the site is allocated under the adopted Core Strategy and Managing Development Delivery (MDD) local plans for employment (Policy SAL07 and CP20) and forms part of the wider Toutley Industrial Estate Core Employment Area (Policy CP15, Policy TB11). Therefore, with the site being located within a Major Development Location, where development is generally acceptable, the principal issue guiding the acceptability of the proposal is the impact on the availability of land for employment.
7. Policy CP15 states that *“any proposed changes of use from B1, B2 or B8 should not lead to an overall net loss of floorspace in B Use within the borough”*. In particular, the supporting text to this policy, at paragraph 4.71 supports the re-use of existing employment sites for other uses in locations where there is a demand for other uses and/or lack of demand for business uses without a net loss in employment floor space. The site is allocated under the current local plan for employment space, in association with Toutley Depot. With this in mind, it is clear that the proposed development of the site as housing and a care home would lead to a loss of land designated for employment. The majority of the site is not currently used for employment space and therefore the impact would be a loss of opportunity rather than actual floorspace, the proposal is contrary to the adopted allocation. Consideration therefore needs to be given as to whether material circumstances exist which outweigh a decision in line with the development plan.
8. The applicant has provided information seeking to justify the loss of the employment opportunity. This includes reference to the Council’s Employment Land Needs (ELN) Study (January 2020). The ELN Study states (in paragraph 5.90) that *‘demand for industrial space at Toutley Industrial Estate is minimal with the majority coming from automobile-related companies servicing the local markets’*. Given the ELN Study found

that industrial demand at Toutley Industrial Estate was limited, the adopted allocation to extend the Core Employment Area is no longer considered by the Council's Planning Policy Officer to represent the best use of the land.

9. This above view is expressed in emerging policy where the re-allocation of the land for residential is proposed through Local Plan Update. This is at an early stage of preparation and therefore has only limited weight in the decision-making process. This being said, policy SS6 (North Wokingham Strategic Development Location) proposes to allocated the site for 100 dwellings. The current scheme proposes 130 dwellings and a 70 bed care home. Therefore provided that the dwellings can be accommodated on site, the principle of residential development is consistent with emerging policy. It is also consistent with section 11 of the NPPF, which requires the efficient use of land (paragraph 124). It is considered that the development is acceptable in principle. Moreover, given the residential and school development associated with the SDL to south, it is considered employment uses are no longer the most appropriate neighbour in this instance.
10. A small part of the existing depot would be lost to accommodate the noise bund, however this was excluded from the developed area under application 193206 for redevelopment of the depot site. That scheme was designed with the potential for future development of the current site in mind. A change of use would only occur if that permission was implemented. As such it is not considered that the small loss of employment land would make this scheme unacceptable in principle. The current operation of the depot site has also been considered should the depot redevelopment not come forward and it has been found that the operation of the depot would not be significantly impacted by this proposal.

Care Home:

11. Paragraphs 59 and 61 of the NPPF recognise that planning decisions should consider the size, type and tenure of housing needed for different groups in the community (including older people).
12. Policy CP2a (Inclusive Communities) of the Core Strategy 2010 supports proposals that address the requirements of an ageing population, particularly in terms of housing, health and well-being. The policy ensures that new development contributes to the provision of sustainable and inclusive communities to meet long-term needs.
13. TB09 of the MDD Local Plan relates to residential accommodation for vulnerable groups. It indicates that the Council will support proposals which provide for the following types of accommodation to provide for people's needs over a lifetime:
 - a) Extra care homes.
 - b) Dementia extra care units.
 - c) Enhanced sheltered schemes.
 - d) Proposals that allow the elderly and those with disabilities to remain in their own homes or purpose-built accommodation.
14. This application proposes an aged care home, as opposed to extra care. Extra care housing differs from a traditional care home in the fact that it allows people to live more independently, without being part of a residential institution. However, the Council's Planning Policy favours this type of aged care. It is noted that the Economic Prosperity

and Place team have identified that there is currently a greater need for a traditional care home facility, as opposed to an extra care scheme. With this in mind, it is considered that the proposed care home is acceptable in this instance, as opposed to providing additional extra care facilities. The scheme is therefore considered acceptable in this regard, even though it deviates from the preferred schemes as outlined in policy TB09.

Character of the Area:

15. 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. R2 states that development should respond to context, including incorporating existing features, taking advantage of landform and orientation, relating to neighbours and minimising amenity, ecological and drainage impacts. As the application is an outline proposal with all matters reserved, issues such as layout, design, noise bund and landscaping are not included within this application for determination at this time. However the applicant has provided an illustrative masterplan and the Design and Access Statement.

Layout - General:

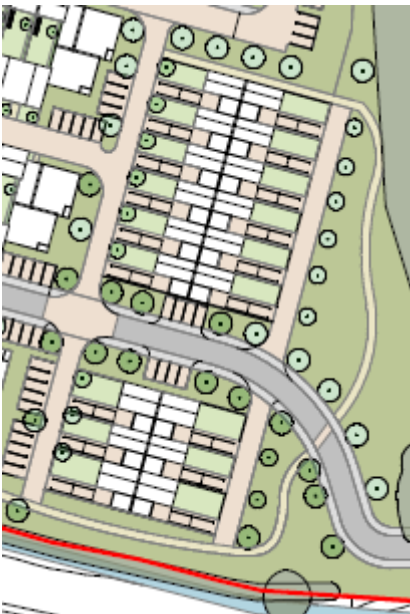
16. The proposed scheme forms a cul-de-sac, with one access plus an emergency access into the neighbouring Toutley industrial estate. As has been stated, the site is bounded on the southern side by Ashridge Stream, on the western side by Toutley Industrial Estate, on the northern side by the A329M and on the eastern side by Twyford Road. The A329M is at generally at grade with the site in terms of levels and therefore noise mitigation is required. This and the large landscape buffer to the south lends the site a degree of visual separation from neighbouring developments and in this context, the cul-de-sac is acceptable. It should be noted that the proposals, although one application, are likely to be constructed by two different operators, that is the care home and residential elements. As such, it is considered appropriate to phase the scheme into these two different operations, which is reflected in conditions where this is considered appropriate to do so.
17. Generally there is no objection to the proposed layout and contemporary design proposed. The indicative scheme generally maintains appropriate separation distances between dwellings, in accordance with the recommendations of the Borough Design Guide. However, there are some areas where such distances are not maintained and the relationship between houses could prove problematic. The applicant has been advised regarding these concerns and this detail will need to be addressed as part of the reserved matters submissions. The dwellings shown below have separate buildings (studios or work spaces) at the end of the gardens which is considered especially appropriate following the pandemic.



18. However the buildings which form the bookends to at either end of the row of terraces will need to be considered in more detail as part of the reserved matters. The current indicative scheme is not likely to be considered acceptable due to impacts on the amenity of occupiers of the dwellings (see neighbouring amenity and external amenity space sections later in this report) however it is also considered that the appearance of the buildings clustered together would be potentially out of character and excessively urban in appearance for this area on the outskirts of Wokingham.
19. The courtyards for the care home need further detailed consideration, as they are also likely to be excessively small and overshadowed, meaning that they would not be inviting places to use (see external amenity section of this report). However again this detail will be picked up at reserved matters. It should be noted these design issues do not impact the acceptability of the principle of the development.



20. Finally, some of the houses are arranged in a back to back formation:



While there is no objection to this in principle and adequate separation distances are maintained from other dwellings, officers have concerns over the useability of these spaces. Again this is explored in more detail in the relevant section of this report.

Trees and landscapes:

21. TB21 indicates that development proposals should demonstrate how they have addressed the key characteristics of the Wokingham Borough Landscape Character Assessment. The Council's Trees and Landscapes Officer considers that the details submitted with this application do not amount to a full Landscape and Visual Impact Assessment and the requirements of TB21 has not been met.

22. The site falls into landscape character area J1 – Wokingham-Winnersh Settled and Farmed Clay. It is characterised by arable farmland on shelving landforms. The key characteristics of this area include an agricultural landscape which is greatly influenced by urban development and a sloping landform with subtle valleys. Hedgerows have been lost. There is an overriding sense of urbanity due to the presence of the A329m, M4 and development to the south and west and the rural landscape is fragmented. The topography of the site falls from north to south.
23. It is noted that the site consists of a parcel of land which demonstrates a number of the key characteristics of character area J1. It is surrounded by hedgerows/tree belts and is heavily influenced by the presence of the adjacent motorway and housing developments. It is noted that the indicative proposal would be well contained within the existing landscape features and the proposed landscaping would tie in well with the landscaping associated with the new development to the south. Views of the site are partially constricted by the motorway to the north and the industrial estate to the west. Perhaps the most prominent views of the site would be from the east (should the vegetative screening be lost), the south – from the elevated new estate at Matthewsgreen and from the A329 itself. While the Trees and Landscape Officer's comments are taken into consideration, it is considered that the proposal sits within a discrete parcel of land which would be read against the existing developments which surround the site. Good landscape buffers have been maintained between the hedgerows and stream, which are distinctive of the landscape. For this reason, it is considered that the proposal does address the key characteristics of the landscape character assessment and no additional impact assessment is required.
24. The Trees and Landscapes Officer has also indicated that it would be helpful at this stage to see a landscape strategy and vignettes based on the illustrative masterplan to show how the open space would relate to housing layout and how parking would be dealt with. While this is taken into consideration, it is considered that this can be adequately dealt with at reserved matters stage and/or by condition. This also applies to details pertaining to home zone/shared street principles and how this forms an integral part of the green infrastructure.
25. CIRIA guidance and the Wokingham SuDS Strategy (January 2017) advocate that a SuDS train should start within the development parcels themselves with on plot or very locally based treatments (site control), such as rain gardens, filter strips or swales for example which then lead to regional control features. The Design and Access Statement indicates that bio-retention basins, rain gardens and swales combined with rainwater harvesting and would be incorporated into the public realm. However, this is not shown on the indicative masterplan, which simply shows detention basins of approximately 1m deep, which are fed by a piped gravity system. The Council's Trees and Landscapes Officer is of the view that it has not been demonstrated where the locally based treatments could be incorporated into the scheme and that the landscape buffer is not large enough on the south eastern side. The detention basins will not form part of the useable landscaped areas. While this view is acknowledged, it is considered that these issues could be addressed at reserved matters stage. The landscape buffer is adequate and allows for some useable space between the dwellings and Ashridge Stream.
26. An Arboricultural Report has been submitted with the application. The majority of vegetation on and adjacent to the site boundaries can be effectively retained and

protected as part of the proposed development including the 3 TPO trees growing on the southern boundary adjacent to the existing stream. A small number of tree removals will need to take place to allow access into the site, provide necessary sightlines and access into the western part of the site. The Council's Trees and Landscapes Officer has no concerns regarding the extent of the proposed development as shown on the Illustrative Masterplan in relation to the existing trees and vegetation to be retained.

Scale:

27. It is again noted that the scheme is indicative. However, the indicative plans need to be assessed and commented upon at this stage to help provide clear guidance for the reserved matters. The proposals would consist largely of semi-detached and terraced housing at two storeys in height. However, there would also be a three-storey apartment block to the south of the site and other apartment blocks. The care home would be on raised ground to the north of the site and would also be up to three storeys in height. The height in itself may not be an issue but will need consideration against the visual impact locally. The single apartment block on the site is not considered excessive, but will serve to provide a good overall mix of dwelling types. Additionally, it will be set at the least elevated part of the site. The scheme largely reflects the scale of adjacent new estates. The indicative plans have a density of 16 dwellings per hectare, plus the 70 bed care home. With care home beds in mind the density would be 24 dwellings/bed per hectare.

Design and Appearance:

28. Although this is a reserved matter, again comment on the proposed indicative design is helpful guide for the reserved matters. A variety of housing typologies are proposed within the site including terraces, semi-detached and detached houses and apartment buildings. The scheme would be somewhat contemporary in appearance which would add an additional layer of character and identity to the local area. There is no objection to this in principle so long as it can be demonstrated that the appearance would be acceptable and generally in keeping with the prevailing character of the area. As has been mentioned, there are some concerns relating to the design of the dwellings in terms of their potential for lack of privacy and overbearing impact on one another. This extends to the potential appearance of the apartments at the end of the rows of terraces, which could appear cramped in appearance as a whole. This being said, the details submitted show a development constructed with a variety of different complementary external materials such as brick, cladding and render. Buildings are arranged in different densities in different areas, with a variety of appearances. Key to good design outcome will be assessing the detail as part of the subsequent reserved matters.
29. The range of housing types and styles will ensure that there is diversity in the built form and a range of housing for future occupants. The diversity in terms of the style of the dwellings is achieved through the detailing such as heights, materials/design and roof form. This will help to provide a clear and legible neighbourhood.
30. Overall, this is an outline proposal and it is considered that an appropriate and in keeping scheme could be achieved at reserved matters stage. The proposal is therefore considered acceptable in this regard.

Residential Amenities:

Neighbouring Amenity:

31. Core Strategy Policy CP3 requires that new development should be of a high quality of design, it should not cause detriment to the amenities of adjoining land users. Separation standards for new residential developments are set out in section 4.7 of the Borough Design Guide.
32. As has been discussed, there are concerns relating to the terraced properties which are flanked by apartments. It is not clear from the submitted details how the outlook from both the terraced properties and flats will be protected. The gardens of the terraced houses may be significantly overlooked and may suffer an overbearing impact. This also applies to windows and habitable rooms which are likely to be present in the houses and the flats. It is not clear how flats could be accommodated in these blocks without overlooking one another, the adjacent properties or the gardens. It appears that appropriate separation distances are not maintained. This being said, the proposal is at outline stage and appropriate separation distances would be maintained between the blocks themselves and all other units – including between the care home and the closest units. It is considered that there is adequate space on the site to address these issues at reserved matters stage. The proposal is therefore considered acceptable in this regard but it is important to flag these issues to the applicant at this stage.

Internal Amenity:

33. All of the dwellings are designed to meet or exceed the minimum size standards set out in the National Space Standards. As this application is in outline, this has not been demonstrated on a plan. However the Local Planning Authority sees no reason that this cannot be achieved on the site.

External Amenity:

34. The Borough Design Guide indicates that all dwellings should have access to some form of amenity space, preferably in the form of private or communal garden space. However, it does also acknowledge that in practice, upper floor flats rarely have access to gardens and therefore it is important to provide balconies, upper level terraces or wintergardens. Also easy access to communal amenity areas is important.
35. The houses all have access to gardens of adequate length. However, it is not considered that a number of them would provide high quality amenity space. The terraces with apartments at the end of them have gardens which would be overshadowed, potentially overlooked and would likely suffer from overbearing impacts. This is unlikely to be considered acceptable. The back to back housing may also likely suffer this problem, but for opposite reasons, the gardens would unlikely be particularly private, leading to residents having low quality and overlooked amenity space. The potential boundary treatments have not been made clear and should they be insufficient, residents may attempt to remedy this with poor quality design solutions such as fences. A condition is recommended which removes permitted development rights of the properties. This is to ensure that any future proposals to extend the properties, including into the garden spaces, can be assessed through the submission of a planning application. This will help to restrict unacceptable encroachment into

these important garden spaces which might otherwise benefit from permitted development rights.

36. The outside amenity space available to the occupants of the flats is not clear, although the details submitted with the application make reference to balconies. It is considered that there is sufficient scope for this to be designed into the proposal at reserved matters stage. One important consideration is the access of public amenity space to the dwellings. This is especially evidenced by the pandemic. The public open space provided by the neighbouring existing developments and local SANG's means that residents will have good access to communal public spaces. An important aspect of this proposal is the pedestrian / cycle bridge to the south which links this site to the public open space, local shops and school on the Matthewsgreen development. Details of which will be agreed by condition.

Dwelling Mix, Affordable Housing and Standard of Accommodation

37. MDD policy TB05 (Housing Mix) requires that residential development should provide an appropriate density and mix of accommodation reflecting the character of the area. It is considered that the development would provide a good mix and balance of dwelling types, tenures and sizes. While this is indicative at this stage, the scheme proposes:

Number of Bedrooms	Number of units	Percentage
1 bed	17	13
2 bed	62	48
3 bed	29	22
4 bed	22	17

The Berkshire (including South Bucks) Strategic Housing Market Assessment (2016) identified the following housing mix requirements in Wokingham:

- 7.2% One bedroom
- 27.1% two bedrooms
- 43.5% three bedrooms
- 22.2% four bedrooms

38. The indicative scheme provides more two bedrooms homes that required and less three bedroom homes. However, it is noted that this is an indicative scheme and the deviation is not particularly significant. Taking into account the housing team's advice, it is still considered that the site will be able to accommodate a range of dwellings and the scheme will be acceptable in this regard and officers are also mindful that needs change over time. The mix will be agreed as part of the reserved matters.

Affordable Housing:

39. MDD policy TB05 (Housing Mix) requires that residential development should provide an appropriate density and mix of accommodation reflecting the character of the area. Core Strategy Policies and the Infrastructure and Contributions SPD indicate that development within the SDLs should secure 35% affordable housing. This equates to 45.5 units here. The Housing officer have recommended the provision of onsite

affordable homes in this location, with a 70% - 30% housing tenure split, broken down as follows:

- 20% 1 bedroom flats
 - 15% 2 bedroom flats
 - 30% 2 bedroom houses
 - 20% 3 bed houses
 - 15% 4 bed houses
40. The exact mix of market dwellings would be determined at the reserved matters stage paying due regard to relevant policies concerning housing mix and need. All of the dwellings will be required to meet or exceed the minimum size standards set out in the National Space Standards.
41. The Affordable Housing SPD also provides guidance on the tenure of on-site affordable housing, to be assessed on a site by site basis but generally 70% social rented and 30% shared ownership. However, a written Ministerial Statement on 24 May 2021 introduced First Homes, a kind of discounted market sale housing, considered to meet the definition of 'affordable housing' for planning purposes. First Homes are the government's preferred discounted market tenure and should account for at least 25% of all affordable housing units. There is however a transition period for applications that have been subject to significant pre-application engagement and are determined before 28 March 2022, which applies in this instance.

Open space and green infrastructure:

42. Policy TB08 of the MDD DPD lays out the required standards for development in terms of Public Open Space (POS) provision. The submitted proposals would be policy compliant with regards to the provision of the typologies of open space required by Policy TB08. It is noted that part of the open space consists of detention basins. The Trees and Landscapes Officer has indicated that this should not be considered open space and that this would not be useable. The Green Infrastructure Officer has not raised such an objection, however they have indicated that this space would only be useable when it is not flooded under extreme flood events. The Council's Drainage Officer has confirmed that this is the case and, as the ponds are only 1m in depth, it is considered that they could reasonably form part of the open space. In any case, the proposal is currently at outline stage and this can be reasonably secured and the site also benefits from open space directly to the south which can be used by residents in times of flooding.
43. The Green Infrastructure Officer has indicated that there is a requirement for 0.4ha of allotments within the site. The applicant has agreed that this can be provided and this can be secured by condition to ensure that it is included at reserved matters stage. Should it not be possible to include this within the site, then a contribution should be provided for offsite provision. The proposed play area is close to the road and site access and does not form an integral part of any of the open space within the site. The location is therefore not considered suitable, however this can (and will need to be) considered at reserved matters stage. As the proposal is in the SDL, a contribution towards their ongoing maintenance will also be required. It should also be noted that

there will be a larger Neighbourhood Area of Play provided adjacent to the north of the school.

Ecology:

44. Paragraphs 170 and 175 of the National Planning Policy Framework recognise that the planning system should conserve and enhance the environment by minimising impacts on and providing net gains for biodiversity. If significant harm resulting from a development cannot be avoided, adequately mitigated, or as a last resort compensated for, planning permission should be refused. Opportunities to incorporate biodiversity in and around developments should be encouraged. CP7 of the Core Strategy and TB23 of the MDD Local Plan relate to ecology, biodiversity and development. CP7 states:

Sites designated as of importance for nature conservation at an international or national level will be conserved and enhanced and inappropriate development will be resisted. The degree of protection given will be appropriate to the status of the site in terms of its international or national importance. Development:

A) Which may harm county designated sites (Local Wildlife Sites in Berkshire), whether directly or indirectly, or

B) Which may harm habitats or, species of principle importance in England for nature conservation, veteran trees or features of the landscape that are of major importance for wild flora and fauna (including wildlife and river corridors), whether directly or indirectly, or

C) That compromises the implementation of the national, regional, county and local biodiversity action plans will be only permitted if it has been clearly demonstrated that the need for the proposal outweighs the need to safeguard the nature conservation importance, that no alternative site that would result in less or no harm is available which will meet the need, and:

- i) Mitigation measures can be put in place to prevent damaging impacts;*
- ii) Appropriate compensation measures to offset the scale and kind of losses are provided.*

45. TB23 states:

Sites of national or international importance are shown and sites of local importance are defined on the Policies Map.

Planning permission for development proposals will only be granted where they comply with policy CP7 – Biodiversity of the Core Strategy and also demonstrate how they:

- a) Provide opportunities, including through design, layout and landscaping to incorporate new biodiversity features or enhance existing*
- b) Provide appropriate buffer zones between development proposals and designated sites as well as habitats and species of principle importance for nature conservation*
- c) Ensure that all existing and new developments are ecologically permeable through the protection of existing and the provision of new continuous wildlife corridors, which shall be integrated and linked to the wider green infrastructure network.*

This application is supported by an Ecological Impact Assessment (WSP, ref: 70069935, May 2021) with accompanying ecological survey reports supplied in the appendices and a Baseline Biodiversity Net Gain Technical Note (WSP, ref: not given, March 2021).

Bats:

46. Surveys to consider the potential presence of a bat roost in a tree along the line of the watercourse on the southern border of the application site noted continual foraging and commuting activity for extended periods along the watercourse. It is clear that this is an important feature for bats locally. The Council's Ecologist considers it important that the final layout provides sufficient buffer to the watercourse to allow this key commuting corridor to be retained. They have raised concerns that the indicative layout does not provide appropriate buffer between the development and the watercourse however they are of the view that a more appropriate buffer could be incorporated at reserved matters stage, then the development should be acceptable. It is considered that an appropriate solution could be found at reserved matters stage.
47. The Ecological Impact Assessment has recommended that artificial lighting will require mitigation to protect key dark corridors for light sensitive biodiversity. The Council's Ecologist has recommended that the detail for external lighting mitigation is secured by condition based on the British Standard 42020:2013 model wording. This is acceptable.

Badgers:

48. The Ecological Impact Assessment includes target notes of potential badger foraging on site. The Council's Ecologist considered it reasonable to conclude that the surveys have not found evidence of a badger sett within the zone of influence of the site. The Council's Ecologist is of the view that the potential impact on badgers in terms of loss of foraging habitat could be resolved within the soft landscaping detail of the green space provided. It can therefore be a matter resolved in reserved matters and conditions discharge.
49. It is also possible for the potential for harm to badgers during construction to be adequately mitigated. The Council's Ecologist proposes that badger mitigation (based on up-to-date survey effort) is an item to be covered within a condition requiring a Construction Environmental Management Plan (CEMP).

Other protected Species:

50. The Council's Ecologist is of the view that it is reasonable that a Dormouse survey has not been undertaken for this site and no further need for mitigation or compensation measures is required.
51. The Council's Ecologist is satisfied that the site is unlikely to support an Otter holt or resting up place for this species although the watercourses on site may provide foraging and commuting habitat within an extended territory. It is therefore appropriate to seek security of mitigation measures for the species during construction through the CEMP condition and external lighting mitigation during the operational stage of the development through a lighting for light sensitive species condition.

52. A breeding bird survey has not been undertaken despite it being a grassland field and Skylarks (a species of principal importance) being recorded locally several times according to the desktop survey. The justification given is that the site value for breeding birds could be adequately considered without recourse to further survey. As the long-term impact on ground nesting birds is not considered to be adequately considered, the local planning authority intends to take a precautionary approach in terms of ground nesting bird species of principal importance. A field the size of the application site could reasonably contain three Skylark territories. These are unlikely to be retained within the development proposal whatever the layout due to habitat fragmentation and increased anthropogenic disturbance. The Council's Ecologist recommends that a species-specific compensation and enhancement condition is applied to directly secure compensation measures for loss of Skylark habitat and maintain local favourable conservation status.
53. The assessment also notes the presence of Black Redstarts has been recorded within close proximity of the application site. This is a Schedule 1 bird species on the Wildlife and Countryside Act 1981 (as amended). It is vital that the CEMP consider mitigation measures for this species that may be necessary during construction. This species is also a high priority for seeking long-term habitat provision and enhancement. The ecologist also recommends that habitat enhancement is secured. The CEMP must also cover mitigation measures for Great Crested Newts, and slow worms (the latter of which have been found on the site). The Council's Ecologist is of the view that, provided a 10% habitat biodiversity net gain is delivered by the development proposal, it is likely that the favourable conservation status of the slow worm will be maintained.

Biodiversity Net Gain:

54. The Council's Ecologist at present is not convinced that the proposal would provide for a biodiversity net gain and are concerned that the baseline figures given in the submitted technical note may not be reflective of the site. The indicative layout also falls within the riparian zone, which could lead to harm. However, this could be addressed and resolved at reserved matters stage.
55. As this is an outline application, it is necessary to consider biodiversity net gain in an iterative way at the point of further detail as to layout and landscaping. Whilst this should follow the mitigation hierarchy and seek as much of a net gain on-site in the first instance, the Council's Ecologist is of the view that the local planning authority can be confident that the applicant can provide an off-site compensation/enhancement measure such to provide an overall 10% minimum biodiversity net gain, if required. This can be ensured by condition. A condition can also be used to secure species specific enhancements at reserved matters stage.

Special Protection Area:

56. 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 site lies between 5 and 7km of the SPA boundary and thus under Core Strategy Policy CP8, there is an expectation that development which is likely to have a significant effect on the Thames Basin Heaths Special Protection Area will be

required to demonstrate that adequate measures to avoid and mitigate any potential adverse effects are delivered.

57. In accordance with Core Strategy policy CP20, mitigation in the form of Suitable Alternative Natural Greenspace (SANG) is being provided. An appropriate assessment has been undertaken. The applicant (Wokingham Borough Council) has constructed 7ha of open space in association with the North Wokingham Distributor Road construction adjacent Old Forest Road. It is envisaged that this will provide the SANG capacity to accommodate the new dwellings, to which Natural England have no objection. It is noted that this space does not have a car park and is therefore slightly sub-standard. It is considered that this can be overcome by overproviding SANG capacity at this location however is well served by footpaths and easily access via the new Northern Distributor Road and proposed footbridge. On this basis, the requirement is 8ha per 1000 people. Including the requirements for the care home, this amounts to a requirement for 3.056 ha of SANG, which falls well below the amount of capacity available. The public open space is already constructed and does not need qualitative improvements, however it will need to be open for public use prior to the occupation of any of the dwellings.

Water:

58. Insufficient information has been submitted for Thames Water to determine that there is adequate wastewater infrastructure to deal with the needs of the scheme. However this is normal at this early stage and they have recommended a condition to deal with this and to ensure that adequate infrastructure is in place prior to occupation of the dwellings.

Access and Movement:

Transport, Highways and Parking

59. The NPPF seeks to encourage sustainable means of transport and a move away from the reliance of the private motor car. Core Strategy policies CP1, CP4, CP6 and CP10 broadly echo these principles and indicate that new residential development should mitigate any adverse effects on the existing highway network.
60. The application is accompanied by a Transport Assessment (TA) which assesses the impact of development, both in terms of the traffic generated by the development itself and in the context of the cumulative impact of additional residential development within the neighbouring SDL. The submitted TA has been reviewed and the Council's Highways Officer is satisfied that the surrounding road network would be able to acceptably accommodate the travel demands of the site. The access has been widened throughout the course of this application to address Highway Officer concerns. A pedestrian crossing and footpath would also be installed on and to the eastern side of Twyford Road.

Public Transport & Travel Planning

61. In order to encourage use of non-car modes, a contribution is being sought towards implementation of the North Wokingham Bus Strategy as well as to the Council's 'My Journey' initiative, both of which would be secured through the associated S106 agreement. Such contributions are necessary to help encourage the use of alternative

modes of transport other than by private car. The nearest bus stops will be located on Queens Road (which will be delivered as part of the Matthews Green development) to the south of the site accessed by the proposed pedestrian and cycle footbridge. It should also be noted that the proposals include a new footpath of the western side of Twyford Road to the roundabout.

Parking and Cycle Parking

62. In line with Core Strategy Policy CP6 and MDD DPD Policy CC07, and the Council's standards, as currently set out in MDDL Appendix 2, the reserved matters will need to demonstrate that the development will incorporate parking and cycle parking in line with the Council's standards. Notwithstanding that this is an application for outline planning permission, details have been submitted which indicate that the illustrative layout could accommodate the parking requirements of the illustrative housing mix and care home in line with policy. This will need to be further demonstrated and detailed at the reserved matters stage to reflect the final proposed mix.

Illustrative Layout

63. The only vehicular access into the development would be from an existing gated access on Twyford Road. The proposals show adequate sight lines can be provided and the Highway officer has not raised issues or objection in respect to the safety on the access. In addition, there will be an emergency access to the west via Toutley Depot, which can be secured by condition. Details for these have been reviewed as part of the application and considered acceptable.
64. The proposed illustrative layout is considered acceptable in highways terms, both for vehicles, but also for pedestrians and cyclists alike. The development will also provide for improved permeability within and from/to site including a pedestrian/cycle bridge to Matthews Green development as well as providing wider links to the rest of the Borough and to bus services. The design of this bridge can be secured by condition. A further condition can provide details of all walking/cycling routes connecting the site with the North Wokingham SDL and the wider area.

Flooding and Drainage:

65. The south of the application site falls into flood zones 2 and 3, this is associated with the Ashridge Stream which borders the site. Policy CC09 of the MDD Local Plan indicates that all sources of flood risk should be taken into consideration and that inappropriate development in areas at risk of flooding should be avoided. Development proposals in flood zones 2 or 3 should take into account the vulnerability of the proposed development. In exceptional circumstances, new development in areas of flood risk will be supported where it can be demonstrated that:

- i. The development provides wider sustainability benefits for the community that outweigh the flood risk.*
- ii. The development would not increase flood risk in any form elsewhere...*
- iii. The development would incorporate flood resilient and resistant measures...*

66. Policy CC10 discusses sustainable drainage and surface water. It states that:

All development proposals must ensure surface water arising from the proposed development including taking into account climate change is managed in a sustainable manner. This must be demonstrated through:

- a) A Flood Risk Assessment, or*
- b) Through a Surface Water Drainage Strategy.*

All development proposals must

a) Reproduce greenfield runoff characteristics and return run-off rates and volumes back to the original greenfield levels, for greenfield sites and for brownfield sites both run-off rates and volumes be reduced to as near greenfield as practicably possible.

b) Incorporate Sustainable Drainage Systems (SuDS), where practicable, which must be of an appropriate design to meet the long term needs of the development and which achieve wider social and environmental benefits

c) Provide clear details of proposed SuDS including the adoption arrangements and how they will be maintained to the satisfaction of the Council [as the Lead Local Flood Authority (LLFA)] d) Not cause adverse impacts to the public sewerage network serving the development where discharging surface water to a public sewer.

67. The NPPF indicates that development should be located sequentially and that development should not be permitted if there are reasonably available sites appropriate for the proposed development in areas which are at lower risk of flooding. It is noted that there would not be any development located within the areas shown to flood within the submitted models apart from the footbridge over the stream, which would link the scheme with the developments to the south. As advised details of the bridge structure are conditioned. While the dwellings are not within the flood zones, some supporting infrastructure is. Therefore the sequential test still applies. This being said, the amount of built infrastructure within the actual flood zones is minimal and as long as this can be constructed in a way which does not increase flood risk elsewhere, it is considered that the sequential test has been passed. Again this consideration will need to be taken as part of the detailed design stage.

68. The proposal is at outline stage. However, a flood risk assessment has been submitted. The scheme involves the use of SuDS features, in the form of attenuation ponds, which discharge into Ashridge Stream. While this is likely to be subject to change at reserved matters stage, the flood risk assessment successfully demonstrates that there would not be an increase in surface water runoff. It is therefore considered that an acceptable scheme to deal with surface water can be secured by condition and can be provided at reserved matters stage.

69. A number of comments have been received from neighbours and members regarding the potential for the entrance road to flood. The Environment Agency have indicated that they are satisfied that the access road can be constructed, and therefore this is acceptable. They have recommended conditions which require the submission of further details relating to the crossings over the watercourse are not vulnerable and do not increase flood risk elsewhere, as well as that the development is carried out in accordance with the submitted flood risk assessment. The scheme is therefore acceptable in this regard, subject to these conditions.

Environmental Health:

70. Core Strategy Policy CP3 requires that new development should be of a high quality of design that does not cause significant detriment to the amenities of adjoining land users and their quality of life.

Contamination:

71. A generic quantitative contamination risk has been submitted with the application. Ground investigations have found no significant contamination on the site. Ground gas monitoring has also taken place and the report concludes that the majority of the site is at very low risk. Further monitoring is required adjacent to the boundary with Toutley Depot, where some gas protection measures will be required to comply with building regulations. The Environmental Health Officer has recommended a condition to deal with any un-expected contamination.

Air Quality:

72. An Air Quality assessment has been submitted with the application. The report predicts that the concentrations of NO₂, PM₁₀ and PM_{2.5} on the site will meet the air quality objectives in 2026, the year when the development is due to be built so future residents will not be exposed to poor air quality. It is noted that this air quality has been raised in the representations and these comments have been considered as part of the assessment. Importantly the Environmental health officer agrees with this recommendation.
73. The report suggests mitigation measures to minimise levels of fugitive dust during the construction phase which should be included in a Construction Environmental Management Plan (CEMP) or similar document to be submitted for approval before work commences on the site. This can be secured by condition.

Noise:

74. The site is located adjacent to the A329(M) which runs along the northern boundary of the site, is close to the A321 Twyford Road to the east and Toutley depot lies to the west. The site is subject to high levels of road traffic noise and there may be some noise arising from the depot. The current proposal is to provide a stand-off zone of 50m between future sensitive receptors and the A329(M), the A321 and Toutley Depot. A 5 metre high noise barrier, consisting of a 3m bund and two metre fence is proposed along the northern and western boundaries. A noise impact assessment has been submitted with this application.
75. The assessment takes into account the proposed acoustic screening mentioned above and considers the screening provided by the location and orientation of buildings on the site. Properties to the west of the site will require 2.5m fences around the perimeter boundaries of each plot and the terraced properties along the A321 Twyford Road will have outside living areas that will not be fully screened on the ground floor.
76. Even with mitigation in place there will be some external living areas where the upper guideline value may be exceeded. It is noted that this issue has been highlighted in the representations received. For example in the NW of the site levels will be up to 58dB

and the ground floor living areas for the terraced properties along the A321 will range from 51 – 59dB. The report points out that this is an outline application and therefore there is some flexibility in the proposed scheme layout and additional acoustic design features could therefore be implemented. The Environmental Health Officer has recommended that a pre-commencement condition is imposed requiring submission of details of how external living areas will be protected from noise and to ensure, as far as is reasonably practical to achieve an acceptable level of noise for the external living areas.

77. The noise assessment considers internal noise following recommendations made in BS8233 and WHO guidance. Triple glazing and ventilation will be required in the most exposed parts of the site, however this will rely on closed windows and alternative ventilation. The report suggests that an overheating assessment and noise mitigation design should be considered further at the reserved matters stage. As the proposed scheme is in outline, these are detail matters which will need to be addressed and considered as part of subsequent submissions.

Archaeology:

78. The application site is in an area of high archaeological potential. Policy TB25 of the MDD Local Plan relates to Archaeology. It states:

Where development is likely to affect an area of high archaeological potential or an area which is likely to contain archaeological remains, the presumption is that appropriate measures shall be taken to protect remains by preservation in situ. Where this is not practical, applicants shall provide for excavation, recording and archiving of the remains.

79. An archaeological desk based assessment has been submitted with this planning application and this notes that there is potential for archaeological deposits from multiple periods of low, medium and high significance to be present on site.
80. This potential has been evaluated based on the known archaeological deposits from the vicinity, as recorded in the Berkshire Archaeology HER. In particular, finds from field-walking in this area, and discoveries made as part of archaeological evaluation in advance of development of land (known as Matthewsgreen Farm) immediately south west of the proposed site, have shown the potential of prehistoric, Roman, and (early) medieval archaeology of some significance to be preserved below ground in this landscape. The proposed development would have a number of negative impacts on the potential buried archaeological assets, truncating or destroying them completely, resulting in substantial harm to the assets' significance.
81. Berkshire Archaeology have agreed that, given this application is at outline stage, a scheme of Archaeological works by condition, with at least the archaeological evaluation phase to take place prior to any reserved matters applications would be satisfactory.

Sustainable Design/Construction:

82. Core Strategy Policy CP1 requires development to contribute towards the goal of achieving zero carbon development by including on-site renewable energy features and minimising energy and water consumption. This is amplified by MDDL policies

CC04: Sustainable design and construction and CC05: Renewable energy and decentralised energy networks and the Sustainable Design and Construction Supplementary Planning Document (May 2010). As the proposal is for residential development of over 1000sqm, Policy CC05 also advises that planning permission will only be granted for such proposals that deliver a minimum 10% reduction in carbon emissions through renewable energy or low carbon technology.

83. An energy statement has been submitted in support of the application, which sets out the various renewable and low energy technology measures proposed to be used in the design of the development in order to reduce energy demand on site, and as such, reduce CO2 emissions. The potential measures identified include photovoltaics (PV) solar panels, air source heat pumps and an improvement in building fabric efficiency.
84. The submitted sustainability report sets out various potential measures which could be used to achieve a reduction in CO2 emissions in accordance with policy CC05. However, as the submitted layout is indicative, a condition can be used to ensure the submission for approval of an updated sustainability and energy efficiency report which demonstrates that the revised layout would comply with Policy CC05.

Employment Skills:

85. Policy TB12 of the Wokingham Borough Council MDD, requires planning applications for all major development (both commercial and residential) in Wokingham Borough to submit an employment skills plan (ESP) with a supporting method statement. However, in this instance, the applicant has elected to pay a contribution in lieu of the provision of an Employment Skills Plan and as such, this would be secured within the S106 agreement.

CONCLUSION

The development would provide a high-quality modern housing scheme together with landscaped public open space, while retaining the existing hedgerows. While some comments have been made over the layout of the scheme, this could be dealt with appropriately at reserved matters stage and a high quality scheme could be achieved, without resulting in harm to the character of the area and a high level of amenity between neighbouring properties could be achieved. The scheme would address an identified need for a traditional care home. Flood risks have been addressed in this report and the evidence has been reviewed by the Environment Agency. The scheme is therefore supported, subject to the recommended conditions and legal agreement.

The Public Sector Equality Duty (Equality Act 2010)

In determining this application the Council is required to have due regard to its obligations under the Equality Act 2010. The key equalities protected characteristics include age, disability, gender, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief. There is no indication or evidence (including from consultation on the application) that the protected groups identified by the Act have or will have different needs, experiences, issues and priorities in relation to this particular planning application and there would be no significant adverse impacts upon protected groups as a result of the development.

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PLANNING REF : 211777
PROPERTY ADDRESS : Town Hall Market Place
: Wokingham
: RG40 1AS
SUBMITTED BY : The Wokingham Town Council P&T Committee
DATE SUBMITTED : 09/06/2021

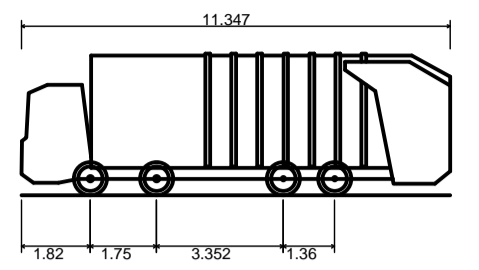
COMMENTS:

Please Can this Application wait for comments from Wokingham Town Council P&T Committee following their meeting on 6th July. Can you let me know thanks.

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DO NOT SCALE



Wokingham Large Refuse Vehicle
 Overall Length 11.347m
 Overall Width 2.530m
 Overall Body Height 3.751m
 Min Body Ground Clearance 0.304m
 Track Width 2.500m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 11.300m

11

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B	28/10/21	RDS	TRACKING AMENDED FOLLOWING WIDENING	JCS	IF
A	16/08/21	BM	FIRST ISSUE	JCS	IF
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S2 - FOR INFORMATION

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 wsp.com

CLIENT:

ARCHITECT:

SITE/PROJECT: TOUTLEY, WOKINGHAM

TITLE: REFUSE VEHICLE ACCESS SWEPT PATH ANALYSIS

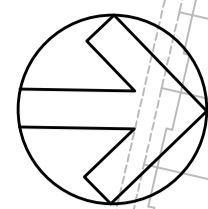
SCALE @ A1: 1:500	CHECKED: JCS	APPROVED: IF
PROJECT NO: 70069935	DESIGNED: BM	DRAWN: BM
		DATE: October 21

DRAWING NO: 70069935-ATR-006

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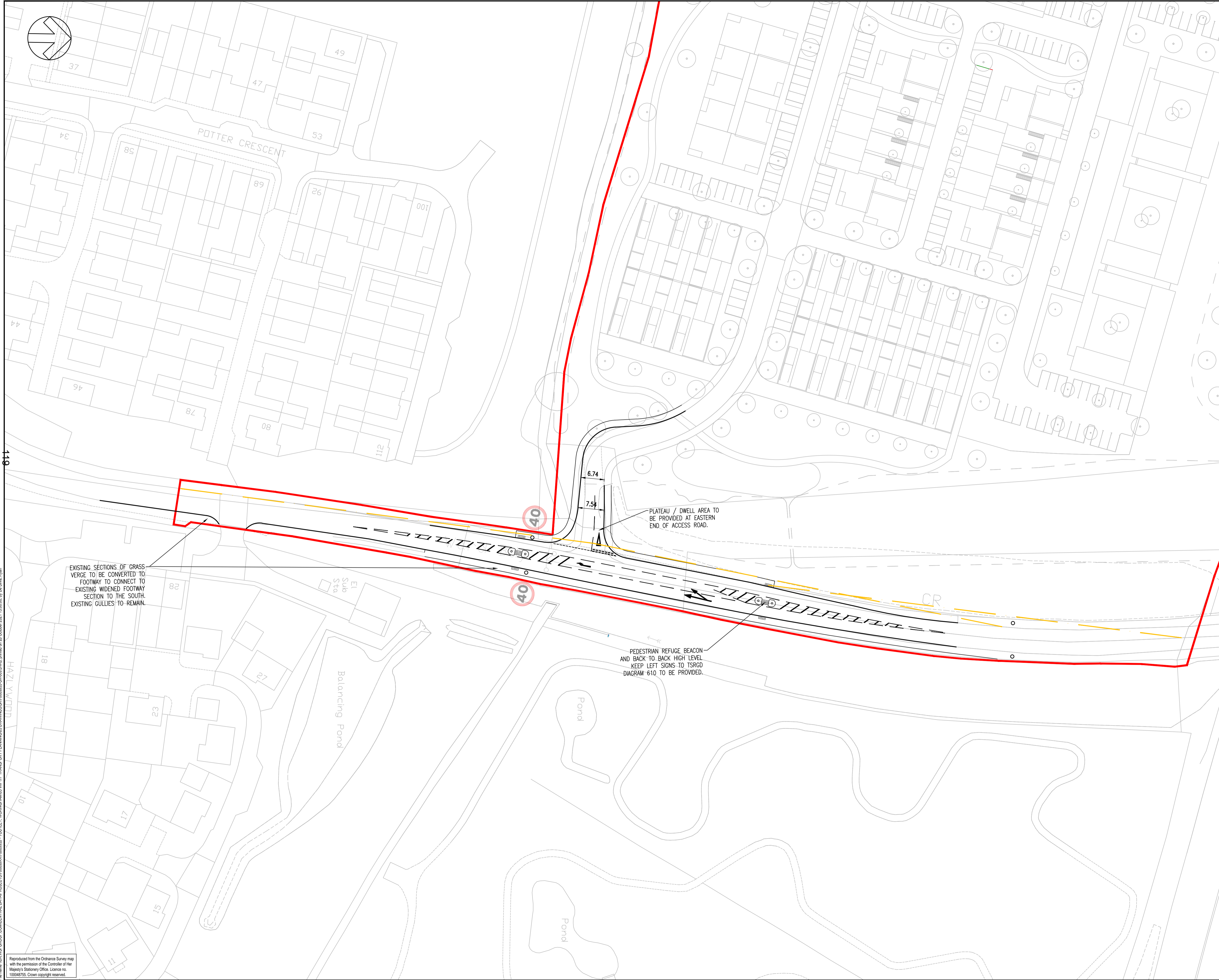
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DO NOT SCALE

- KEY:
- LAND UNDER THE CONTROL OF WOKINGHAM BOROUGH COUNCIL
 - 120m VISIBILITY SPLAY



EXISTING SECTIONS OF GRASS VERGE TO BE CONVERTED TO FOOTWAY TO CONNECT TO EXISTING WIDENED FOOTWAY SECTION TO THE SOUTH. EXISTING GULLIES TO REMAIN.

PLATEAU / DWELL AREA TO BE PROVIDED AT EASTERN END OF ACCESS ROAD.

PEDESTRIAN REFUGE BEACON AND BACK TO BACK HIGH LEVEL KEEP LEFT SIGNS TO TSRGD DIAGRAM 610 TO BE PROVIDED.

REV	DATE	BY	DESCRIPTION	CHK	APP
D	28/10/21	RDS	JUNCTION WIDENED TO ALLOW FOR TRACKING	JCS	IF
C	14/10/21	AVI	REMOVAL & AMENDMENT OF 40mph SIGNS, ALIGNMENT ADJUSTED AND NOTES ADDED	JCS	IF
B	30/04/21	RJ	VIS SPLAYS ADDED	JCS	IF
A	25/01/21	RJ	FIRST ISSUE	SR	IF

DRAWING STATUS: **S2 - FOR INFORMATION**

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CLIENT:

ARCHITECT:

SITE/PROJECT: **TOUTLEY, WOKINGHAM**

TITLE: **SITE ACCESS**

SCALE @ A1:	1:500	CHECKED:	SR	APPROVED:	IF
PROJECT NO:	70069935	DESIGNED:	RJ	DATE:	October 21
DRAWN:	RJ	REV:	D		

DRAWING No: **70069935-SK-009**

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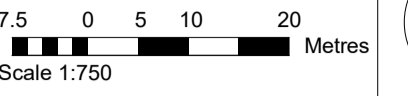
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A1

SCALE



NOTES:

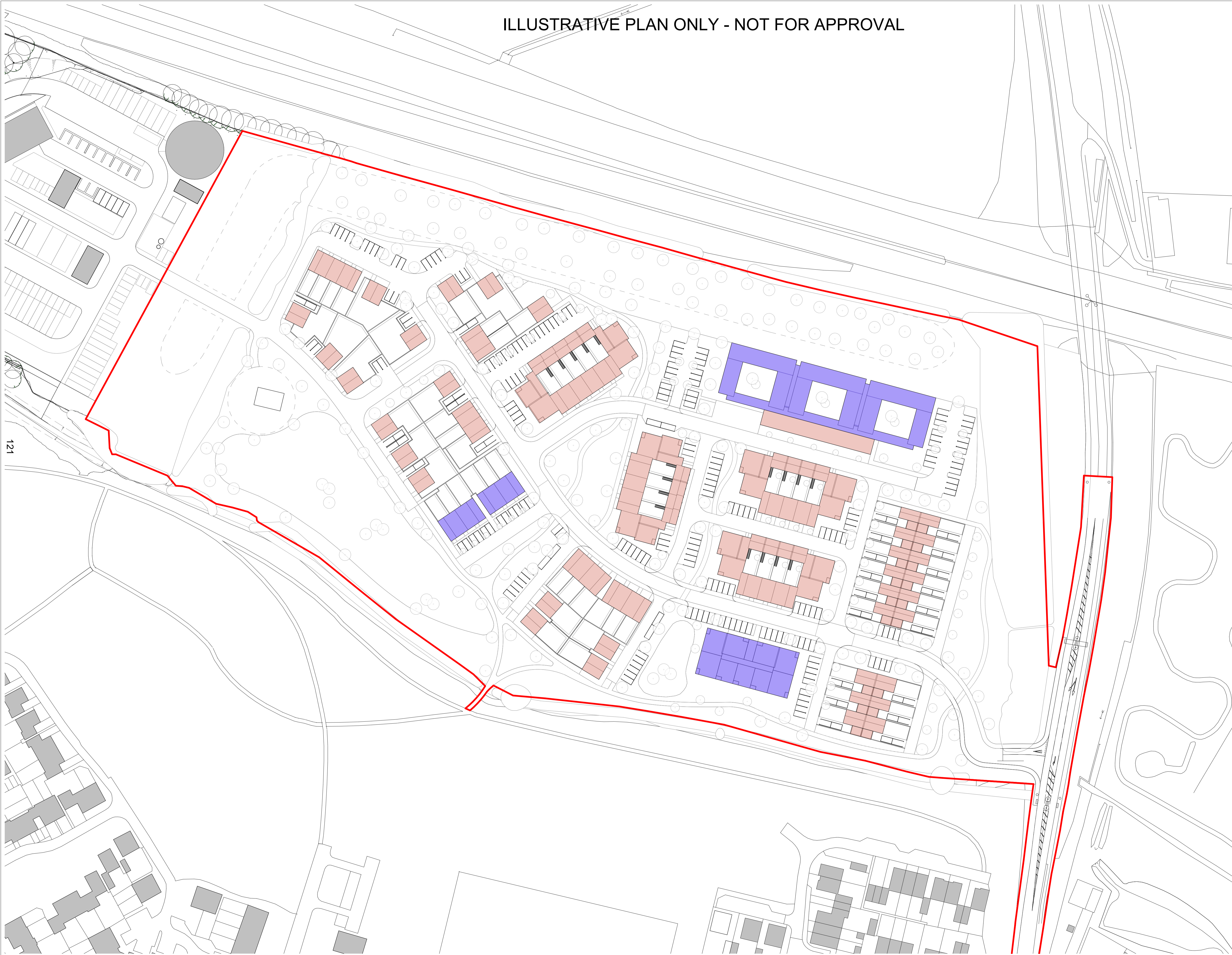
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KEY

- Red line boundary
- Up to 2.5 Storeys
- Up to 3 Storeys

Drawing to be read in conjunction with all other consultant information by WSP.

Please note that massing and height are shown as indicative purposes only to coordinate with the illustrative masterplan shown, and to establish the principle of up to storey heights described above. Detail is subject to reserved matters application.



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PROJECT

Toutley East
Wokingham

DRAWING TITLE

IllustrativeStrategyPlan
Massing&Height

REV.	DATE	DESCRIPTION
P1	21/04/21	Updated Basin, southern path layout and units in proximity (PCA)
P2	23/04/21	Update to Red line and include proposed access. Outline Planning. (PCA)
P3	21/05/21	Update following Client Comments & Pre-app Response. Issue for Outline Planning (PCA)
P4	03/12/21	Access amended and shown to reflect updated design at WBC LPA request (PCA)

DRWN BY	CHKD BY	APPD. BY
ME	RG	DA

DRAWING NO.

project code - originator - volume - level - type - role - number
351-ACG-00-00-DR-A-011513

STAGE	SUITABILITY
RIBA stage	code description
2	D5 SUITABLE FOR PLANNING

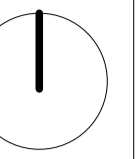
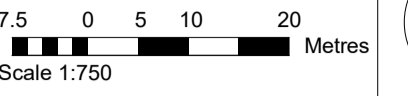
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A1

SCALE



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KEY

- Red line boundary
- Blue line boundary

Including Proposed Toutley Depot boundary
Planning Application No: 193206 to West of the site
(as amended to enable bund creation)
Please note proposed and consented Depot site shown.

Drawing to be read in conjunction with all other consultant information by WSP. Illustrative only, detail is subject to reserved matters application.



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PROJECT

Toutley East
Wokingham

DRAWING TITLE

OverallMasterplan

REV.	DATE	DESCRIPTION
P3	09/03/21	Updated Basin and southern path layout.
P4	21/04/21	Updated Basin, southern path layout and units in proximity (PCA)
P5	23/04/21	Update to Red line and include proposed access. Outline Planning. (PCA)
P6	21/05/21	Update following Client Comments & Pre-app Response. Issue for Outline Planning (PCA)
P7	03/12/21	Access amended and shown to reflect updated design at WBC LPA request (PCA)

DRWN BY	CHKD BY	APPD. BY
ME	RG	DA

DRAWING NO.

project code - originator - volume - level - type - role - number

351-ACG-00-00-DR-A-011050

STAGE	SUITABILITY
RIBA stage	code description
2	D5 SUITABLE FOR PLANNING

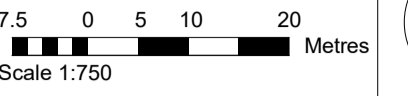
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ILLUSTRATIVE PLAN ONLY - NOT FOR APPROVAL

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KEY

- Red line boundary
- Houses
- Apartments
- Houses with Office/Annex & Garage
- Back to back Terraced houses
- Care Home

Drawing to be read in conjunction with all other consultant information by WSP. Illustrative only, detail is subject to reserved matters application.

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PROJECT

Toutley East
Wokingham

DRAWING TITLE

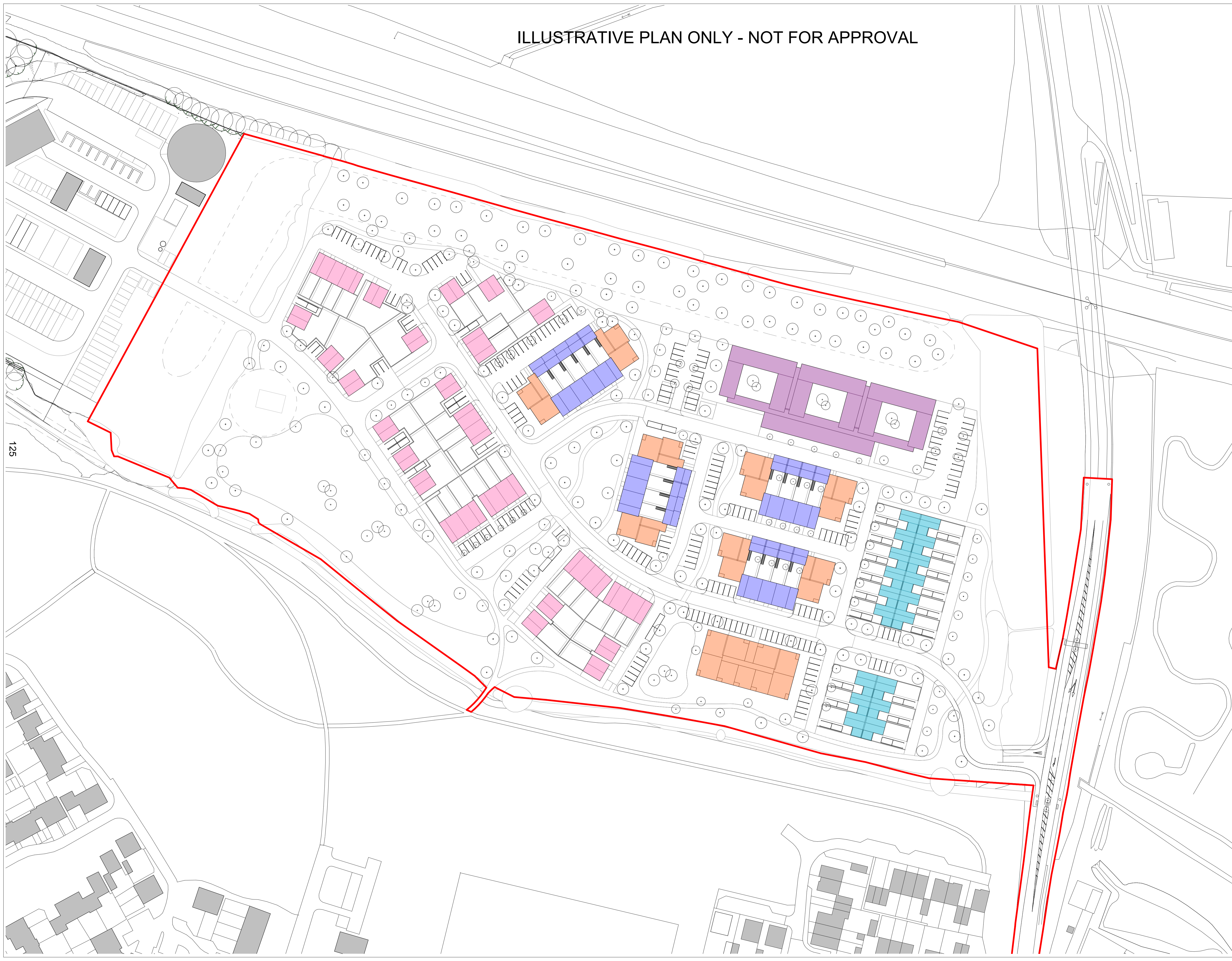
IllustrativeStrategyPlan
BuildingTypesPlan

REV.	DATE	DESCRIPTION
P1	21/04/21	Updated Basin, southern path layout and units in proximity (PCA)
P2	23/04/21	Update to Red line and include proposed access. Outline Planning. (PCA)
P3	21/05/21	Update following Client Comments & Pre-app Response. Issue for Outline Planning (PCA)
P4	03/12/21	Access amended and shown to reflect updated design at WBC LPA request (PCA)

DRWN BY	CHKD BY	APPD. BY
ME	RG	DA

DRAWING NO.
project code - originator - volume - level - type - role - number
351-ACG-00-00-DR-A-011522

STAGE	SUITABILITY
RIBA stage	code description
2	D5 SUITABLE FOR PLANNING



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Application Number	Expiry Date	Parish	Ward
213106	13 May 2022	Woodley	Bulmershe and Whitegates;

Applicant	HE2 Reading 1 GP Limited
Site Address	Land at Headley Road East, Woodley, RG5 4SN
Proposal	Full planning application for the proposed erection of 5 no. buildings for commercial development to provide flexible light industrial, general industrial, and storage and distribution uses, with ancillary offices, associated car parking, formation of new accesses, and landscape planting, following demolition of existing buildings
Type	Full
Officer	Graham Vaughan
Reason for determination by committee	Major application

FOR CONSIDERATION BY	Planning Committee on Wednesday, 11 May 2022
REPORT PREPARED BY	Assistant Director – Place

SUMMARY
<p>The site is located at Headley Road East and Viscount Way within Woodley. In policy terms, it is within a Core Employment Area and part of a major development location. The scheme is for the redevelopment of the existing industrial site to provide ten units across five buildings which would be used for activities associated with use classes E(g)iii, B2 and B8. Given the existing and proposed use and the associated increase in floor space, the scheme would help provide economic development within a designated area and is acceptable in principle.</p> <p>The proposal is for the erection of new buildings typically following the boundaries of the site with parking and landscaping (and a new access road) provided in the centre. Although detached from the main site, a smaller building would be located on an area of hardstanding (but still part of the Core Employment Area). The scheme is appropriate to the character of the area given the established industrial uses on and surrounding the site. Additionally, the scheme would have a comprehensive landscaping scheme which would make a positive contribution.</p> <p>A major consideration of the scheme however has been the loss of a non-designated heritage asset. This has stemmed from the site and buildings being part of the former Woodley Aerodrome and the association with Miles Aircraft in particular. Nonetheless, through the assessment of a listing request, Historic England have recommended the buildings are not listed primarily due to the lack of remaining historic fabric, the lack of expression of the original use and the overall loss of the airfield which has already occurred. In consideration of planning policy relating to non-designated heritage assets, as part of a balanced judgement, the benefits of the scheme outweigh the loss of this asset.</p> <p>Through the construction of a new access road with improved access onto Headley Road East and Viscount Way, it is considered the scheme would satisfactorily mitigate any impact in highway terms. Indeed, the scheme would provide sufficient parking for cars</p>

and HGVs which would relieve pressure of on-street parking around the site and would meet or exceed standards in terms of cycle parking and electric vehicle charging points. Subject to other conditions, the proposal would not detrimentally impact in terms of highway safety with satisfactory visibility splays achieved.

With regard to residential amenity, it is acknowledged that the scheme would result in the re-provision of large-scale buildings near to residential properties. In most cases however, the new buildings would be further away from shared boundaries than the existing, which is considered a material improvement. Additionally, the scheme has been designed so that the general activity associated with a building would occur on the opposite side of a residential property which again is considered to result in an improved relationship. A minor loss of light is indicated at a few properties which does weigh against the proposal but is not a substantial impact.

The application has been subject to extensive discussions regarding environmental health impacts but ultimately it is considered that, subject to conditions, no detrimental impact would occur in terms of noise, air pollution or contamination. Whilst residential properties remain nearby, it should be noted that the site is already in use as industrial and has been for a significant amount of time.

Subject to other conditions, the scheme is considered acceptable in terms of its impact regarding flooding and drainage, tree and landscape, sustainable design and construction, ecology, employment skills and CIL. A planning balance exercise is required due to minor conflicts but overall, the positives of the scheme are considered to demonstrably outweigh this. As such, the scheme is recommended for conditional approval subject to the signing of a legal agreement.

PLANNING STATUS

Contaminated Land Consultation Zone
Local Authorities
Affordable Housing Thresholds
Borough Parishes
Core Employment Areas
Scale and Location of Development Proposals
Nuclear Consultation Zone
Public Open Space (adjacent)
Replacement Mineral Local Plan
Tree Preservation Orders
Borough Wards
Landscape Character Assessment Area
Land Terrier
Local Plan Update Submitted Sites
SSSI Impact Risk Zones

RECOMMENDATION

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

- A. Completion of a legal agreement to secure a financial contribution towards the Council's employment skills plan and a monitoring fee for a travel plan associated with the development.**

B. Conditions and informatives:

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

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

2. Approved details - This permission is in respect of the submitted application plans and drawings numbered '11359 PL100 Location Plan', '11359 PL101 Existing Site Plan', '11359 PL102 Existing Elevations', '11359 PL103 Proposed Site Plan Rev C', '11359 PL104 Proposed Site Sections Sheet 1', '11359 PL105 Proposed Site Sections Sheet 2', '11359 PL106 Detailed Site sections', '11359 PL110 Proposed Floor Plan Unit 1 and 5 Rev A', '11359 PL111 Proposed Floor Plan Unit 6', '11359 PL112 Proposed Floor Plan Units 7 and 8', '11359 PL113 Proposed Floor Plan Unit 9', '11359 PL114 Proposed Floor Plan Unit 10', '11359 PL120 Proposed Elevations Units 1 to 5 Rev A', '11359 PL121 Proposed Elevations Unit 6', '11359 PL122 Proposed Elevations Units 7 and 8', '11359 PL123 Proposed Elevations Unit 9 Rev A', '11359 PL124 Proposed Elevations Unit 10 Rev A', '11359 PL130 Proposed Roof plan Unit 1 and 5', '11359 PL131 Proposed Roof plan Unit 6', '11359 PL132 Proposed Roof plan Unit 7 and 8', '11359 PL133 Proposed Roof plan Unit 9 and 10', '11359 PL157 Landscape Sections Sheet 1', '11359 PL158 Landscape Sections Sheet 2' received by the local planning authority on 15 September 2021 and revised plans 17 December 2021 and 11 March 2022. 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. Construction environment management plan - No development, including demolition and site clearance, shall take place until a Construction Environmental Management Plan (CEMP) to control the environmental effects of the demolition and construction work has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include measures for:

- a) the control of dust, odour and other effluvia
 - b) the control of noise (including noise from any piling and permitted working hours)
 - c) the control of pests and other vermin (particularly during site clearance)
 - d) the control of surface water run-off)- The control of noise from delivery vehicles, and times when deliveries are accepted and when materials can be removed from the site
 - e) mitigation of any impact of construction upon protected species on or near the site
- Construction of the development hereby approved shall not be carried out unless in accordance with the approved CEMP.

Reason: In the interests of residential amenity. Relevant Policy: Core Strategy policies CP1 and CP3

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 Statement shall provide for:

- a) the parking of vehicles of site operatives and visitors,
- b) loading and unloading of plant and materials,
- c) storage of plant and materials used in constructing the development,
- d) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate,

- e) wheel washing facilities,
- f) measures to control the emission of dust and dirt during construction,
- g) a scheme for recycling/disposing of waste resulting from demolition and construction works.

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

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

Relevant policy: Core Strategy policies CP3 & CP6.

5. Contamination - Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until parts A to D have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until part D has been complied with in relation to that contamination.

A. Site Characterisation

An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- i) a survey of the extent, scale and nature of contamination;
- ii) an assessment of the potential risks to:
 - a) human health; b) property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes, c) adjoining land, groundwaters and surface waters, ecological systems, archaeological sites and ancient monuments; d) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'

B. Submission of Remediation Scheme

A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

C. Implementation of Approved Remediation Scheme

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the

remediation carried out must be produced and is subject to the approval in writing of the Local Planning Authority.

D. Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of part A, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of part B, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with part C.

Reason: To ensure that any contamination of the site is identified at the outset to allow remediation to protect existing/proposed occupants of property on the site and/or adjacent land. Relevant policy: NPPF Section 15 (Conserving and Enhancing the Natural Environment) and Core Strategy policies CP1 & CP3.

6. Building recording - No development shall take place, including any works of demolition and/or stripping out any buildings on the site, until a building recording document has been submitted to and approved in writing by the local planning authority. The document shall be submitted by the applicant (or their successor in ownership of the property/site) and shall be completed to, as a minimum 'Recording Level 2', as set out in the Historic England guidance document 'Understanding Historic Buildings: A Guide to Good Recording Practise' (May 2016) and be deposited with Berkshire Archaeology's Historic Environment Record Officer. No demolition works shall take place until the applicant (or their successor in ownership of the property/site) has received written confirmation from the local planning authority that the submitted information satisfactorily documents the buildings on site.

Reason: To ensure a proportionate response to the loss of a non-designated heritage asset and that the understanding and significance of the asset can be recorded. Relevant policy: NPPF paragraph 205

7. External materials - Prior to the commencement of the development (other than demolition and ground works) hereby permitted, samples and details of the materials to be used in the construction of the external surfaces of the building/s shall have first been submitted to and approved in writing by the local planning authority. Development shall not be carried out other than in accordance with the so-approved details.

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

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

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

9. Highway construction details - Prior to the commencement of development (other than demolition and ground works) hereby permitted, full details of the construction of roads

and footways, including levels, widths, construction materials, depths of construction, surface water drainage, internal visibility splays and lighting shall be submitted to and approved in writing by the local planning authority. The roads and footways shall be constructed in accordance with the approved details to road base level before the development is occupied and the final wearing course will be provided within 3 months of occupation, unless 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 roads and footpaths are constructed to a standard that would be suitable for adoption as publicly maintainable highway, in the interests of providing a functional, accessible and safe development. Relevant policy: Core Strategy policies CP3 & CP6.

10. Access - Prior to commencement of the development (other than demolition and ground works) hereby permitted, details of the proposed vehicular accesses on to Headley Road East and Viscount Way to include visibility splays of 2.4m by 43m shall be submitted to and approved in writing by the local planning authority. The access shall be formed as so approved, and the visibility splays shall be cleared of any obstruction exceeding 0.6 metres in height prior to the occupation of the development. The accesses shall be retained in accordance with the approved details and used for no other purpose and the land within the visibility splays shall be maintained clear of any visual obstruction exceeding 0.6 metres in height at all times.

Reason: In the interests of highway safety and convenience in accordance with Core Strategy policies CP3 & CP6.

11. Highway signage – Prior to commencement of development (other than demolition and ground works) hereby permitted, details of all highway signage (internal and external of the site) to ensure the main point of access would be from Headley Road East shall be submitted to and approved in writing by the local planning authority. The signage shall be implemented in accordance with the approved details prior to occupation of the development hereby permitted and shall be permanently retained for the lifetime of the development unless otherwise agreed in writing with the local planning authority.

Reason: In the interests of highway safety and minimising access via Viscount Way. Relevant policy: Core Strategy policies CP3 & CP6.

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

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

13. Cycle parking details required - Prior to the occupation of the development hereby permitted details of secure and covered bicycle storage/ parking facilities for the occupants of [and visitors to] the development shall be submitted to and approved in writing by the local planning authority. The cycle storage/ parking shall be implemented in accordance with such details as may be approved before occupation of the development hereby permitted and shall be permanently retained in the approved form for the parking of bicycles and used for no other purpose.

Reason: In order to ensure that secure weather-proof bicycle parking facilities are provided so as to encourage the use of sustainable modes of travel. Relevant policy:

NPPF Section 9 (Sustainable Transport) and Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

14. Electric vehicle charging - Prior to occupation of development hereby permitted, details for Electric Vehicle Charging points serving the development shall be submitted to and approved in writing by the Local Planning Authority. The Electric Vehicle Charging points shall be implemented in accordance with such details as may be approved before occupation of the development hereby permitted and shall be permanently retained in the approved form for the charging of electric vehicles and used for no other purpose.

Reason: In order to ensure that secure electric vehicle charging facilities are provided so as to encourage the use of sustainable modes of travel. Relevant policy: Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

15. Biodiversity enhancement - Prior to occupation of the development hereby permitted, details of biodiversity enhancements, to include a minimum of 12 bird or bat boxes, bricks or tiles built into the new buildings have been submitted to and approved in writing by the local planning authority. The biodiversity enhancements shall thereafter be installed as approved and remain in situ for the lifetime of the development unless otherwise agreed in writing with the local planning authority.

Reason: To incorporate biodiversity in and around developments. Relevant policy: Paragraphs 179 and 180 of the NPPF and Core Strategy policy CP7

16. Noise management - Prior to occupation of the development hereby permitted, a noise management plan for each individual unit shall be submitted to and approved in writing by the local planning authority. The approved noise management plans shall thereafter be implemented as agreed and remain in place for the lifetime of the development unless otherwise agreed in writing with the local planning authority.

Reason: To protect residential amenity. Relevant policy: Core Strategy policy CP1 and CP3.

17. External lighting strategy - Prior to occupation of the development hereby permitted, an external lighting scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details to mitigate external lighting impact upon wildlife, residential amenity and highways including:

- a) A layout plan with beam orientation, location, height, type, hours of operation, direction of light sources and intensity of illumination
- b) A schedule of equipment
- c) Measures to avoid glare
- d) An isolux contour map showing light spillage to 1 lux (including lux level predictions beyond the site boundary)

The approved lighting plan shall thereafter be implemented as agreed and remain in place for the lifetime of the development unless otherwise agreed in writing with the local planning authority. No further external lighting shall be installed without the written approval of the local planning authority.

Reason: In the interests of residential amenity and highway safety and to seek to protect habitat and species of principal importance. Relevant policies: NPPF Section 15, Core Strategy Policies CP1, CP3, CP6, CP7, CP11 and MDD Policies TB21 and TB23.

18. Details of boundary walls and fences - Prior to occupation of the development hereby permitted, details of all boundary treatment(s) shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented prior to the first occupation of the development or phased as agreed in writing by the local

planning authority. The scheme shall be maintained in the approved form for so long as the development remains on the site.

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

19. Parking management strategy - Prior to occupation of the development hereby permitted, a Parking Management Strategy for the management of the parking arrangements shall be submitted to and approved in writing by the local planning authority. The submitted Parking Management Strategy shall include details of the management of all parking spaces, monitoring of all parking including the local residential streets and the monitoring and the delivery of additional electric vehicle charging spaces when required. The approved parking strategy shall thereafter be implemented as agreed and remain in place for the lifetime of the development unless otherwise agreed in writing with the local planning authority.

Reason: To ensure satisfactory development in the interests of amenity and highway safety in accordance with Wokingham Borough Core Strategy Policies CP1, CP6, CP13 and CP21 and MDDL policies CC07 and TB20.

20. Parking and turning space details required - No part of any building (s) hereby permitted shall be occupied or used until vehicle parking and turning space has been provided in accordance with details to be submitted to and approved in writing by the local planning authority. The vehicle parking and turning space so approved shall be retained in accordance with the approved details and the parking space remain available for the parking of vehicles at all times and the turning space shall not be used for any purpose other than vehicle turning.

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

21. Travel Plan - Within 6 months of occupation of each unit, a Travel Plan shall be submitted to and approved in writing by the local planning authority. The travel plan shall include a programme of implementation and proposals to promote alternative forms of transport to and from the site, other than by the private car and provide for periodic review. The travel plan shall be fully implemented, maintained and reviewed as so approved.

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

22. 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.

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

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

24. Landscaping - The development hereby permitted shall not be carried out unless in accordance with the submitted landscaping details including General Arrangement Plans Sheets 1 to 4 Rev D and Landscape Tree Pit Details Rev A. All hard and soft landscape works shall be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a timetable approved in writing by the local planning authority. Any trees or plants which, within a period of five years after planting, are removed, die or become seriously damaged or defective, shall be replaced in the next planting season with others of species, size and number as originally approved and permanently retained.

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

25. Noise impact assessment - The development hereby approved shall be carried out in accordance with the details as agreed in 'Noise Impact Assessment (version 3), Accon UK, A4199/N/0003, 1 December 2021' received by the Local Planning Authority on 17 December 2021 including the acoustic barrier. The measures contained within the report shall be implemented in accordance with the approved plans unless otherwise approved in writing by the local planning authority.

Reason: To protect residential amenity. Relevant policy: Core Strategy policy CP1 and CP3.

26. Drainage and flood risk strategy - The development hereby approved shall be carried out in accordance with the details as agreed in 'Flood Risk Assessment and Outline Drainage Strategy Report, Baynham Meikle Partnership Limited, R01, September 2021' received by the Local Planning Authority on 15 September 2021. The measures contained within the report shall be implemented in accordance with the approved plans unless otherwise approved in writing by the local planning authority.

Reason: To prevent increased flood risk from surface water run-off. Relevant policy: NPPF Section 14 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Core Strategy policy CP1 and Managing Development Delivery Local Plan policies CC09 and CC10.

27. Energy strategy - The development hereby approved shall be carried out in accordance with the details as agreed in 'Energy Strategy Report, Shepherd Brombley Partnership, Issue 1, 30 July 2021' received by the Local Planning Authority on 15 September 2021. The measures contained within the report shall be implemented in accordance with the approved plans unless otherwise approved in writing by the local planning authority.

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

28. Vegetation removal - All trees, hedges and shrubs or similar vegetation where birds may nest which are to be removed as part of the development, are to be cleared outside the bird-nesting season (March - August inclusive) or if clearance during the bird-nesting season cannot reasonably be avoided, a suitably qualified ecologist will check the areas to be removed immediately prior to clearance and advise whether nesting birds are

present. If active nests are recorded, no vegetation clearance or other works that may disturb active nests shall proceed until all young have fledged the nest.

Reason: To ensure that wildlife is not adversely affected by the proposed development in line with Policy CP7 of the core strategy and wildlife legislation.

29. Protection of trees - a) No development or other operations shall take place except in complete accordance with the Arboricultural Impact Assessment by SJ Stephens Associates dated 3rd March 2022 (hereinafter referred to as the Approved Scheme).

b) No operations shall commence on site in connection with development hereby approved (including any tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening or any other operation involving use of motorised vehicles or construction machinery) until the tree protection works required by the Approved Scheme are in place on site.

c) No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within an area designated as being fenced off or otherwise protected in the Approved Scheme.

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

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

30. BREEAM - The development hereby approved shall achieve BREEAM level 'Very Good' in accordance with the requirements of BREEAM [or such national measure of sustainability for non-residential design that replaces that scheme] and shall remain as such unless otherwise agreed in writing with the local planning authority.

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

31. Restriction of permitted development rights - Notwithstanding the provisions of the Town and Country Planning, (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no additional windows or similar openings shall be constructed in the first floor level or above in the eastern elevation of units 1 - 5 and the western elevation of unit 10 hereby permitted except for any which may be shown on the approved drawing(s).

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

32. Deliveries - No deliveries shall be accepted or dispatched between the hours of 23:00 and 07:00 from Units 9 and 10 as stated on plan '11359 PL 103 C Proposed Site Plan' unless otherwise agreed in writing with the local planning authority.

Reason: To protect residential amenity. Relevant policy: Core Strategy policy CP1 and CP3.

33. Doors and windows - During occupation of the development hereby permitted, doors and windows of each unit shall be kept closed when noisy activity is taking place. No noise activity shall be carried out between the hours of 23:00 and 07:00 when deliveries are accepted or dispatched unless otherwise agreed in writing with the local planning authority.

Reason: To protect residential amenity. Relevant policy: Core Strategy policy CP1 and CP3.

34. Restriction of use - During occupation of the development hereby permitted, B2 use/activities shall not exceed more than 35% of the floorspace contained within the site (as identified on the approved plans) unless otherwise agreed in writing with the local planning authority.

Reason: Reason: To encourage a mix of uses and to ensure adequate parking to serve the site. Relevant policy: NPPF Section 9 (Sustainable Transport) and Core Strategy Policy CP6

Informatives

1. The applicant is reminded that this approval is granted subject to conditions which must be complied with prior to the development starting on site. Commencement of the development without complying with the pre-commencement requirements may be outside the terms of this permission and liable to enforcement action. The information required should be formally submitted to the Council for consideration with the relevant fee. Once the details have been approved in writing the development should be carried out only in accordance with those details. If this is not clear please contact the case officer to discuss.

2. This permission should be read in conjunction with the legal agreement under section 106 of the Town and Country Planning Act dated [INSERT], the obligations in which relate to this development.

3. 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.

4. 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.

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

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

6. The applicant's attention is drawn to the presence of a c.2m wide service strip running adjacent to the surfaced roadway. The service strip forms part of the adopted public highway. It is an offence for any works to be undertaken within this service strip without

express permission in writing from the highway authority. The Head of Technical Services at the Council Offices, Shute End, Wokingham (0118 9746000) must be contacted for the approval of any such works.

7. The requisite Travel plan would need to comply with the latest national and local guidance: a) NPPF Section 9 (Sustainable Transport), b) The Essential Guide to Travel Planning (DfT, March 2008), c) Delivering Travel Plans Through the Planning Process (DfT, April 2009), d) A Guide on Travel Plans for Developers (DfT) e) Making Residential Travel Plans Work (DfT, June 2007) All accessible at gov.uk. Additionally: a) WBC Transport Plan 3 and Active Travel Plan 2011 – 2026, b) WBC Workplace Travel Plan Guidance and Residential Travel Plan Guidance. All accessible at Wokingham.gov.uk

8. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received. This planning application has been the subject of positive and proactive discussions with the applicant in terms of: a) addressing heritage matters, b) resolving technical highway and tree matters, c) extending the determination period of the application to allow for additional information to be received to overcome concerns relating to neighbour amenity. The decision to grant planning permission in accordance with the presumption in favour of sustainable development as set out in the NPPF is considered to be a positive outcome of these discussions.

9. The applicant is advised to take note of the response from Thames Water including the provision of a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes

10. The applicant is advised to take note of the response from Southern Gas Networks.

PLANNING HISTORY

The site was previously part of the Adwest Engineering business but is currently occupied by Arlington Automotive. Whilst there have been numerous applications relating to Adwest buildings in the past, these typically relate to alterations/modifications of the buildings at that time. In this respect, other than the fact that similar uses to the current use have occurred in the past, the planning history specifically relating to the site is not materially relevant to the current application.

SUMMARY INFORMATION

For Commercial

Site Area	3.06 hectares
Previous land use(s) and floorspace(s)	13,715m ² of B1 (c), B2, B8 (GIA)
Proposed floorspace of each use	16,301m ² of E(g)iii, B2, B8 (GIA)
Change in floorspace (+/-)	+2586m ² (GIA)
Number of jobs created/lost	+70-281 (Using HCA Employment Density)
Existing parking spaces	156
Proposed parking spaces	188

CONSULTATION RESPONSES	
Crime Prevention Design Officer	No comments received
Historic England	Designation decision received
National Grid	No comments received
Royal Berkshire Fire and Rescue	No comments received
Southern Gas Networks	No objection subject to informative
Thames Water	No objection subject to informative
WBC Built Heritage	No objection subject to conditions
WBC Cleaner & Greener (Waste Services)	No comments received
WBC Drainage	No objection
WBC Ecology	No objection subject to conditions
WBC Economic Prosperity and Place (Community Infrastructure)	No objection subject to ESP contribution
WBC Environmental Health	No objection subject to conditions
WBC Growth and Delivery (Planning Policy)	No comments received
WBC Highways	No objection subject to conditions
WBC Tree & Landscape	No objection subject to conditions

REPRESENTATIONS
<p>Town/Parish Council: Objection received from Woodley Town Council with regard to the following:</p> <ul style="list-style-type: none"> • Highway infrastructure around the site would not be able to cope with the increase in heavy goods vehicles including Viscount Way due to its width and proximity to residential properties (note that another company increased their HGV vehicle movements recently through changes to their vehicle operator's licence). • Increase in HGV movements would detrimentally harm neighbouring properties in terms of noise and air pollution which is contrary to policy CP1 of the Core Strategy. • The proposed buildings to the east of the site would be overbearing to properties on Gemini Road. <p>Members of Parliament: Objection received from Matt Rodda MP with regard to the following:</p> <ul style="list-style-type: none"> • Noise and air pollution would be made worse by the development and current issues with the neighbouring site remain unresolved. • Additional HGVs would pose danger to children walking to school and contribute further to noise and air pollution. • The building is historically significant being an architectural jewel and structural testament to the local aircraft industry. Demolition would show a complete disregard for an important chapter in Woodley's history. <p>Local Members: Objections received from Councillor Younis, Councillor Boyt, Councillor Baker and Councillor Shepherd-DuBey with regard to the following:</p> <ul style="list-style-type: none"> • Increase of HGV traffic with adverse impact on local residents in terms of air and noise pollution especially the occupants of Lilly May Court and surrounding areas. • The building is of historical significance due to its role in the Second World War and it would be detrimental to the history of Woodley if it was demolished. The building was designed in an 'art deco' style and should be preserved. • Resident's right to quiet enjoyment of their homes will be compromised further (a noise impact assessment commissioned by local residents states the existing business are having an adverse impact on the occupants of Lilly May Court).

- Existing residents have reported health issues linked to the existing haulage activities.
- Too many HGV already use Viscount Way.
- Unit 10 would have an overbearing impact on residential properties.
- The building on the site is a significant non-designated heritage asset. It is the last remaining Art Deco building from the golden age of flying at Woodley Aerodrome of the 1930s and 1940s and is a much-loved local landmark and shouldn't be demolished.
- The scheme is contrary to policy CP3 and TB24 with regard to heritage assets.
- The building has an impressive façade which is unique to the area and the historical nature of the site should be considered

Neighbours:

7 Letters of support received with regard to the following:

- Scheme will be great for the area
- It will increase jobs and improve infrastructure
- The submitted information indicates a reduction in vehicle movements
- The site is located in a sustainable location
- The buildings will achieve a 'Very Good' BREEAM standard
- The scheme complies with local and national planning policy
- Apprentices for school leavers could be offered
- It will improve Headley Road
- Supports the local economy
- Better than houses going on the site

213 letters of objection received with regard to the following:

Access and Movement

- Bike and car movements occur at unsociable hours
- Roads are not broad enough to bring in additional industrial traffic
- Heavy vehicles and non-residential traffic travel through residential roads, and it is unsafe for children
- There are too many passing visitors making it unsafe for residents
- There is a safeguarding problem with trucks driving really fast down Viscount way putting children at risk
- Recent development of industrial units along Headley Road East caused numerous construction vehicles to use residential roads as a cut-through
- Proposal shows existing car parks will be used for the new units so parking on residential roads will occur
- The road network is not sufficient to support additional traffic on the surrounding routes
- Children use the adjoining roads to walk to school and are already in danger from existing traffic
- Traffic pollution is already high in the area and the scheme will make this worse
- The Council should be encouraging more people to walk and cycle and thinking of the health and welfare of families in the area
- Occupiers of the existing units already use the residential roads as cut throughs
- The application should include the introduction of speed humps and traffic calming measures on Gemini Road
- Vehicles use Viscount Way to park as there are no restrictions
- Drivers use HGV cabs to stay in overnight

- Children play in the woods, park and surrounding roads and there have already been accidents with fast moving trucks. Adding to this will only make it worse.
- Lorries cause houses to shake as they drive past
- The link between Viscount Way and Headley Road East will cause additional traffic and be used as a rat run
- Roads have been poorly resurfaced which will cause lorries to skid
- There are many schools in the area and the surrounding roads are used by school children
- There is no mention of improving road crossing facilities
- Traffic is already an issue in the area and the roads are poorly maintained
- The existing road infrastructure can't cope with HGV traffic
- The speed of existing HGV traffic is already dangerous
- Increase of HGV vehicles using link roads from A329M which are already badly damaged
- Indiscriminate parking on surrounding roads would increase as people can just park and walk to the site
- Area of landscaping adjacent to Gemini Road will provide another cut through for pedestrians
- Other units in the area encourage parking on residential roads due to not having enough parking on their own sites

Officer response: The concerns regarding impact of vehicular movement are noted including the use of residential roads for site related traffic. It is considered the scheme will reduce the use of Gemini Road for this given the ability to access both Viscount Way and Headley Road East from the site. A condition is also suggested to enable highway signage to be agreed which would encourage such movement. The impacts of construction would be mitigated using conditions including a construction management plan which would be agreed with the LPA. Parking provision is considered sufficient for the mix of uses proposed however a further condition restricting the amount of B2 floor space to a certain level is proposed to ensure that this remains the case.

Character

- Houses are adjacent to the proposed industrial site
- The area has been changed by the introduction of residential development
- Detrimental effect of proposed development on the character of the local area
- Units 9 and 10 are near to a local park which will cause disturbance for people relaxing there
- The area is in the middle of private housing
- Building warehouses may disturb people relaxing in the local park
- Having industrial units next to residential area will change the character of the area
- The area is residential with a small amount of industry and not the other way round
- The recent replacement buildings are ugly and unsightly
- The development should be broken up to lessen its impact
- The size and scale of the redevelopment does not take into account the scale of residential properties
- The area is looking scruffy due to new buildings
- The new units are bigger and more obtrusive

Officer Response: The site and the wider area are designated a Core Employment Area in the development plan and industrial uses have occurred on the site for a substantial amount of time. As such, the relationship between residential and industrial uses is well

established. It is accepted that the boundary between the two has moved in recent years but nonetheless, the provision of industrial uses within Woodley, or any large settlement is not an unusual occurrence. The design of the buildings is considered appropriate to their use and whilst of a large scale, would not dominate the character of the area.

Heritage

- The building is important and iconic in Woodley and is part of the wartime history
- A compromise should be made, and the building façade be kept
- The building is the last remaining part of the Miles Aircraft Factory which contributed significantly to the production and maintenance of aeroplanes during World War II
- The building should be listed and preserved for future generations
- The building has an art deco design which should be preserved
- Much of the local heritage has already been lost due to development in the area and this shouldn't continue
- The building (and others in the area) were designed by Guy Morgan & Partners and is a great example of the importance of Woodley in aviation history. Many buildings have already been lost and this should stop.
- After the war, the production of the biro pen took place on the site which is another part of the history of Woodley
- The building has a unique design
- The building could be used to house the Berkshire Museum of Aviation
- At the very least the façade of the building should be kept given the historic importance and last link to Woodley's past
- The site should be used for educational purposes
- Other buildings including Hawkhurst House have already been demolished and lost
- The building should not be lost as it is the last link to the aviation history of which Woodley was built upon
- The building should be renovated and preserved
- Local history should be preserved
- Development across Woodley has not taken into account the heritage of the area
- Retaining the building would be the basis for high quality locally distinctive design
- The building should be considered a non-designated heritage asset
- There has been no assessment of the building as a heritage asset
- The social importance and contribution to local history of the building should be retained
- There are few other examples of existing headquarter buildings for major aircraft manufacturers
- No information has been provided on why the building could be converted and reused rather than demolished

Officer response: The comments regarding the history of the site and indeed the wider history of Woodley are noted. Through the course of the application, it has become apparent that the buildings on the site are non-designated heritage assets. As such, there should be a consideration against the national and local policy framework. In part, this has been informed by a listing designation request to Historic England. Further details are set out below but ultimately, Historic England considered the building should not be listed. In recognition of the history of the site however and given its loss because of the scheme, it is considered a recording of the building should be made and stored with the Historic Environment Record for Berkshire.

Environmental Health

- Bright lights are used by occupier
- Current occupier creates noise
- Vibration and noise of heavy traffic around the area is damaging to residential properties and the number of lorries needs to be reduced not increased
- Additional noise pollution and other disturbances
- Use of heavy vehicles leads to air pollution
- Concerns have been raised with the Council regarding existing industry
- Homes around the site are not built to the correct standard making the impact worse
- Demolition and construction of new buildings will create noise, disturbance and pollution
- Quality of life for residents will be harmed in terms of noise, traffic and safety.
- Increase of noise in evenings, early morning and night due to 24-hour operating license
- Noise Impact Assessment hasn't properly considered the impact as noise receptors set away from residential buildings
- Light pollution is already bad
- Noise occurs between 5am and 11pm already and the proposal is for 24 hours
- Dust pollution will increase which will result in chronic and severe health conditions of local community and local residents
- Noise is currently minimal, but the development of the site will cause this to increase
- Noise and pollution will have a detrimental impact on sleep patterns, mental health and the ability to work from home
- Existing houses haven't been built correctly and are already suffering from noise and pollution
- The current business operates 24/7 but this would be made worse if multiple businesses did the same
- More units with 24/7 operating licenses which conflicts with planning policy in terms of avoiding areas where pollution may impact upon future occupiers
- A report commissioned by the Council indicates that air quality is already below regulatory standards and the scheme, with significant uplift in vehicle movements, will only worsen this

Officer Response: The issues surrounding environmental health matters are complex, but it has to be understood that a planning application cannot seek to rectify existing issues. It should however demonstrate that a scheme would not have a detrimental impact to the extent a reason for refusal could be substantiated. Whilst concerns regarding the submitted reports and existing impacts are noted, it is ultimately considered the scheme does not have a detrimental impact subject to several conditions which would ensure the LPA has relevant controls over noise management and deliveries. The 'fall-back' position of the scheme is also a material consideration in that, in planning terms, there is nothing preventing the site being used more intensively than present i.e., the application offers an important opportunity to reconsider various aspects and put in place more effective mitigation to the concerns raised.

Residential Amenity

- Light to property will be affected by the development
- Lack of privacy for homes that back on to the proposed development
- There will be a loss of light to properties as a result of the scheme
- Planning policies protect residential amenity

Officer Response: It is noted there are some properties which may be negatively impacted by the scheme, but this would be very minor in terms of the scale of impact. Balanced against this is the improvement for many properties in terms of built form being pulled away from the boundary and areas of most activity being relocated towards the centre of the site (on the opposite side of the building from residential properties). As such, it is not considered sufficient harm is caused to substantiate a reason for refusal.

Alternative Options

- Other units in Headley Road East are empty so why aren't these being used
- Why should this area be redeveloped in the middle of residential and it should have been converted for something for the local community
- The site should be used for housing
- The area should be used as green space
- There are existing empty units in the area, so more aren't needed
- The site should be used for recreational use including sports such as the local football club
- The site should be used for doctors' surgery or allotments
- The site should be used for sports facilities
- There are empty units near the site and in areas like Suttons Business Park
- The area needs community facilities accessible by foot and a better retail food outlet
- There is not enough green space and enough new buildings have already been built
- Given the loss of industrial units circa 5 years ago, why is the site not being used for further housing
- There are other areas in the Borough which could be used for this development
- The building should be used for arts/live music
- The air museum could utilise the site
- What need is there for the industrial units and what evidence substantiates the increase in jobs
- The existing buildings could be reused and repurposed to be more environmentally friendly

Officer Response: A local planning authority's role is to determine valid planning applications in accordance with the development plan unless material considerations indicate otherwise. It is not for an authority to determine if a scheme is a good/bad idea or if there are uses/ideas that could be developed. In this sense, these comments are unable to be given weight in the overall planning balance. With regard to need, this is set out in further detail below but the growth of the Borough through sustainable development comprises of fulfilling environmental, economic and social objectives. The development plan encourages the growth of industrial uses within core employment areas as part of sustainable development. The scheme accords with this part of the development plan.

Ecology

- There is protected wildlife in the area
- The development would have a negative impact on ecology

Officer response: Specific details would be agreed through conditions however bird and bat boxes would be provided to ensure no detrimental impact is caused. In this case, it is not considered a metric of biodiversity net gain is required and, ultimately, the scheme is in accordance with planning policy.

Non-material matters

- Reports of strangers walking around and knocking on doors have been reported to the police
- The plans would bring additional footfall to the estate and burglaries have been reported to the police
- Home and car insurance premiums would be increased
- 24-hour licence will cause antisocial activities at night including burglaries
- Building work will cause rats to move into residential gardens
- This will lower the value of properties
- Enforcement of existing homes hasn't occurred, and the Council has no moral responsibility for residents
- The scheme would be inconvenient
- Support for Woodley United winter training sessions
- Increased robberies would occur
- The buildings will be empty for a long time

Officer Response: These elements are not material planning considerations and therefore cannot be taken into account.

Other matters

- Further tests/assessments are required as set out in the submitted reports
- The submitted surveys have not been conducted correctly particularly in terms of noise and are biased towards gaining approval
- Large tree not shown on the plan
- Littering and fly tipping are a regular occurrence
- There is already a lot of litter left around the site
- There is a contradiction with the Council's strategy of 'Right homes right places'
- There would be no job opportunities for local people
- Demolishing and replacing buildings are a contributor to the climate crisis
- Buildings such as this are an asset to the community

Officer Response: The submitted information is considered sufficient in order to determine the planning application. Whilst litter may be an issue around the site, it is not for this planning application to resolve. The location of the site is within a core employment area i.e., not where housing was envisaged. The planning system cannot allocate specific jobs but there is no prevention on local people accepting jobs on the site. The demolition of buildings is acknowledged as having an impact in terms of climate change, but the buildings are considered nearing the end of the usable life and the provision of a new

building would allow for the use of modern technology and meet up-to-date sustainability requirements in order to reduce the impact of the scheme.

APPLICANTS POINTS

- The site lies within a Core Employment Area in the adopted Local Plan which encourages employment redevelopment. As such it is considered the principle of development is acceptable.
- The design of the building is of the highest standard for modern industrial units that will attract investment to the site and locality and will fulfil the Council aspiration to maximise the development of the site for employment purposes.
- There will be no undue overshadowing or over dominance resulting from the proposal. There are no highway safety or capacity issues, and the scheme provides parking in accordance with current standards.

PLANNING POLICY

National Policy	NPPF	National Planning Policy Framework
Adopted Core Strategy DPD 2010	CP1	Sustainable Development
	CP3	General Principles for Development
	CP4	Infrastructure Requirements
	CP6	Managing Travel Demand
	CP7	Biodiversity
	CP9	Scale and Location of Development Proposals
	CP15	Employment Development
Adopted Managing Development Delivery Local Plan 2014	CC01	Presumption in Favour of Sustainable Development
	CC02	Development Limits
	CC03	Green Infrastructure, Trees and Landscaping
	CC04	Sustainable Design and Construction
	CC05	Renewable energy and decentralised energy networks
	CC06	Noise
	CC07	Parking
	CC09	Development and Flood Risk (from all sources)
	CC10	Sustainable Drainage
	TB11	Core Employment Areas
TB12	Employment Skills Plan	
TB20	Service Arrangements and Deliveries for Employment and Retail Use	
TB21	Landscape Character	
TB23	Biodiversity and Development	

	TB24	Designated Heritage Assets
Supplementary Planning Documents (SPD)	BDG	Borough Design Guide – Section 7
		CIL Guidance + 123 List Sustainable Design and Construction Supplementary Planning Document Woodley Design Statement

PLANNING ISSUES

Description of Development:

1. The scheme is for the redevelopment of an existing industrial site within the Headley Road East industrial area of Woodley. This would involve the demolition of the existing buildings on the site and the erection of five new buildings with associated landscaping and parking, plus the creation of two new accesses. The main part of the site is currently accessed from Headley Road East and is occupied mostly by existing structures. There is an area to the 'rear' of the site which is open and generally used for storage purposes. The application site also includes an area of hardstanding to the south of Viscount Way which is currently used for storage for vehicle rental.
2. On the main part of the site, units 1 – 5 would be contained within a building which would be, at most, 202 metres in length and 33 metres in width. It would have a hipped roof with an eaves height of 9.9 metres and a ridge height of 11.2 metres. On the southern elevation, a parapet element would have a total height of 10.4 metres. Unit 6 would be located on the opposite side of the site with a length of 68 metres and a width of 34 metres. It would have the same roof form as units 1 – 5 but with a ridge height of 11.6 metres. Units 7 and 8 would be located north of unit 6 and would be 108 metres in length, at most 40 metres in width and again have a very similar roof form with a total ridge height of 11.5 metres. Unit 9 would be located south of Viscount Way and would be 42 metres in length, 29 metres in width and have a total ridge height of 11.2 metres. Unit 10 would be located west of unit 9 and would be 42 metres in length, 25 metres in width and have a total ridge height of 11.0 metres. It is proposed to provide metallic elevation and roof cladding as well as timber cladding at first floor level for all the units.
3. Through the centre of the main site, a new access road is proposed which would link Headley Road East and Viscount Way. On opposite sides of the road would be HGV, car and cycle parking. To the edges of the site, tree planting is proposed including an area for swales to be provided to allow for a drainage system. On the site south of Viscount Way, most of the site would be utilised for HGV, car and cycle parking with some additional landscaping. The trees to the edge of the site (protected by a tree preservation order but not located within the site) would be retained. The units are proposed as a mixed-use scheme for activities within the E(g)iii, B2 and B8 use classes.

Planning History of Site:

4. As noted above, previous applications on or around the site related to the operations of the former 'Adwest' business and, in this respect, are not considered materially relevant. However, the development of the wider area that has occurred over time

is relevant. The area to the east of the site i.e., Gemini Road, Martinet Road and Messenger Road, and the area to the southwest of the site i.e., Millers Grove and Bakers Place was originally within the Core Employment Area (CEA) agreed through the adoption of the Core Strategy (2010). As part of the 'call for sites' for the adoption of the MDD Local Plan, the two areas were put forward for residential development.

5. Whilst an application for development of the area to the east was determined before the adoption of the MDD Local Plan, at the time, it was considered there was an over provision of 'B use' floor space in the Borough and there was a recognised need for housing. Therefore, subject to mitigation against site specific impacts, application O/2012/0320 was approved. It followed that the area to the southwest of the site was also acceptable to change from industrial to residential use, reference F/2014/2105. As a result, the adoption of the MDD Local Plan also confirmed the reduction in size of the CEA.

Principle of Development:

6. The National Planning Policy Framework has an underlying presumption in favour of sustainable development which is carried through to the local Development Plan. The Managing Development Delivery Local Plan (MDD) Policy CC01 states that planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise.
7. Policy CC02 of the MDD sets out the development limits for each settlement as defined on the policies map and therefore replaces the proposals map adopted through the Core Strategy, as per the requirement of policy CP9. Policy CP9 sets out that development proposals located within development limits will be acceptable in principle, having regard to the service provisions associated with the major, modest and limited categories. As the site is within a major development location, the proposal is acceptable in principle subject to any other site allocations as set out in local planning policy.
8. The site is within a CEA, as defined by policies CP15 and TB11, which aim to promote development for business, industry, and warehousing. Policy CP15 states that proposals in these areas should not lead to a net loss of B use floor space across the Borough and that *"provision will be made for a range of sizes, types, quality and locations of premises and sites in order to meet incubator/start up, move on, expansion and investment accommodation needs"*.
9. The buildings on the site have been used for industrial purposes typically falling within the (now revoked) B1 (c) use class as well as B2 and B8. The total amount of existing gross internal area (GIA) is stated as 13,715m². The proposal seeks the redevelopment of the site to allow for five new buildings comprising of 16,301m² (GIA) of B2 (general industrial), B8 (storage and distribution) and E(g)iii (industrial processes). Whilst the provision of E(g)iii is technically a different use class, it is the same as the revoked B1 (c) class and therefore is considered acceptable with regard to policy CP15. As such, the uplift of 2586m² (GIA) of 'B use' floor space, would accord with policy CP15 as there is no net loss across the Borough. The scheme has also been designed to provide units of varied sizes ranging from 980m² to 2980m² (gross external area). It is considered this is in accordance with policy CP15

by meeting the needs for different size businesses. On the basis of the above, the scheme is considered to accord with policy CP15 of the Core Strategy and TB11 of the MDD Local Plan.

10. Some representations have raised whether there is a need for this development; that there are empty units within Headley Road East and other sites in the borough; and suggest a wide range of alternative uses for the site including housing, community space, retail, recreation space or education. As stated in the NPPF and reflected in policy CC01 of the MDD Local Plan, planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. As noted above, the site is designated as a CEA, and it is considered there is no conflict with this policy.
11. The development of the Borough, through sustainable development achieved by planning policy, includes a requirement to meet environmental, social and economic objectives. One of these is the provision of a range of employment opportunities. Specifically, the preparation, adoption and implementation of the Core Strategy and MDD Local Plan was informed by the 'Employment Commitments Report (2010)', the 'Employment Land Monitoring Report 2013 – 2014', the 'Economic Development Needs Assessment 2016' and the 'Functional Economic Market Area Report 2016'. These reports identified the needs to protect and enhance employment opportunities across the Borough and this was achieved by designating CEAs. As stated above, there was a reduction in the original size of the CEA due to the circumstances at the time but not a complete removal i.e., it was envisaged that employment opportunities would and should remain at the site and surrounding area. It should also be noted that, as stated by many of the submitted comments, the site has historically been used for industrial process and resultant employment opportunities.
12. As such, given the historic use of the site, the commitment to provide employment opportunities and meet the needs of a range of businesses through the adopted local plan and the benefits associated with the replacement of ageing commercial buildings, the development is supported in principle. Notwithstanding the above established position, the Council's Economic, Prosperity and Place team have confirmed their support of the proposal in helping to meet the economic needs of the Borough.

Character of the Area:

13. Headley Road East has historically been a central road through an industrial area within Woodley. On either side are warehouse style buildings which typically have a large footprint and low pitched or flat roofs. There are examples of single storey and two storey buildings but, through their design and use of materials, it is clear they are for a commercial rather than residential use. Many comments have been submitted regarding the 'Art Deco' design of the main building on the site. Whilst the frontage is perhaps distinctive, it is not considered an exemplary example of such a design and, in any case, is not reflective of any wider or prevailing character.
14. Whilst landscaping buffers are less apparent to the eastern section of the road, there are still mature trees and hedgerows which help to filter views into some of the sites. It is also noted that around the industrial area are residential properties located on

different roads. Whilst there are other uses within the wider Woodley area (the retail uses of Loddon Centre to the east, Crockhamwell Road to the west and Addington School to the south), there is clearly a distinct area of commercial uses ultimately as a 'pocket' within residential areas. It is noted that south of Viscount Way is Vauxhall Park, a dedicated area of public open space, and an area of hard standing which is used in relation to commercial activities.

15. There have been recent changes around the site including the change of use of industrial buildings to residential dwellings i.e., the former 'Linpac' and 'Allied Bakeries' sites. Whilst this has had the effect of reducing the industrial area, it hasn't altered the character of the area as noted above. Instead, it has moved the boundary between the two uses. Adjacent to the site, the previous buildings have been demolished and new units (including a builder's merchant) have been erected in the past year. Although less recent, parts of the area to the northeast of the site have also been redeveloped through the demolition of buildings and erection of new units.
16. The proposal seeks erection of five warehouse style buildings. On the main part of the site, this would include one long building occupying the length of the site to the east and two smaller buildings but still occupying the length of the site to the west. Parking for cars and lorries would be provided within the centre of the site off the access between Headley Road East and Viscount Way. Landscaping is proposed to the north, south and eastern edges along with trees within the parking area. The eastern edge also includes a drainage area through the use of swales. On the secondary part of the site, south of Viscount Way, would be two separate buildings with parking located to the east of the buildings. Existing tree planting on the eastern and southern edge would be retained and proposed planting would be located on the western edge. All the buildings would utilise metallic cladding to the elevations and roof but also timber cladding at first floor.
17. The provision of two storey scale buildings with a large footprint and low-pitched roofs are considered to be in keeping with the established character within the industrial area. Additionally, the proposed layout of the site would be similar to the area northeast of the site (Base 329) and would not be out of keeping with other sites in the vicinity. Whilst the provision of buildings to the area south of Viscount Way would be a change in terms of built form, it is noted that the site is within the CEA so, at the time of the adoption of current local policies, it would have been envisaged this area would potentially be built upon. In any case, the existing area clearly relates to the other commercial uses and the provision of buildings would not detrimentally impact this.
18. Furthermore, the design and style of the buildings, as well as the material palette proposed are considered to be appropriate to the industrial appearance of the area but also of high quality and would help improve design in the area. Finally, the proposed landscaping would not only enhance the design of the site by providing some break-up of hard standing but would also maintain a sufficiently sized landscape buffer to Headley Road East and the residential properties on Gemini Road. On the basis of the above, the scheme is considered to accord with policies CP1 and CP3 of the Core Strategy and CC03 of the MDD Local Plan.

Heritage Status:

19. Through the course of the application, the heritage status of the buildings and the site has been considered in detail due to the former use of the site as part of Woodley Aerodrome. A listing request for the buildings on the site was submitted to Historic England, prompting the submission of a Heritage Statement by the applicant and consideration of the scheme by the Council's Built Heritage Officer. Prior to the application, the site was not recognised as having any formal heritage designation however the history of the buildings and the use of the site has been well documented through the listing process and is considered by the LPA in this application. For this reason, whilst not benefiting from any formal legal protection, these buildings would be recognised by the NPPF as 'non-designated heritage assets' (NDHAs). For clarity, the PPG provides a definition of non-designated heritage assets in paragraph 39: *"non-designated heritage assets are buildings, monuments, sites, places, areas or landscapes identified by plan-making bodies as having a degree of heritage significance meriting consideration in planning decisions but which do not meet the criteria for designated heritage assets."*

Policy Context

20. The effect any development proposal would have on a NDHA must be considered carefully and in accordance with local policy and the overarching sustainable development objectives of the NPPF. This approach is consistent with any other building of heritage value that is not afforded legal protection of the statutory list under the Planning (Listed Buildings and Conservation Areas) Act 1990.
21. Paragraph 203 of the NPPF states the following regarding non-designated assets: *The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.* Unlike those tests relevant to a Designated Heritage Asset, which impose a presumption against the grant of permission which would cause harm to a heritage asset, Paragraph 203 merely requires a 'balanced judgement' to be made by the decision maker. As established by Case Law, Paragraph 203 does not seek to prescribe how that balance should be undertaken, or what weight should be given to any particular matter. This is a matter for the LPA, with Officers required to apply the policy test in Paragraph 203 of the NPPF to this proposal alongside the relevant local plan policies. As the proposal results in the total loss of the buildings on site, it is necessary to consider the asset's significance prior to considering the 'balanced judgement' as to whether any benefits identified as a whole, would outweigh the consequences of the development.
22. In first establishing the asset's significance, it is helpful to consider Annex 2 of the NPPF which provides the following definition of 'Significance'. This is defined as *"The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting"*. In understanding 'significance,' it is also necessary to consider what information is available to inform the LPA conclusion on such matters.

23. There is no specific reference to the building itself within any adopted development plan documents or adopted Supplementary Planning Document (SPD). As the building is not within a Conservation Area, there is no Conservation Area Appraisal that contains an identification of the building's significance to the area in question. The building is also not located within a distinct character area that benefits from an adopted area design appraisal, nor is there a specific Heritage SPD which outlines the Council's approach to NDHAs. Alongside national guidance, and general local policy there is a need for officers to consider the information contained within the applicant's Heritage Statement and input from the Council's Built Heritage Officer in order to inform a view as to the significance of the building and its contribution to the character and appearance of the area.

Historic Context

24. The significance of the site and the buildings derives primarily from its historic use however it is noted there is some potential architectural significance as well. As such, a summary of the history of the site is provided: The development of civil aviation grew particularly in the 1920s and 1930s with major aerodromes being constructed as well as smaller ones: Woodley aerodrome was one of these. It was managed in part by 'Phillips and Powis Aircraft Ltd' who promoted aeronautics and aerial navigation. Notably, Amy Johnson (first woman to fly solo from London to Australia) and Douglas Bader (famous World War II fighter pilot) flew at Woodley Aerodrome. Later, FG Miles formed a partnership with 'Phillips and Powis Aircraft Ltd' for the maintenance and manufacturing of aircraft on the site. This prompted the construction of the Hawk, the Hawk Trainer II and the 500 Miles Master 1 over the next eight years resulting in the growth and expansion of buildings and manufacturing facilities across the site. This included a head office fronting Headley Road East which was designed by Guy Morgan (who had also designed Miles' home – a grade II listed dwelling to the north-east).
25. During the Second World War, the aerodrome was used as a RAF training site and a Spitfire manufacture and repair centre. Later, the development of the world's first supersonic aircraft, the Miles M52, occurred however the project was subsequently cancelled by the Government before the first flight. It is also claimed that the first mass production of the Biro pen occurred at the site due to a joint venture with the 'Biro brothers' and 'Miles Aircraft'. Production however moved elsewhere after nine years. Although 'Handley Page' continued aircraft production on the site, this ceased in 1962 and, after this, the site was used by light engineering companies. Most noticeably, was 'Adwest' who made changes and alterations to the buildings over time. With this and the gradual change to housing, much of Woodley Aerodrome is now removed and, principally, the headquarters building, and surrounding manufacturing sheds are all that remains.
26. As noted above, the applicant submitted a heritage statement. In summary, this concludes that the buildings have undergone considerable alteration and ongoing deterioration due to multiple occupancy. Whilst the main building survives, it is only representative of the general trends in the design and construction of work buildings during that period. Specifically, they do not contain any building fabric or machinery legible as being related to wartime aircraft production or servicing.

Significance

27. The buildings on the site have been subject to a listing request to Historic England. Whilst this does not lead to determination of a planning application, the listing designation decision is useful to understand the significance of the buildings. Historic England would recommend listing based on the special architectural or historic interest of a building. To be of special architectural interest a building must be of importance in its architectural design, decoration or craftsmanship; and to be of special historic interest a building must illustrate important aspects of the nation's social, economic, cultural, or military history. The designation decision of Historic England notes that some aircraft factories can claim historical importance and indeed the works of the 'Phillips and Powis' flying school, particularly buoyed by the association with FG Miles contributed to the development of British Aviation. Furthermore, that the development of the supersonic aircraft cannot be overstated. However, it also notes that none of the buildings associated with Woodley aerodrome were identified as significant in the English Heritage Guidance for Listing Civil Aviation Buildings of 1994 and that much of the redevelopment of the airfield, resulting in the demolition of the former buildings, has eroded the context of those that remain and reduced the historic interest of the site overall.
28. As a result of the above, Historic England have stated they do not recommend listing the buildings due to both the headquarters building and manufacturing sheds being altered externally and internally leaving a modest amount of original fabric; and aircraft manufacturing is no longer expressed through the buildings which is compounded by the loss of context due to the loss of the aerodrome over time. It should be noted that the Council's Built Heritage Officer ultimately agrees with Historic England's assessment.
29. It is acknowledged there is a clear level of local concern at the potential loss of the building and certainly Woodley Aerodrome was a key factor in the growth of the area but also in supporting the country during the Second World War. Specifically, it is noted a comment submitted critiques the applicant's Heritage Statement in not fully acknowledging the development of the site and who was involved. Nonetheless, it must be recognised that the buildings have spent a considerable proportion of their lives in wider commercial use rather than for their original aviation purpose. In this regard, the buildings are considered to be of notable local significance through specific association with aviation history, however, their isolated and disconnected context, along with their altered condition results in limited visual and public value.
30. In addition to this, Woodley Aerodrome was never granted any heritage protection since its conception or after aeronautical activity ceased. The site has been used for industrial purposes since prompting a specific planning protection in more recent development plans through the establishment of a core employment area. As such, the material consideration of whether the buildings are historically important enough to retain (and therefore potentially warrant a reason for refusal of the scheme) lies with the LPA and is informed by the assessment undertaken during the listing application to Historic England.
31. Notwithstanding this established level of significance, it remains necessary for the benefits of the development to be identified before an accurate assessment can be undertaken against Paragraph 203 of the NPPF. So far, it has been identified that the proposal would provide a positive economic contribution. However, an

assessment of character/design, natural environmental credentials, sustainability, amenity and transport remains. Therefore, the 'balanced judgement' as required by Paragraph 203 of the NPPF should be carried out after the benefits and disbenefits of the proposal have been appropriately considered.

Access and Movement:

General

32. The site is accessed primarily from Headley Road East but there is a gated access to Viscount Way. Although connecting to adopted highway, the section of Viscount Way included in the site is privately owned. As stated on the application form, there are 156 spaces across the site. The application has been supported by a Transport Assessment including sustainability assessment, road safety audit, framework travel plan, framework delivery service plan and a framework demolition/construction method statement. Through the course of the application, additional information/clarification on highway matters has been submitted.

Highway Safety

33. The site would be accessed from Headley Road East and Viscount Way with new accesses being created. The visibility splays for these have been assessed and are acceptable. Additionally, a road safety audit has been submitted which considered the proposal could be satisfactorily accommodated. Swept path analysis also indicates that the scheme could be used by HGVs and refuse vehicles in a safe manner. On this basis, no issues are raised by the Highways Officer, subject to conditions.

Traffic Impact

34. As the scheme is for a mixed-use, the Council does not have specific trip rates relating to this. In this instance, it is considered acceptable to use the trip rates according to other comparable sites highlighted by the applicant. On this basis, the trip rates would be slightly lower than the existing site being occupied at full capacity and therefore the Highways Officer does not object to this. It is acknowledged that the movement of vehicles in and around the site has caused concern. However, to ensure the proper use of roads near the site, a signage strategy, to be agreed by condition is recommended. It should also be noted that the provision of an access road linking Headley Road East and Viscount Way makes it more 'attractive' for users of the site to use this instead of surrounding roads. As such, this is considered a material improvement over the existing situation.

Parking

35. In terms of vehicle parking, 188 spaces at a size of 2.5 metres by 5.0 metres are proposed. As the scheme is for a mixed use however, it does not conform to typical parking provision by use class as set out in the adopted standards. Nonetheless, planning policy makes it clear that the standards should be used as a starting point and other circumstances may indicate a different parking level is required. In this instance, the applicant has demonstrated that similar sized sites in a similar use class (from TRICS data) would generate a parking demand of 161 spaces and therefore the site layout would 'over-provide' in terms of parking. The Highways

Officer has confirmed this is acceptable in principle but there remains a concern that the mixed-use nature of the site could lead to an increased parking demand i.e., the site could have a high B2 use in terms of floorspace and, according to the parking standards, this would generate a demand of more than 188 spaces. To overcome this, a condition restricting the amount of B2 floorspace is proposed. It is noted this could be subject to further applications in the future but, at that stage, additional information relating to occupants of the site could be submitted.

36. It is understood that parking has been raised as an issue with vehicles being left on surrounding roads. Whilst the application should not be used as a means of resolving existing issues, it should be noted that the re-development of the site would allow for greater parking to occur on the site and, a parking management strategy is able to suitably monitor surrounding roads. Furthermore, the provision of clear HGV access/deliveries would help prevent them being parking along Viscount Way.
37. The submitted site plan indicates that a total of 94 cycle spaces would be provided, and these would be split for each building. Whilst specific details would be agreed by condition, these would be sheltered, accessible and secure and therefore considered acceptable. Motorcycle parking is also indicated and above the recommended standard which is considered acceptable.

Sustainability

38. The site is within an established core employment area, and it is noted there are bus links, pedestrian accesses, and vehicular access to the highway network. The submitted sustainability assessment highlights this and identifies that pedestrian/cycle access is included into the site. Additionally, electric vehicle charging points, above the required standard are proposed across the site including active and passive provision. Finally, a framework travel plan has been submitted which indicates how reliance on the private car would be reduced as part of occupation of the development. Specific details would be agreed by condition but overall, this is considered acceptable. A monitoring fee, to allow the Council to assess further work on the travel plan is considered necessary and therefore an amount of £4,500 would need to be secured through a legal agreement. Subject to this, the site is in a suitable and sustainable location.

Other

39. The submission also includes a delivery and service plan which, from a highway perspective, is considered acceptable. Additionally, details regarding external lighting can appropriately be dealt with via condition. Likewise, whilst information regarding demolition and construction is satisfactory, further details would need to be agreed and therefore a construction method statement is required. This would help alleviate concerns raised given that it would specifically control elements of construction from a highway's perspective. However, given the scale of development, it is considered appropriate to limit the hours of construction by condition.
40. Given the above, and subject to conditions, the Highway Officer does not object to the scheme, and it is considered to be in accordance with policies CP1, CP3, CP6 of the Core Strategy and policy CC07 of the MDD Local Plan.

Residential Amenities:

41. The site is immediately adjacent to residential properties to the east on Gemini Road. This was considered in the design of these dwellings with those located closest to the site orientated 'side-on' and those facing the site set back by gardens. Furthermore, the relationship between the two sites is well established with part of the existing buildings in the site set against the boundary and residential properties benefitting from an existing acoustic barrier.
42. As there are no windows proposed on the elevation of units 1 – 5 which faces these properties, it is considered that no overlooking impacts would occur. A condition can be appropriately used to ensure that no windows are inserted into this elevation in the future. In terms of overbearing, the building would be located a minimum of 7.5 metres from the boundary (allowing for the creation of swales and landscaping). This would result in an improvement in overbearing terms particularly for 16, 18, 20, 22, 24, 26 and 42 Gemini Road. It is acknowledged that the ridge height of the proposal is greater than the existing buildings but nonetheless the scheme is still considered to result in an improved relationship. Conversely, due to the gaps between existing buildings, the proposal would result in a minor overbearing impact to 2, 14, 40, 52, 54, 56, 58 and 60 Gemini Road in the sense their outlook would be affected. However, the buildings would be set back by a reasonable distance, with enhanced landscaping located to the front of the buildings and the appearance would be softened with the use of timber cladding. As such, any perceived overbearing caused is not considered significantly harmful to the extent that a reason for refusal could be substantiated.
43. With regard to daylight and sunlight, a report has been submitted which assesses the impact in line with Building Research Establishment (BRE) publication (2011), "*Site Layout Planning for Daylight and Sunlight. A Guide to Good Practice*". The submitted site sections also detail that the scheme would not infringe the 25 degree and 45-degree angles regarding potential loss of light for windows as a result of development. However, the report notes that in a more urban environment, the calculation of the vertical sky component, and following that daylight distribution, is more appropriate. The report indicates that two windows across the properties on Gemini Road would experience a potential loss of light greater than the BRE guidelines. One of which would be a ground floor window of 14 Gemini Road. However, the report notes that good daylight would be retained in any case. The other is a ground floor window at 20 Gemini Road, but this is already covered by a canopy on the property, and as such the impact of the proposal would not be considered harmful. In terms of daylight distribution, the report notes that 8 out of 28 windows serving habitable rooms would experience a reduction in daylight distribution beyond BRE guidelines. However, the reduction would be minor e.g., not more than 10% below, and good amounts of daylight would still be received. In addition, the report considers the impact of sunlight and overshadowing but concludes that there would not be a harmful impact to properties in line with BRE guidelines.
44. The new units to the south of Viscount Way are near Millers Gove and Bakers Place. Unit 10 would be located at a minimum of 19.5 metres from 30 Millers Grove, a minimum of 20 metres from 19, 21 and 23 Bakers Place and a minimum of 22 metres from Lilly May Court. There are no windows proposed on the western elevation of

unit 10 so it is considered no overlooking impact would occur. Due to the orientation of Lilly May Court and the proposed unit, as well as the fact there are no windows on the side elevation of 30 Millers Grove, no overbearing impact would occur towards these properties.

45. With regard to 19, 21 and 23 Bakers Place it is noted that ground and first floor windows serving habitable rooms would be facing the proposal site. In this respect, there would be a change to the outlook from these windows through the presence of a new building. Nonetheless, with a ridge height of 11 metres and a separation distance of at least 20 metres, it is considered this would not result in an undue overbearing impact. Similarly, the separation distance ensures that ground floor windows would not be impacted in terms of a loss of light when assessed using the Building Research Establishment's 25-degree loss of light guidance for windows facing developments. Indeed, the daylight and sunlight report states that the vertical sky component of these windows would not be adversely impacted.
46. Overall, there are benefits arising from the scheme in regard to residential amenity due to the movement of buildings away from the boundary of the site and the fact that no overlooking impact would occur. However, there are some minor negative impacts in that the building would result in some loss of outlook and a minor reduction in the light for some properties. However, these impacts are not considered significantly harmful to the extent that a reason for refusal could be substantiated and therefore the scheme accords with policies CP1 and CP3 of the Core Strategy.

Environmental Health:

External Lighting

47. An external lighting proposal has been submitted which indicates energy efficiency, light pollution and the impact upon neighbouring sites. The report concludes that no adverse impact would occur due to the use of LED lighting, motion sensors and reflectors to control upward lighting. As such, the Environmental Health Officer does not raise any objection in this regard subject to a condition.

Contamination

48. Due to previous uses of the site, it is noted that potential contamination of the ground could have occurred. A phase 1 contamination risk assessment has been submitted which does not identify any significant areas of concern but notes that further investigation is required through a phase 2 assessment. The Environmental Health Officer has considered this and is satisfied with the conclusion of the report, requiring a condition for a phase 2 survey to be carried out.

Air Quality

49. An Air Quality Assessment has been submitted which considers the impact of concentrations of nitrogen dioxide and particulates (PM₁₀ and PM_{2.5}) at nearby receptors. It uses the Breeze Roads modelling system to assess this impact and ultimately concludes that would be negligible increases, but this would not exceed air quality objectives. The Environmental Health Officer agrees with the methodology and conclusion of the report and does not raise objection in this regard.

It is noted that the impact upon air quality through demolition and construction has not been considered but details of this could reasonably be agreed through a construction environment management plan by condition.

50. It is acknowledged that many comments have been submitted regarding air quality. However, a distinction has to be made between existing impacts and the impacts arising from the proposed scheme. An application for planning permission has to demonstrate that it would not make any situation worse (in this case in terms of air quality) and, through the report identified, does so. It cannot be used to attempt to fix existing problems. In the planning balance, it should also be noted that the site could be used more intensively than current without the benefit of any restrictive conditions over the use of the site.
51. It is noted that a comment has been submitted which specifically highlights an air quality report that was commissioned by the Council in relation to an on-going issue at Lily May Court. Whilst this is acknowledged, the report relates to a specific existing issue at this location and is not caused as a result of this planning application. On this basis, no weight can be attributed to this report in relation to assessing the current planning application.

Noise

52. A Noise Impact Assessment, which has been subject to further revision, has been submitted. This assesses various noise sources from the proposal on receptors including properties on Gemini Road (which are in part protected by an existing 3.0 metre acoustic screen), Bakers Place and Concorde Way. Noise measurements were carried out in multiple areas in and around the site across a period of 24 hours and in calm weather. The report concludes that the level of plant and breakout noise would not exceed background sound levels. Delivery noise however would have an adverse impact but due to the site context, this would not be significant. In respect of non-residential receptors, no harmful impact would occur.
53. The scheme has been subject to numerous discussions with the applicant and Environmental Health Officer. In response to the latest revision of the Noise Impact Assessment and site layout plan, the Environmental Health Officer has the following comments. In respect of plant noise, it is accepted levels would be below background sounds and therefore not harmful. With regard to breakout noise, a worst-case scenario has been applied which is appropriate given the variation of noise throughout a day. As such, the conclusions on breakout noise are accepted however it is noted that this relies on doors being shut when noisy work takes place. It is considered a condition is required to ensure that this would take place.
54. An assessment into noise from service yards, and in particular through deliveries, highlights that there would be an adverse impact during the day and a significant adverse impact at night. However, when considering the scheme in more detail, it has become apparent that the adverse impact arises due to units 9 and 10 in part due to their orientation. It is noted that units 1 – 8 would effectively shield significant noise from other residential receptors due to the way they are orientated. Units 9 and 10 however are less likely to do this. It should also be noted that actual movements of products into and out of HGVs would occur within internal loading bays which would substantially reduce noise impacts. The Noise Impact Assessment states that the existing site context should be taken into account i.e.,

whilst night-time deliveries do not currently occur, there are no restrictions on this, and night-time operations do occur. The Environmental Health Officer accepts this but notes that due to night-time deliveries not occurring there may be a higher impact than predicted. As such, they have recommended that deliveries for units 9 and 10 are restricted to ensure they do not occur during the hours of 23:00 and 07:00. In addition, a condition requiring a noise management plan to be submitted for each unit is recommended which would further allow for control of specific noise impacts.

55. It is noted that numerous submitted comments have highlighted the impact of noise. Certainly, noise impacts would occur as a result of the development, given the proximity to residential receptors. However, the context of the scheme is important in that the site is not fully utilised and could operate without any restriction on hours of operation or delivery. Additionally, the buildings are nearing the end of their service life and are not of a modern construction. The replacement buildings would be of a much higher quality, achieving a 'very good' BREEAM level for example and benefiting from modern insulation and construction materials. Furthermore, the scheme has been designed to reduce noise impact by locating noise generating external activities to the centre of the main site. Given this, the restrictions on operation and delivery via condition and the submission of individual noise management plans, it is considered with the development complies with policies CP1 and CP3 of the Core Strategy.

Flooding and Drainage:

56. As the site is above a hectare in size, a Flood Risk Assessment (FRA) has been submitted. This indicates that the site is within flood zone 1 and therefore at low risk from surface water flooding. The proposed use is considered as a 'less vulnerable use' in terms of the NPPF and, as such, satisfies the sequential test and negates any need for an exception test.
57. With regard to drainage, the FRA states that foul water would be discharged into an existing Thames Water connection and surface water would continue to drain via an existing surface water pipe. This would be attenuated by geo-cellular storage, oversized pipes, permeable paving and the use of swales and the assessment notes that yard areas would be connected to an oil separator.
58. The Drainage Officer has considered the FRA and does not object to the methodology nor the conclusion. As such, subject to a condition requiring the recommendations of the FRA to be carried out, it is considered the scheme accords with policies CC09 and CC10 of the MDD Local Plan.

Landscape and Trees:

59. There are a limited number of trees (either individually or within groups) around the site which is reflective of the industrial uses/size of the buildings. Nonetheless, the boundaries with Viscount Way and Headley Road East have some visible trees and this fits into the wider character of the road. Additionally, there is a woodland protected by a tree preservation order (TPO) south of Viscount Way/adjacent to Vauxhall Park.
60. A Tree Survey and Arboricultural Implications Assessment has been submitted and this indicates the loss of six trees and two groups of category U trees, 15 trees and

six groups of category C trees, three trees considered between category C and B and one category B tree i.e., a total of 25 trees and eight groups. Whilst there is a proposed loss of some of the higher-grade trees, it is noted that there are no trees of significant merit and no impact upon the TPO would occur. In conjunction with this, a comprehensive planting scheme is proposed with over 100 trees planted across the site. Given this, the loss of existing trees is considered acceptable.

61. In terms of landscape strategy, the scheme has been designed to replicate and augment the Viscount Way area providing a landscaping area between buildings and the site boundaries. Additionally, appropriate planting is proposed through the central area of the site which helps to mitigate against the increase of built form. A planting line along Headley Road East would improve the relationship of the site with road particularly as there are other trees present on the opposite side.
62. Due to the set-back of buildings from the eastern edge of the site, an area for swales and landscaping is proposed. This helps to 'soften' the appearance of buildings along the site boundary but is also considered an improvement in terms of landscaping across the site. Furthermore, the use of timber cladding at higher levels of the building along the elevation facing residential properties helps embed the scheme into the area.
63. Specific details in terms of species and amounts have been agreed and would be controlled by condition. Similarly, tree protection for retained trees is considered acceptable and controlled by condition. In terms of longer-term management, a condition requiring a plan to be agreed with the local planning authority is considered necessary. Overall, the scheme is considered to accord with policies CP1, CP3 of the Core Strategy and CC03 of the MDD Local Plan.

Sustainable Design and Construction:

64. In As per policy CC04 of the MDD, non-residential proposals of more than 100m² should achieve the necessary mandatory Building Research Establishment Assessment Method (BREEAM) requirements. The application submissions indicate that a 'Very Good' rating would be achieved indicating 'advanced good practice' design ideals. Subject to a condition requiring this, it is considered the scheme would be acceptable and in accordance with policy CC04.
65. As per policy CC05 of the MDD, non-residential proposals of more than 1,000m² gross floor space should provide for a minimum 10% reduction in carbon emissions through on-site renewable energy or low carbon sources. The application submissions indicate this would be achieved by air source heat pumps and photovoltaic panels on the roof. Subject to a condition requiring this, it is considered the scheme would be acceptable and in accordance with policy CC05.

Ecology:

66. The submitted information includes a preliminary ecological appraisal, a preliminary bat roost assessment and a dusk emergence bat survey conducted by Middlemarch Environmental. The surveys included a desk study assessment and walkover site survey which concluded that the site is primarily occupied by buildings and hard standing with little vegetation cover. Nonetheless, in and around the site are potential habitats for protected species and therefore the survey sets out several

recommendations. The Ecology Officer has considered the reports and provided comments on the species/habitats set out below.

Breeding Birds

67. Some evidence of breeding birds using the buildings for nesting is identified in the reports but there is not significant detail on the type of species. However, suitable mitigation for this could be agreed through a construction environment management plan which would be secured by condition.

Bats

68. The survey identifies that some buildings provide limited bat roost potential and therefore no further survey work is required. However, there are other buildings on the site where the potential is much higher and therefore additional survey work through an emergence/re-entry survey should be conducted. Since completion of this work, it has been satisfactorily demonstrated that bats are unlikely to be roosting in the building. Enhancement through bat boxes could be agreed through a condition to enable biodiversity enhancement

Reptiles and amphibians

69. As there would not be a net loss of suitable habitat, it is considered the existing survey work is sufficient in this regard. Should any protected species be present, mitigation could be suitably provided through a construction environment management plan.

Badgers

70. The survey found no setts within a 30-metre buffer of the site boundary and therefore it is unlikely that the scheme would result in any risk to a badger sett. The report sets out that further checks would occur prior to construction, and this could be provided through a construction environment management plan. Due to the introduction of landscaping at the eastern side of the site, it is considered there is a marginal improvement for this species; specific recommendations for ecological permeability would however need to be agreed by condition.

Biodiversity net gain

71. Given the limited ecological value of the site which would be slightly improved by the proposal, it is not considered a site-specific biodiversity net gain calculation is required in this instance. The provision of green roofs would help improve this further however it is noted that the design would limit the scope of this and there is no policy requirement to do so. In terms of tree species, subject to a minor change to the landscaping scheme, no objection is raised.

Lighting

72. Due to the potentially detrimental impact of external lighting on biodiversity, it is considered an appropriate lighting strategy should be agreed. However, this can be secured through the use of a condition.

73. On the basis of the above, and subject to appropriate conditions, it is considered the scheme would not have a detrimental impact in terms of biodiversity and therefore accords with policies CP7 of the Core Strategy and TB23 of the MDD Local Plan.

Employment Skills:

74. As per policy TB12 of the MDD Local Plan, all applications for major development are required to demonstrate how the proposal would create opportunities to offer training and apprenticeships or other vocational initiatives to develop employment skills in local people. This is typically achieved through the submission of an Employment Skills Plan or a financial contribution to the Council's own employment skills strategy.

75. The Community Infrastructure team have calculated this as being either "11 Community Skills Support places, 7 Apprenticeships and 7 Jobs Created or £52,500". The applicant has opted to contribute to the Council's strategy and therefore, subject to the signing of a legal agreement to secure this, the scheme is compliant with policy TB12.

Community Infrastructure Levy (CIL)

76. As the proposal is not for new retail or residential floor space, it would not be liable for the Community Infrastructure Levy, in line with the Council's adopted charging schedule.

Planning Balance:

77. The application is determined against the normal planning balance as set out in section 38(6) of the 2004 Act. Planning law requires applications to be determined in accordance with the development plan unless material considerations indicate otherwise.

78. The scheme is acceptable in principle and accords with the development plan by providing economic development within a core employment area. Specifically, it would increase the amount of B use floor space in the borough. As such, it clearly contributes to the economic factor of sustainable development. The scheme would also create employment opportunities above and beyond what is currently available on the site contributing to the social element of sustainable development. Additionally, there are no adverse impacts on the character of the area with the use of high-quality materials proposed and the fact the scheme would be an industrial style building amongst other similar buildings. Subject to conditions, the scheme would have an acceptable impact in terms of highways, flooding and drainage, sustainable design and construction, ecology, employment skills, CIL and would incorporate a comprehensive landscaping scheme. These elements all contribute positively to all aspects of sustainable development.

79. As a result of the scheme however, there would be negative social and environmental impact due to the loss of a non-designated heritage asset which would be noticeable at a local level. Nonetheless, the impact of this loss is not considered to be high given the disconnect between the current use of the buildings and the original use of the site. Additionally, there are some negative impacts in terms of residential amenity due to a very minor loss of light and overbearing impact.

However, these elements are less than substantial and do not weigh significantly against the proposal. Finally, it is acknowledged there are some adverse impacts from environmental health aspects given the proximity to residential receptors. Notwithstanding this, it is considered these aspects could be mitigated using appropriate conditions and there are some aspects that are beneficial. Therefore, this is only a minor negative impact in terms of social and environmental factors.

80. As the benefits and disbenefits of the proposal have been identified, it is now necessary to return to the tests imposed by Paragraph 203 of the NPPF, which requires a balanced judgement to be made by the decision maker. As described in the heritage status section of this report, the identified level of significance is prevented from being at the 'upper end' on the spectrum of local 'significance' given the supporting evidence submitted with this application, the condition of building and the limited role it currently performs.
81. It has been identified that the proposal would provide a positive economic contribution within the borough. It has now been established in the above sections that the overall design of the replacement building, its natural environmental credentials, sustainability, and overall environmental health outcomes would themselves result in compliance with the Local Plan and the sustainability objectives of the NPPF. Importantly, the scheme would result in significant and wider ranging public benefits in the form of additional controls and mitigation to activities on site. As the overall public benefits of the proposal are considered to outweigh the asset's identified significance, the development is considered to pass the test imposed by paragraph 203 of the NPPF.
82. In light of this balancing exercise, the development is considered to contribute to sustainable development and be in accordance with the development plan. On this basis, the scheme is recommended for conditional approval which includes a 'Historic England Level 2' photographic record and descriptive summary.

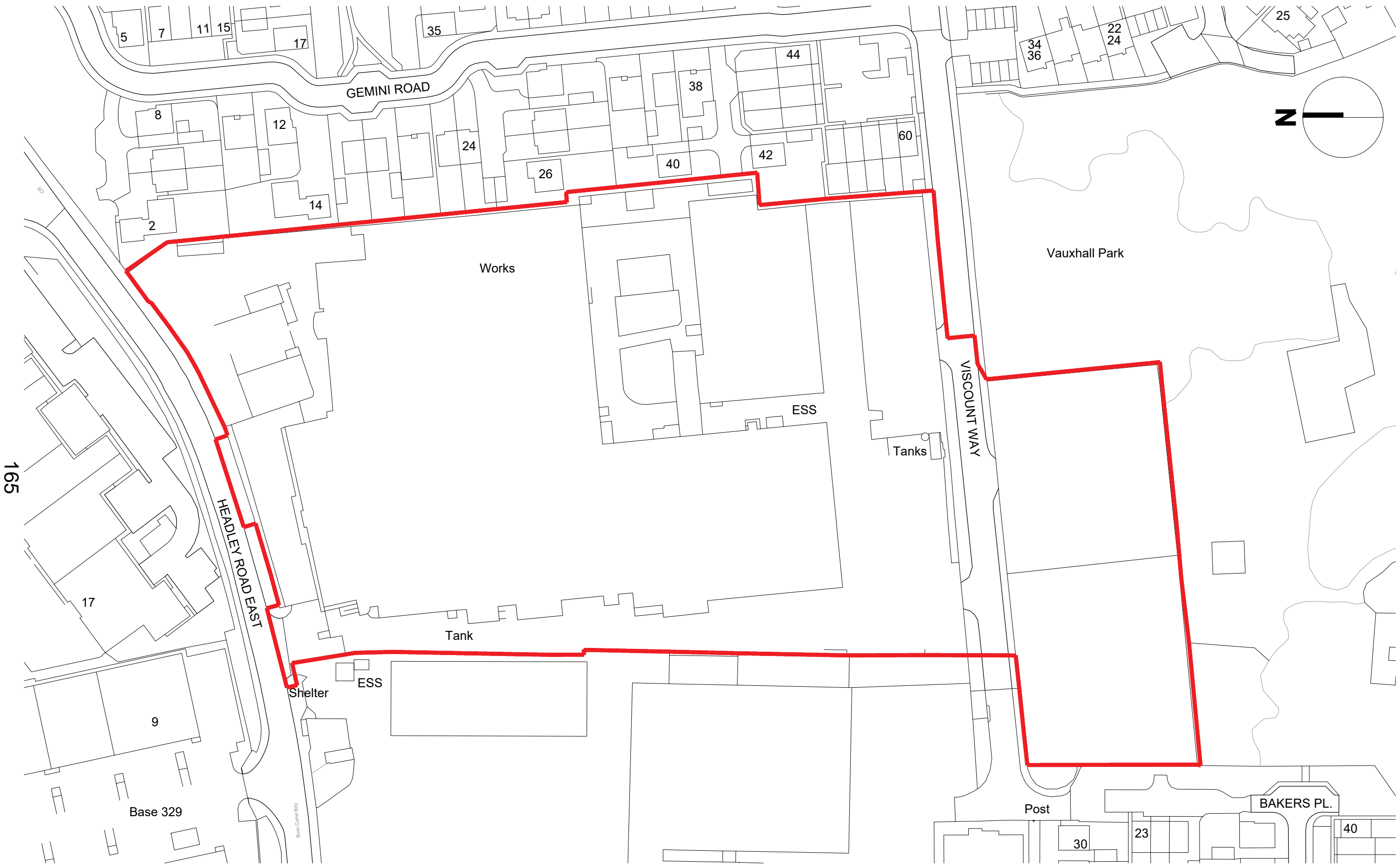
The Public Sector Equality Duty (Equality Act 2010)

In determining this application, the Council is required to have due regard to its obligations under the Equality Act 2010. The key equalities protected characteristics include age, disability, gender, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion, or belief. There is no indication or evidence (including from consultation on the application) that the protected groups identified by the Act have or will have different needs, experiences, issues, and priorities in relation to this particular planning application and there would be no significant adverse impacts upon protected groups as a result of the development.

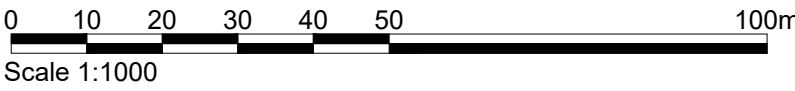
CONCLUSION

Subject to the conditions set out in the report and the signing of a legal agreement, the scheme is considered to accord with local and national planning policy and is therefore recommended for approval.

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Revisions: _____ Drawn/Chkd: _____ Date: _____

Figured dimensions only are to be used. All dimensions to be checked onsite. Differences between drawings and between drawings and specification or bills of quantities to be reported to the PRC Group. The copyright of the drawings and designs contained therein remains vested in the PRC Group.

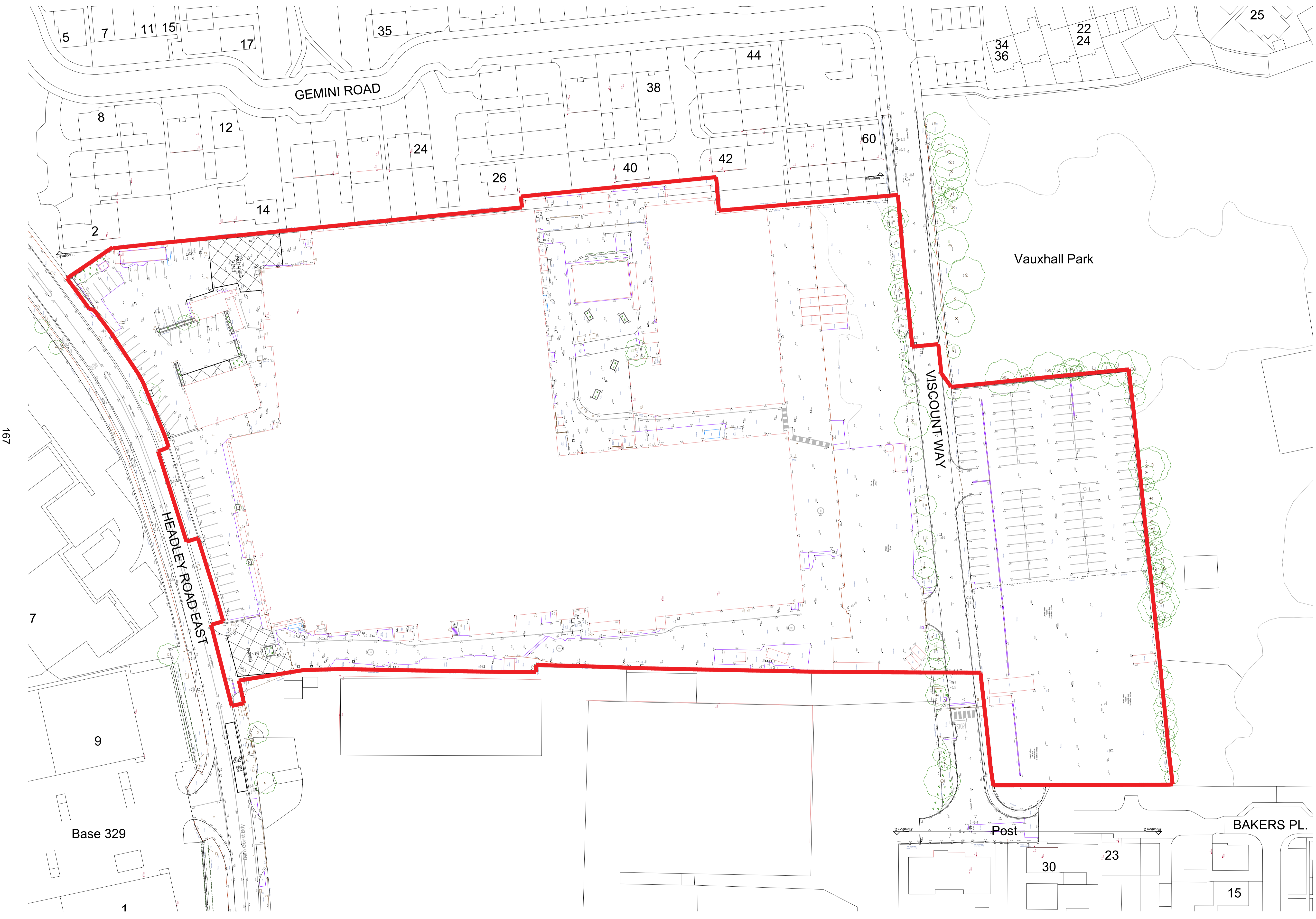
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Project: HEADLEY ROAD EAST, WOODLEY
Drawing Title: LOCATION PLAN

Scale @ A3: 1:1000	Checked by: JR	Date: SEPT 21
Job No: 11359	Stage: PL	Drawing No: 100
Rev:		

- Construction
- Approval
- Preliminary
- Tender
- Information



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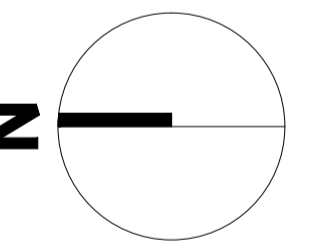
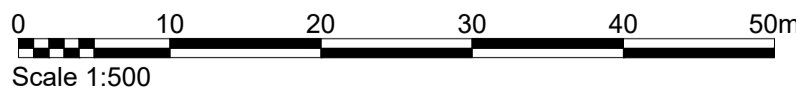


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7

9

1



Client:
HEZ READING 1 GP LTD (LONDON)



Project:
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WOODLEY

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Drawing Title:
EXISTING SITE PLAN

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Checked by: JR
Date: SEPT 21

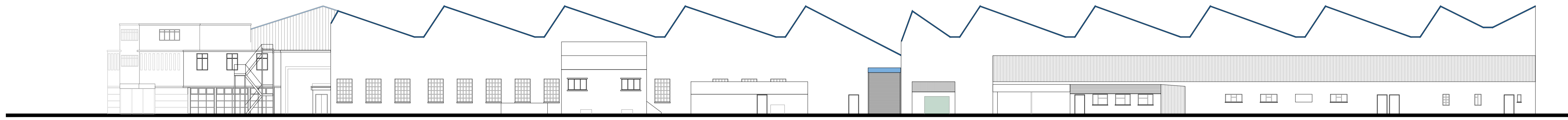
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Stage: PL 101
Drawing No: PL 101

Issue Status:
Construction Preliminary
Information Approval
Tender

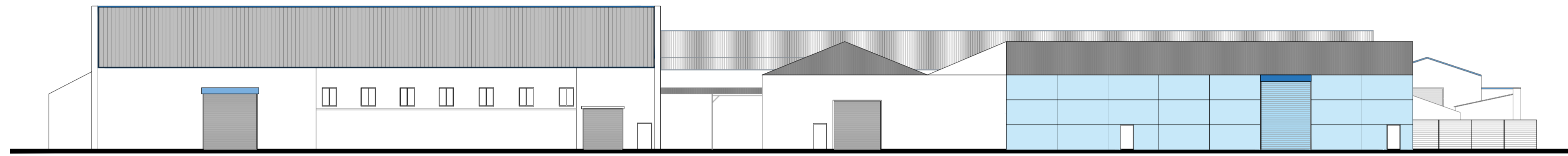
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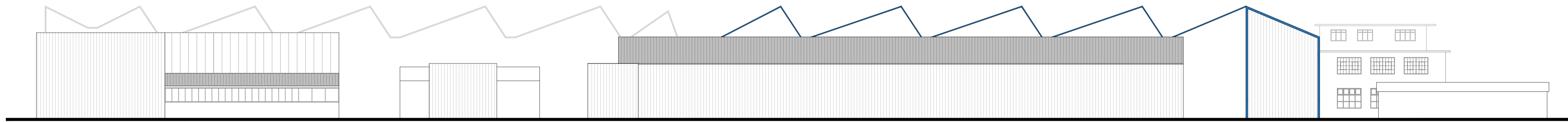
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WESTERN ELEVATION



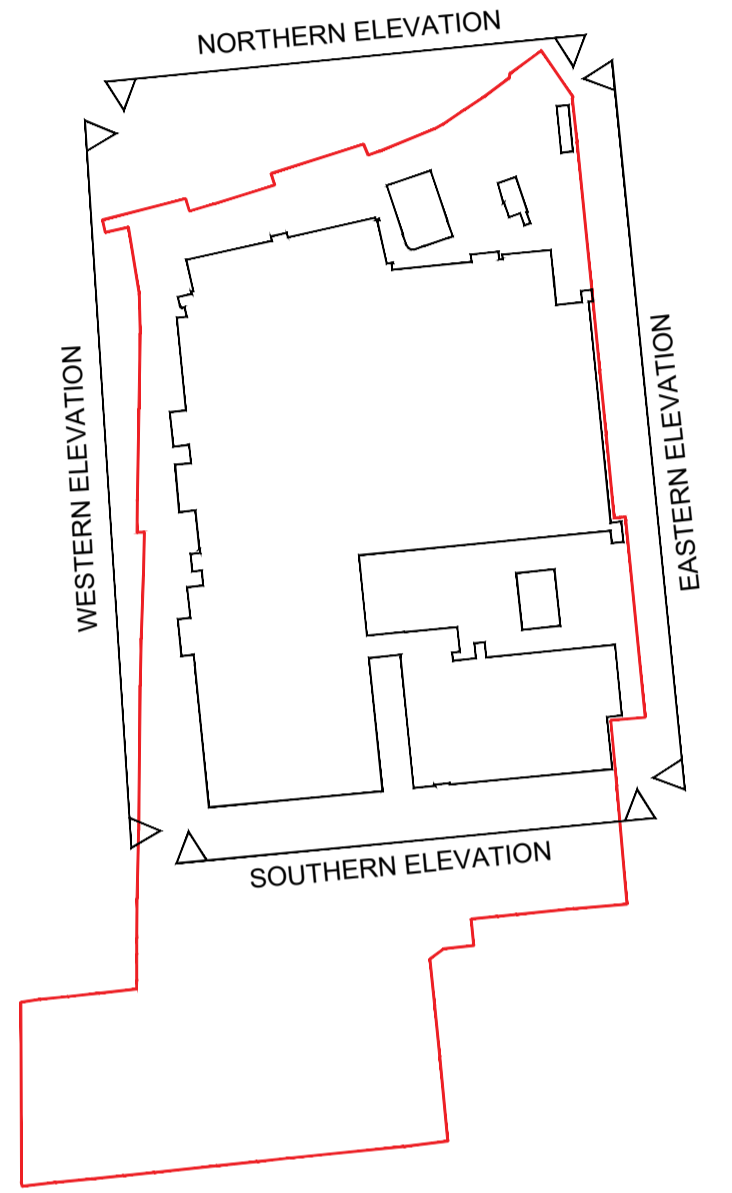
SOUTHERN ELEVATION



EASTERN ELEVATION



NORTHERN ELEVATION



KEY PLAN - NTS

169



Client:
HE2 READING 1 GP LTD (LONDON)



Project:
HEADLEY ROAD EAST
WOODLEY

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Drawing Title:
EXISTING ELEVATIONS

Scale @ A1: 1:250
Checked by: JR
Date: SEPT 21

Job No: 11359
Stage: PL 102
Drawing No: PL 102
Rev:

Issue Status:
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Information Approval
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- A. Cycle and MC parking highlighted and numbers added to schedule. AMc Oct 21
- B. Visitor cycle parking noted, passive EV charge points, no through route signage and Units 9 & 10 motorcycle parking revised. AMc Nov 21
- C. Acoustic barrier added to Unit 9 yard. AMc Dec 21

	GEA (ft²)			Parking		
	Ground	First	GEA (m²)	Car	MC	Cycle
1.	16,565	2,788	19,353	1,798	22	1
2.	10,301	1,905	12,206	1,134	11	-
3.	8,800	1,668	10,468	980	11	-
4.	15,285	2,551	17,836	1,657	20	1
5.	12,573	2,390	14,963	1,390	14	1
6.	27,631	4,445	32,076	2,980	32	1
7.	23,035	3,616	26,651	2,476	26	1
8.	18,019	3,025	21,044	1,955	22	1
9.	13,778	2,616	16,394	1,523	16	1
10.	11,560	2,067	13,627	1,266	14	1
T.	157,627	27,071	184,698	17,159	188	8

SITE AREA 3.06H / 7.58A
DEVELOPMENT DENSITY 55.8% GEA

- KEY**
- APPLICATION AREA
 - SOFT LANDSCAPE
 - NEW SWALE
 - PROPOSED 2.5m WELDMESH FENCE
 - PROPOSED 2.5m ACOUSTIC BARRIER
 - EXISTING ACOUSTIC BARRIER
 - EXISTING BUILDINGS
 - TARMACADAM SURFACING
 - BRUSHED CONCRETE SERVICE YARD
 - NATURAL BLOCK PAVING TO VEHICLE AREAS
 - CHARCOAL BLOCK PAVING TO PEDESTRIAN AREAS
 - WELL CONSOLIDATED GRAVEL
 - AC AIR CONDITIONING PLANT ENCLOSURE
 - MC MOTORCYCLE PARKING
 - C COVERED CYCLE SHELTER FOR VISITORS AND EMPLOYEES
 - DK DROP KERB
 - TWIN ELECTRIC VEHICLE CHARGING POINTS
 - PASSIVE ELECTRIC VEHICLE CHARGING POINTS
 - PROPOSED TREES
 - EXISTING TREES
 - TREES TO BE REMOVED

Client:
HE2 READING 1 GP LTD (LONDON)



Project:
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Drawing Title:
PROPOSED SITE PLAN

Scale @ A1: 1:500
Checked by: JR
Date: SEPT 21

Job No: 11359
Stage: PL 103
Drawing No: C

Issue Status:
Construction Preliminary
Information Approval
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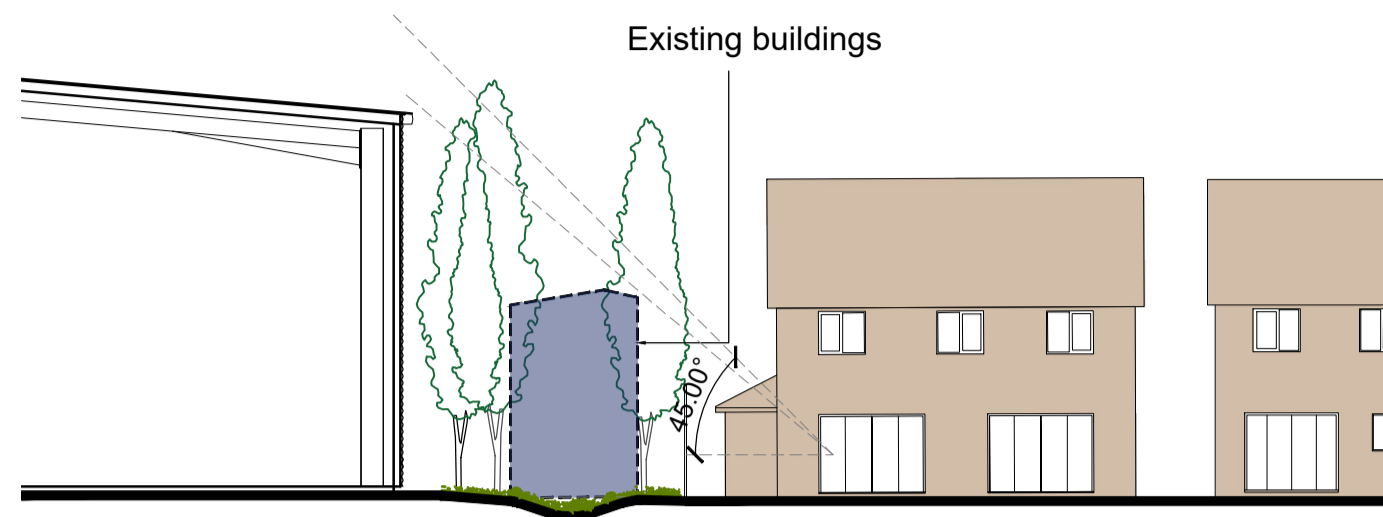
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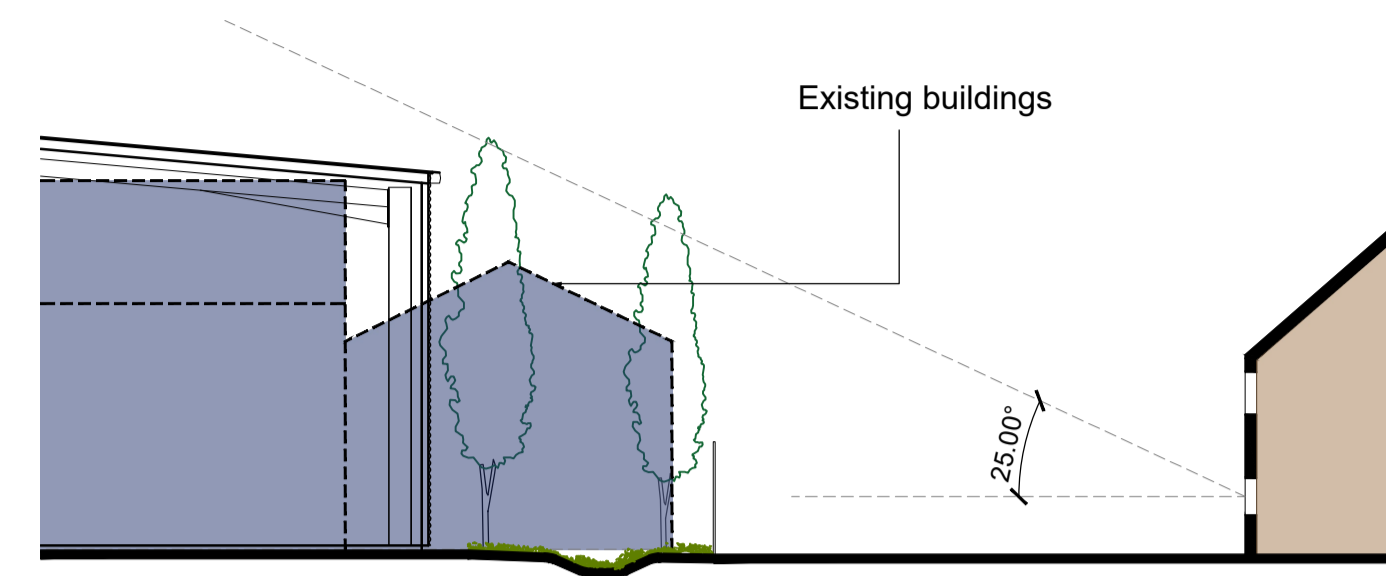


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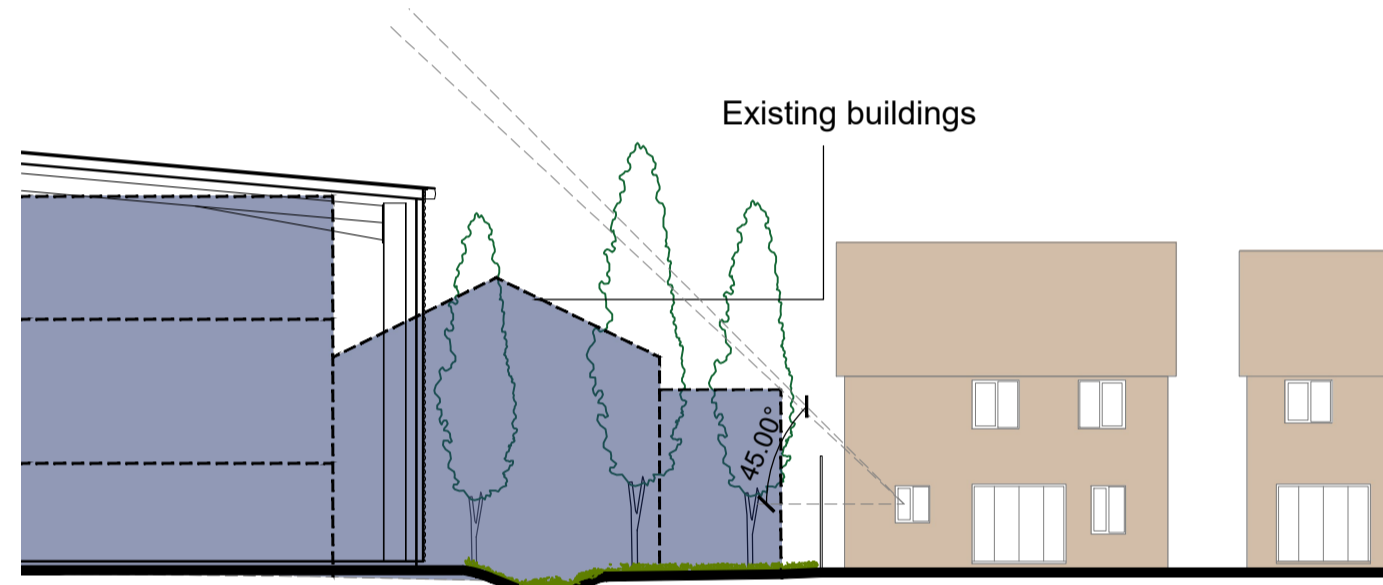
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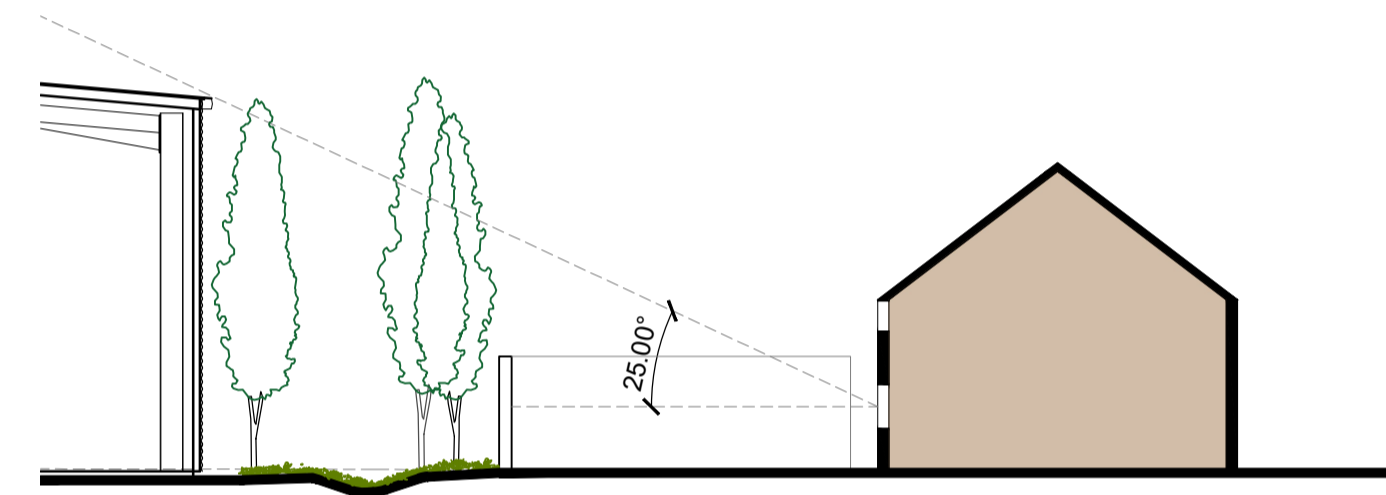
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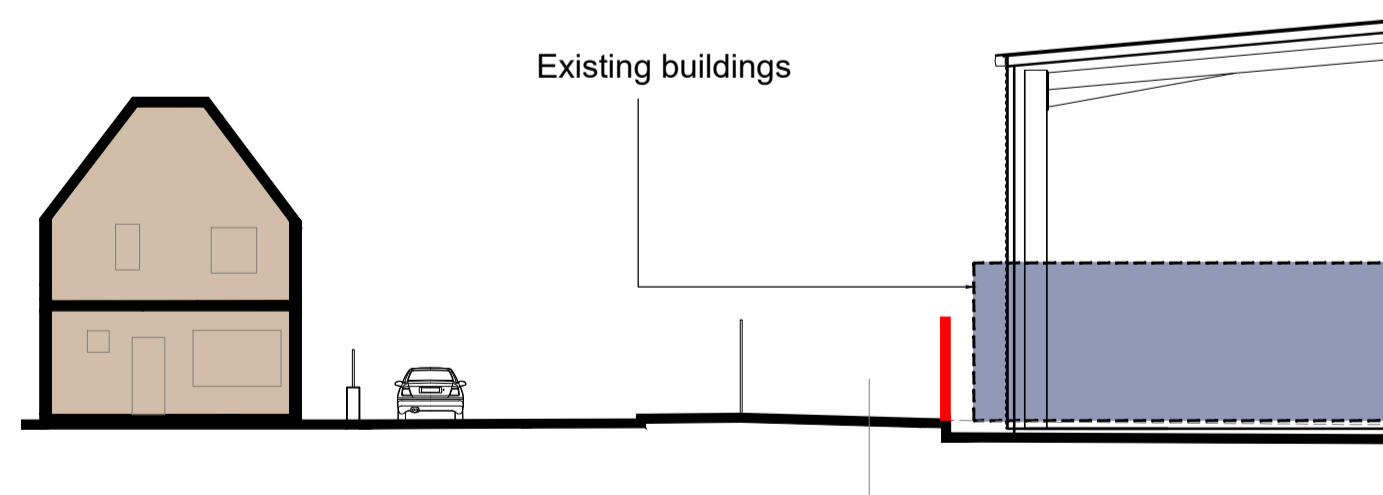
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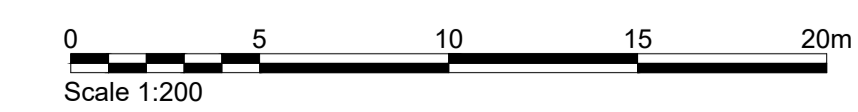
SECTION C



SECTION D



SECTION E



Client:
GOYA DEVELOPMENTS



Project:
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Drawing Title:
DETAILED SITE SECTIONS

Scale @ A1: 1:200
Checked by: JR
Date: SEPT 21

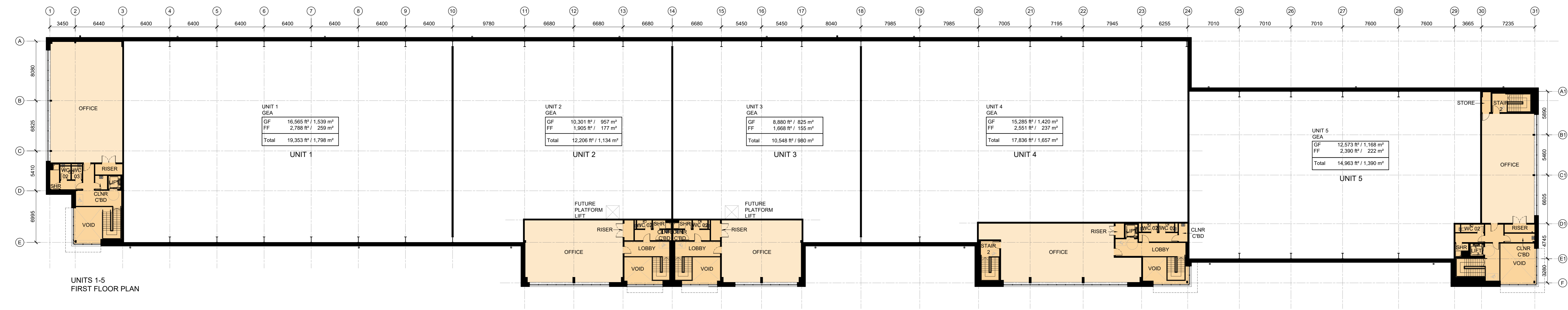
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Stage: PL 106
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Rev:

Issue Status:
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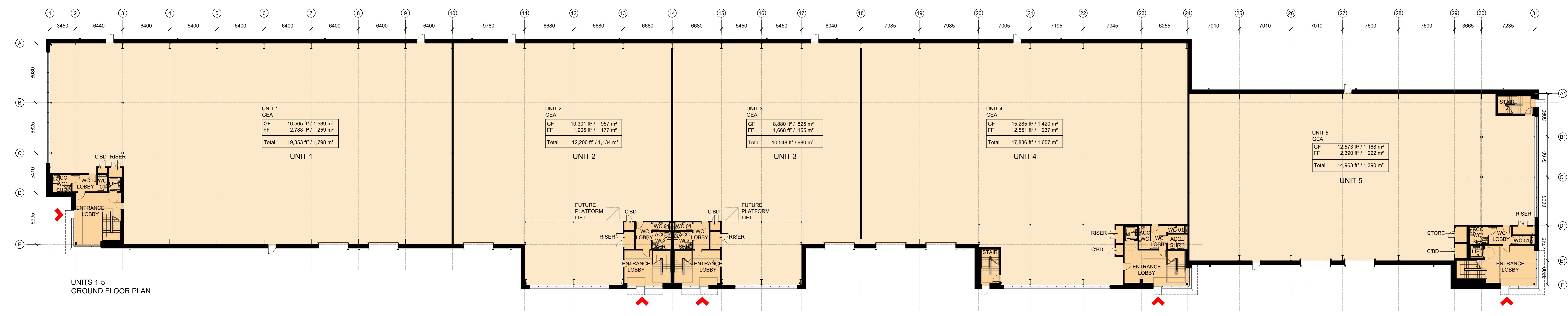
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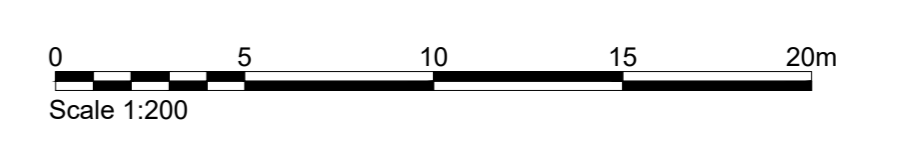


UNITS 1-5
FIRST FLOOR PLAN

175



UNITS 1-5
GROUND FLOOR PLAN



Client:
HE2 READING 1 GP LTD (LONDON)



Project:
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Drawing Title:
UNITS 1-5
PROPOSED FLOOR PLANS

Scale @ A2: 1:200
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Date: SEPT 21

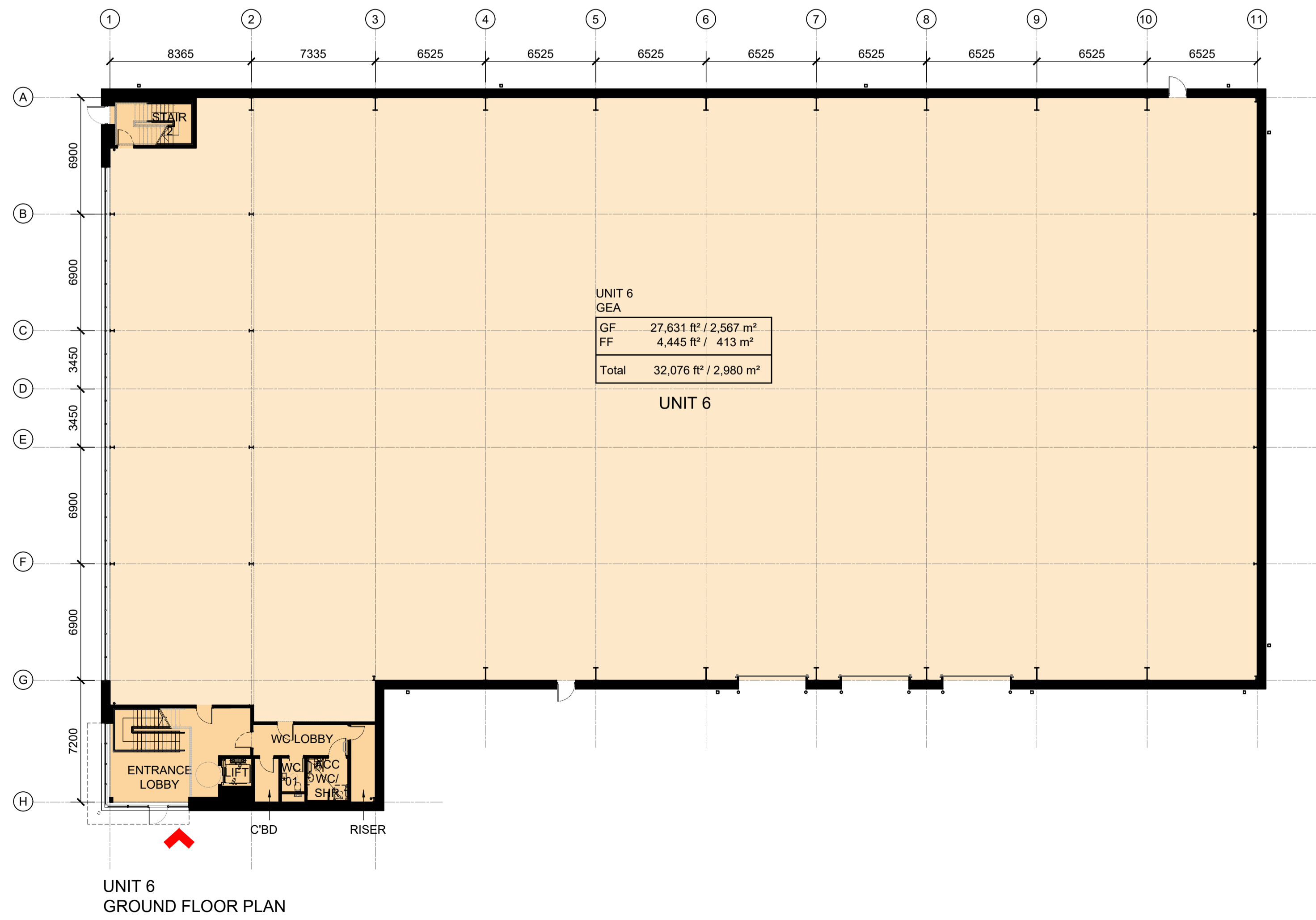
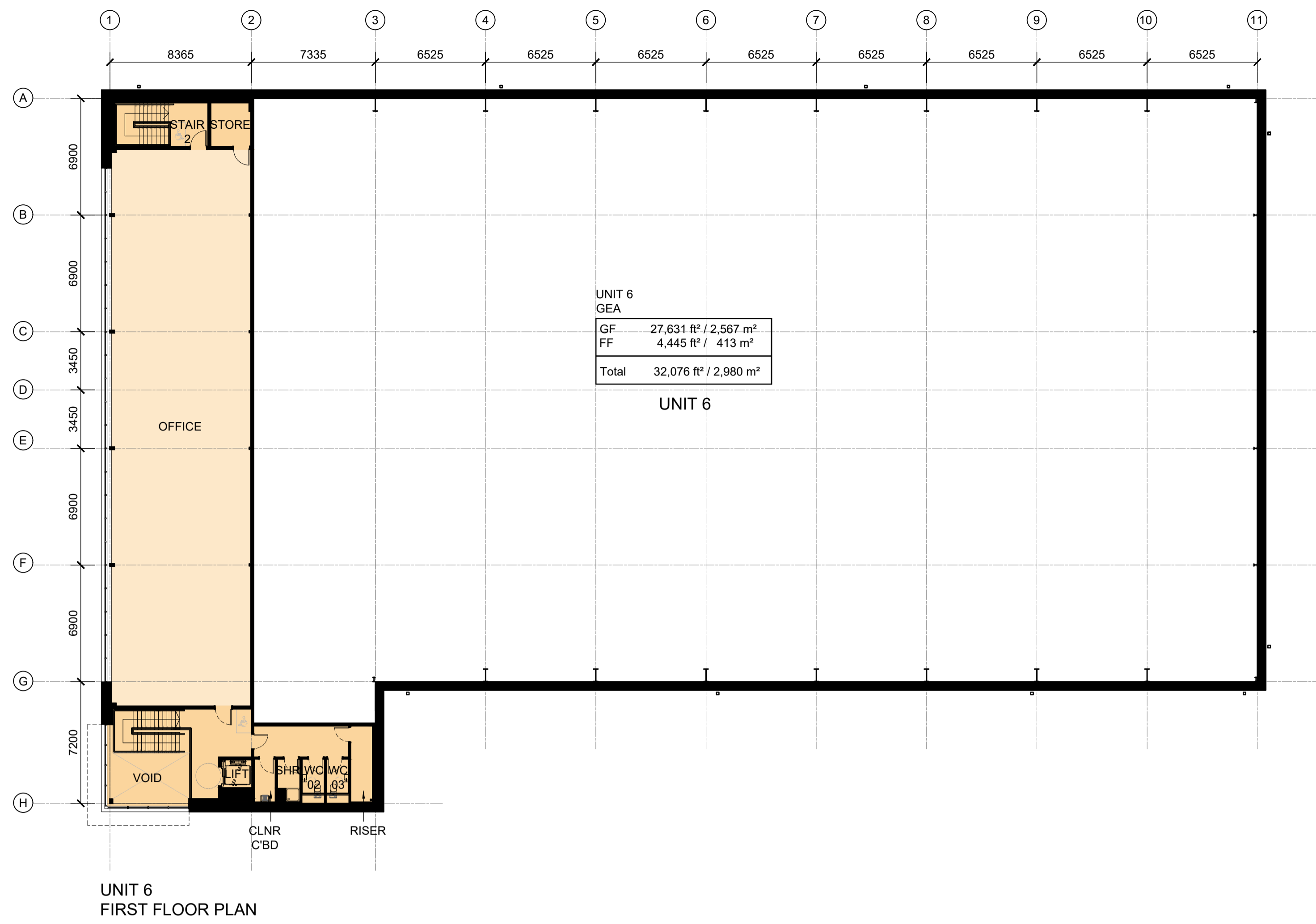
job No: 11359
Stage: PL 110
Drawing No: A

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Drawing Title:
UNIT 6
PROPOSED FLOOR PLANS

Scale @ A1: 1:200
Checked by: JR
Date: SEPT 21

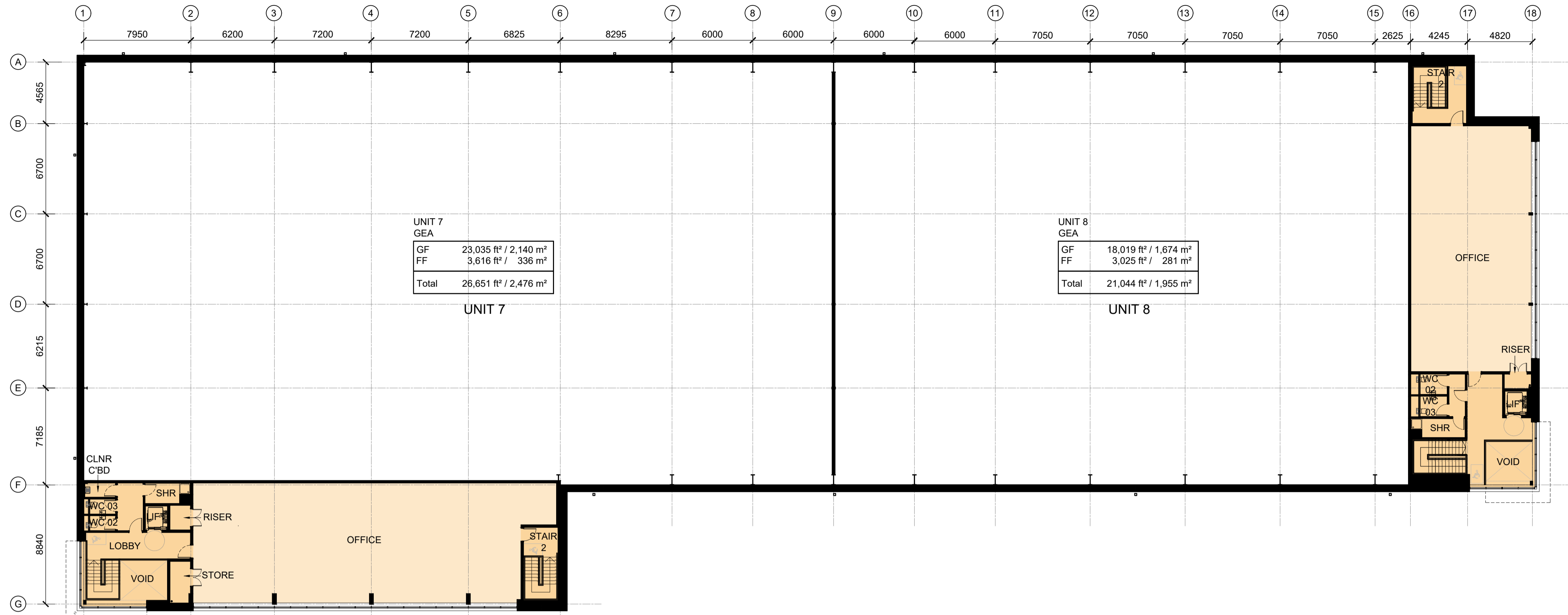
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Rev: _____

Issue Status:
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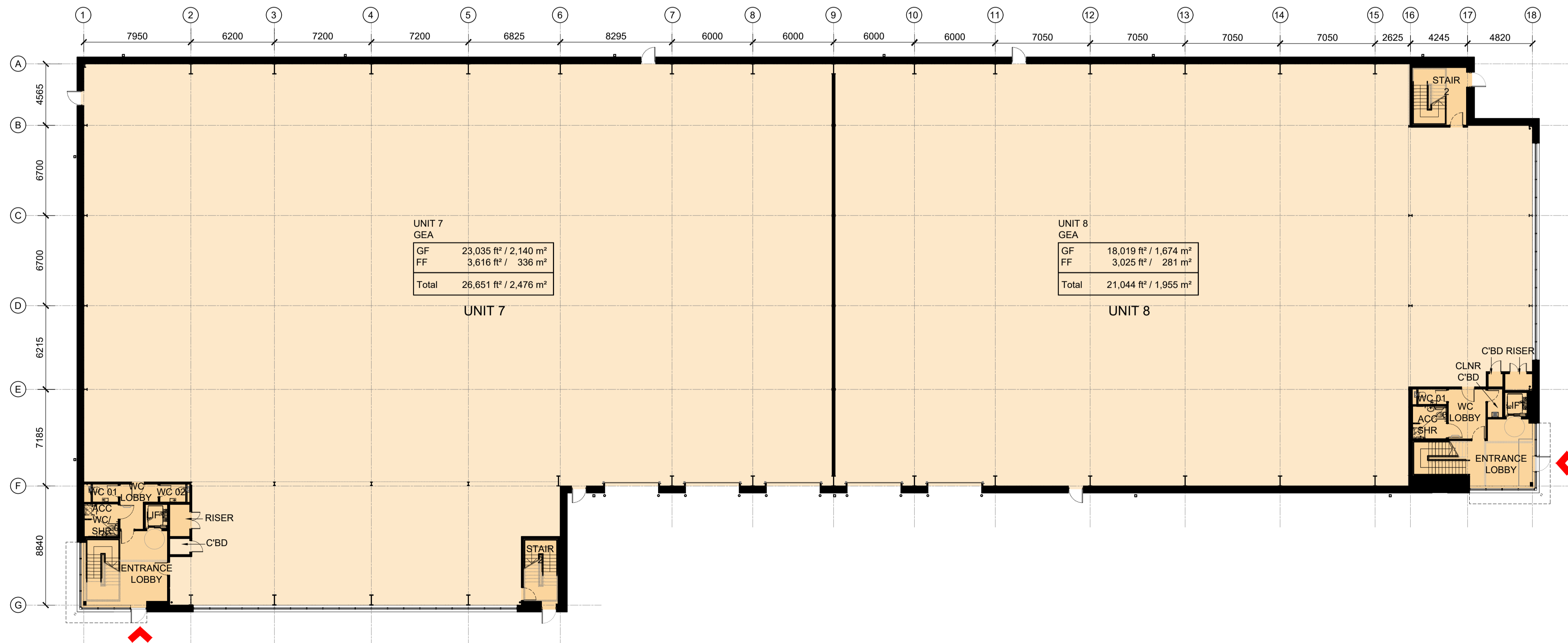
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UNITS 7-8
FIRST FLOOR PLAN



UNITS 7-8
GROUND FLOOR PLAN

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Client:
HE2 READING 1 GP LTD (LONDON)



Project:
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Drawing Title:
UNITS 7-8
PROPOSED FLOOR PLANS

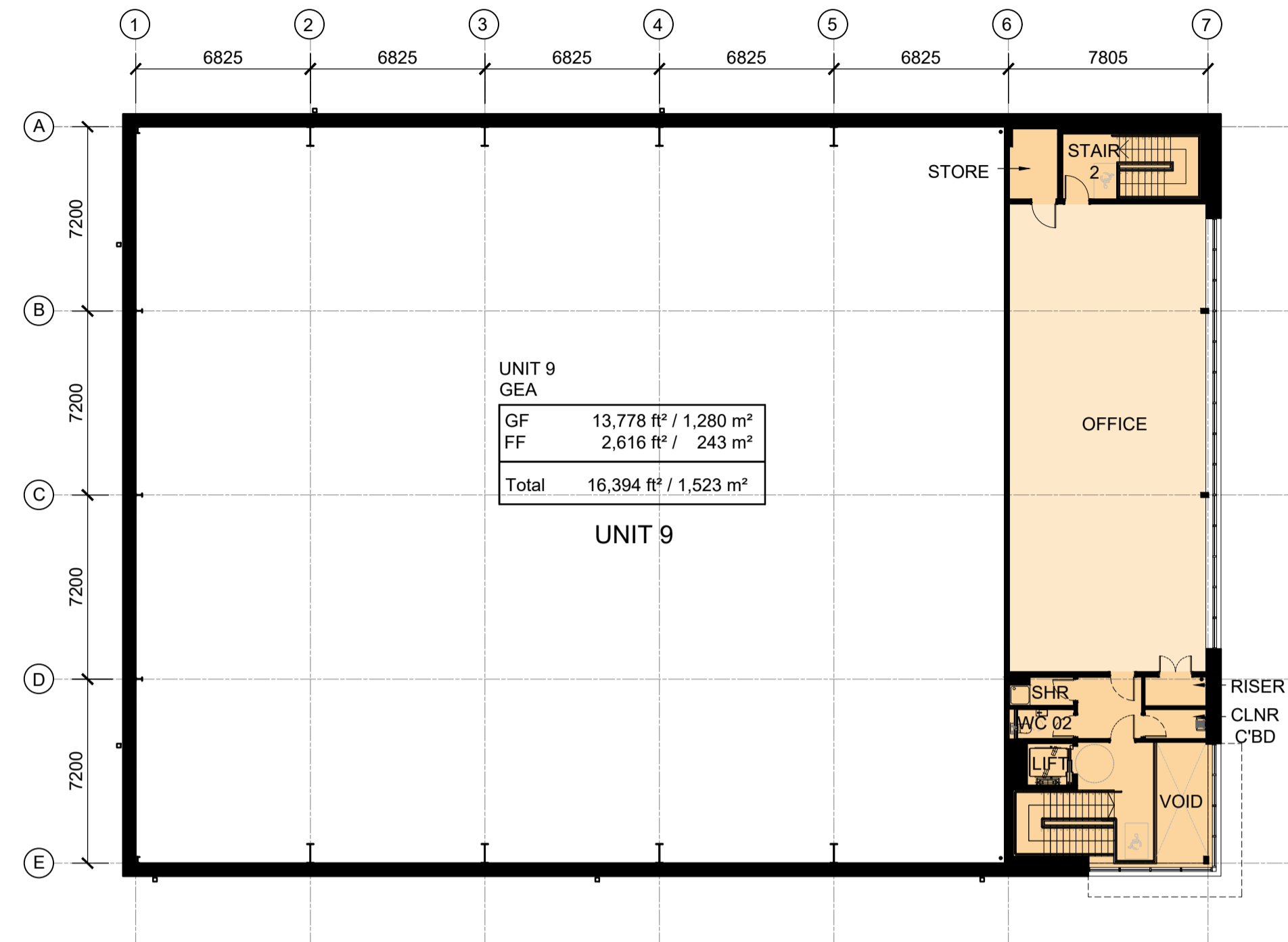
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Stage: PL 112
Drawing No: Rev:

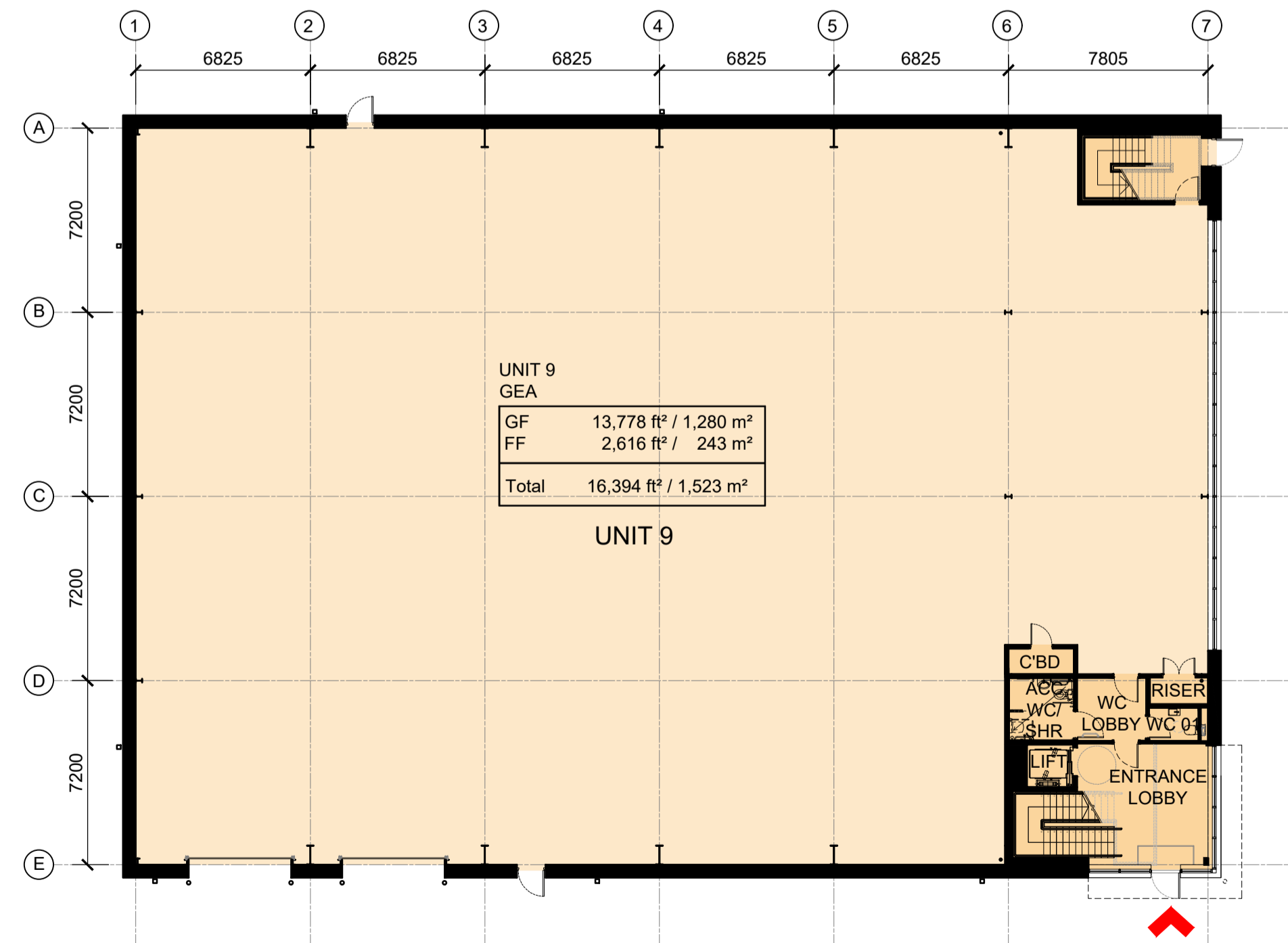
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UNIT 9
FIRST FLOOR PLAN



UNIT 9
GROUND FLOOR PLAN

Client:
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Project:
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Drawing Title:
UNIT 9
PROPOSED FLOOR PLANS

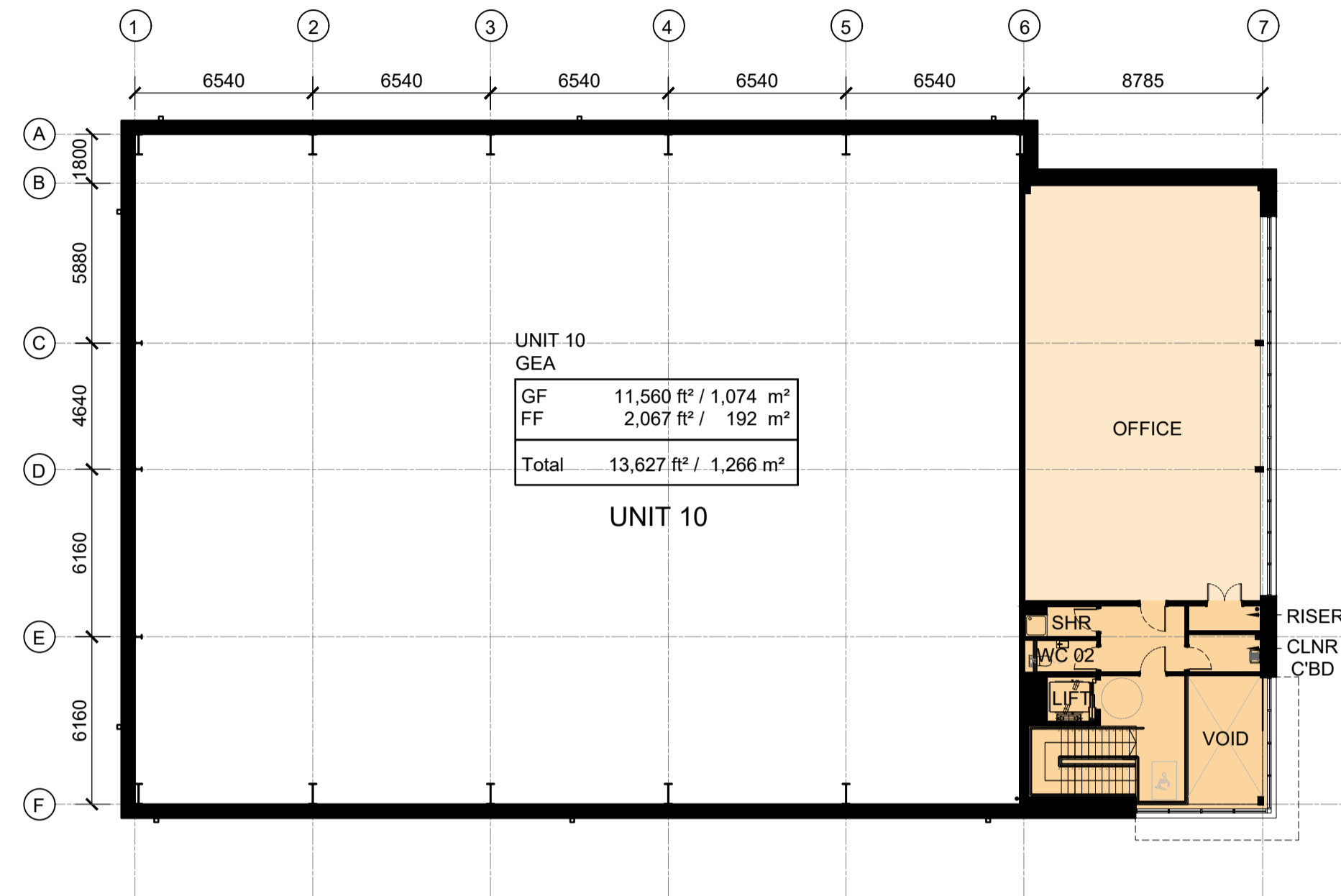
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Stage: PL 113
Drawing No: PL 113

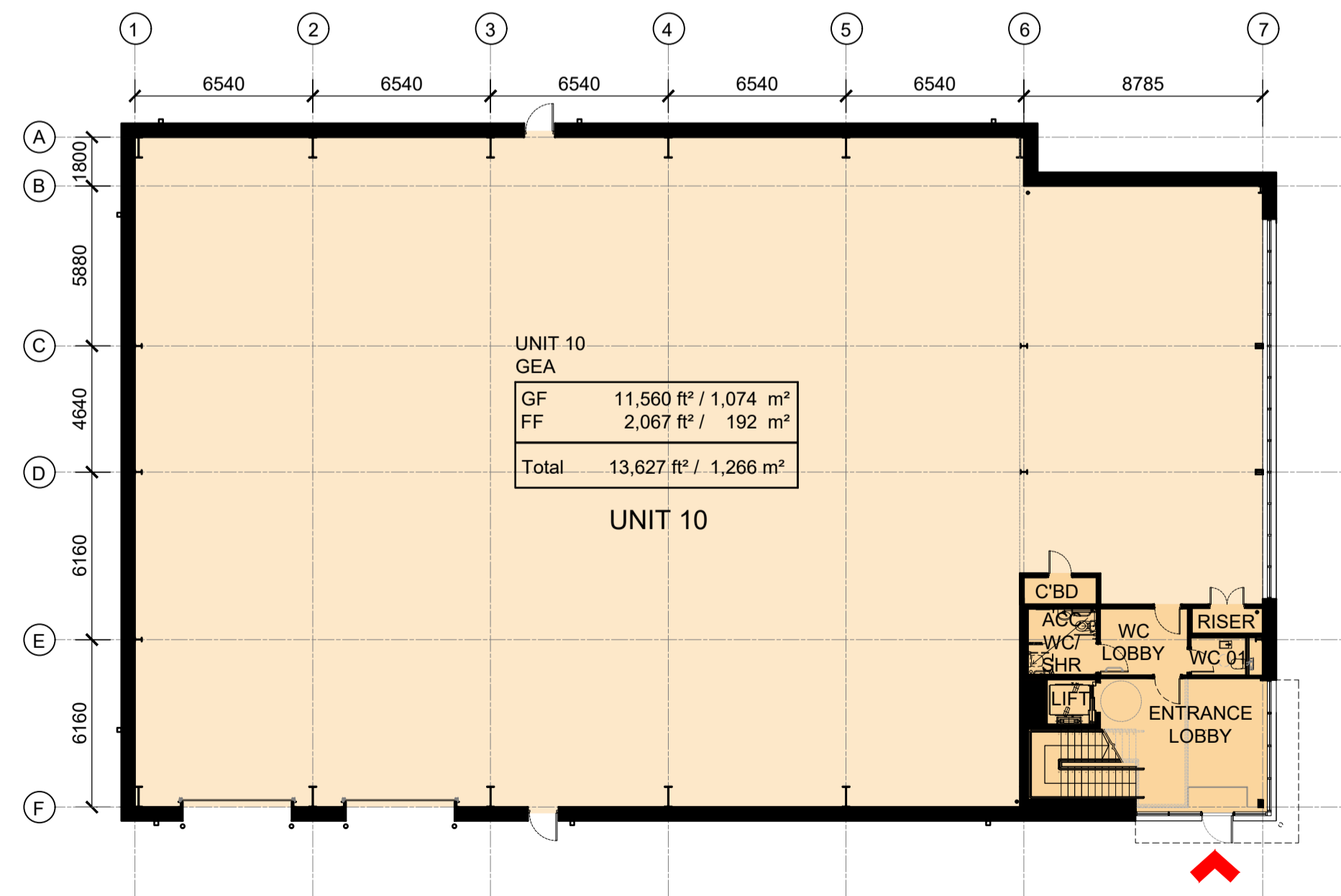
Issue Status:
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UNIT 10
FIRST FLOOR PLAN



UNIT 10
GROUND FLOOR PLAN

Client:
HE2 READING 1 GP LTD (LONDON)



Project:
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Drawing Title:
UNIT 10
PROPOSED FLOOR PLANS

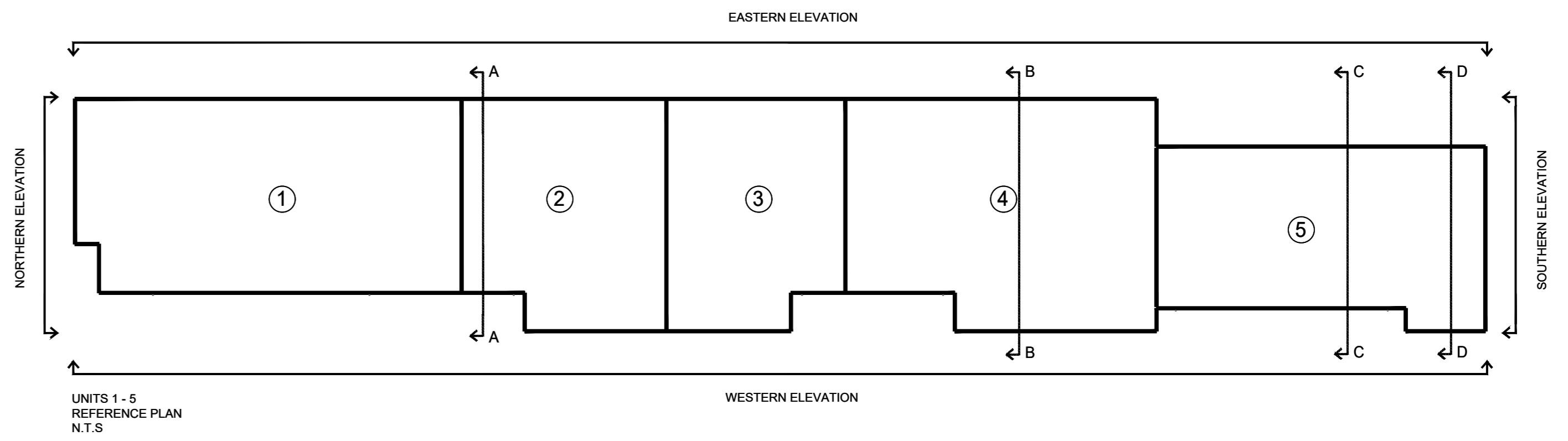
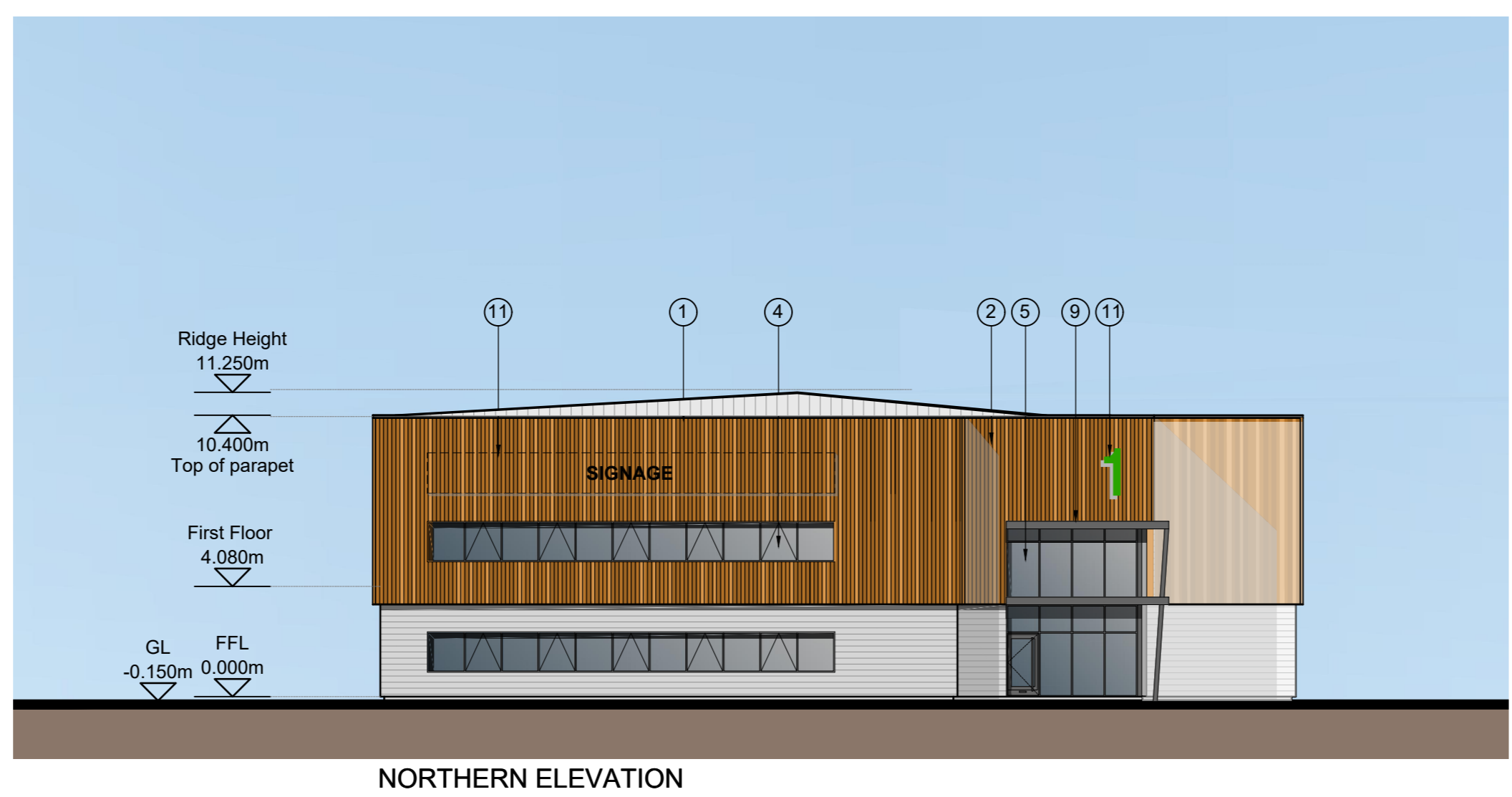
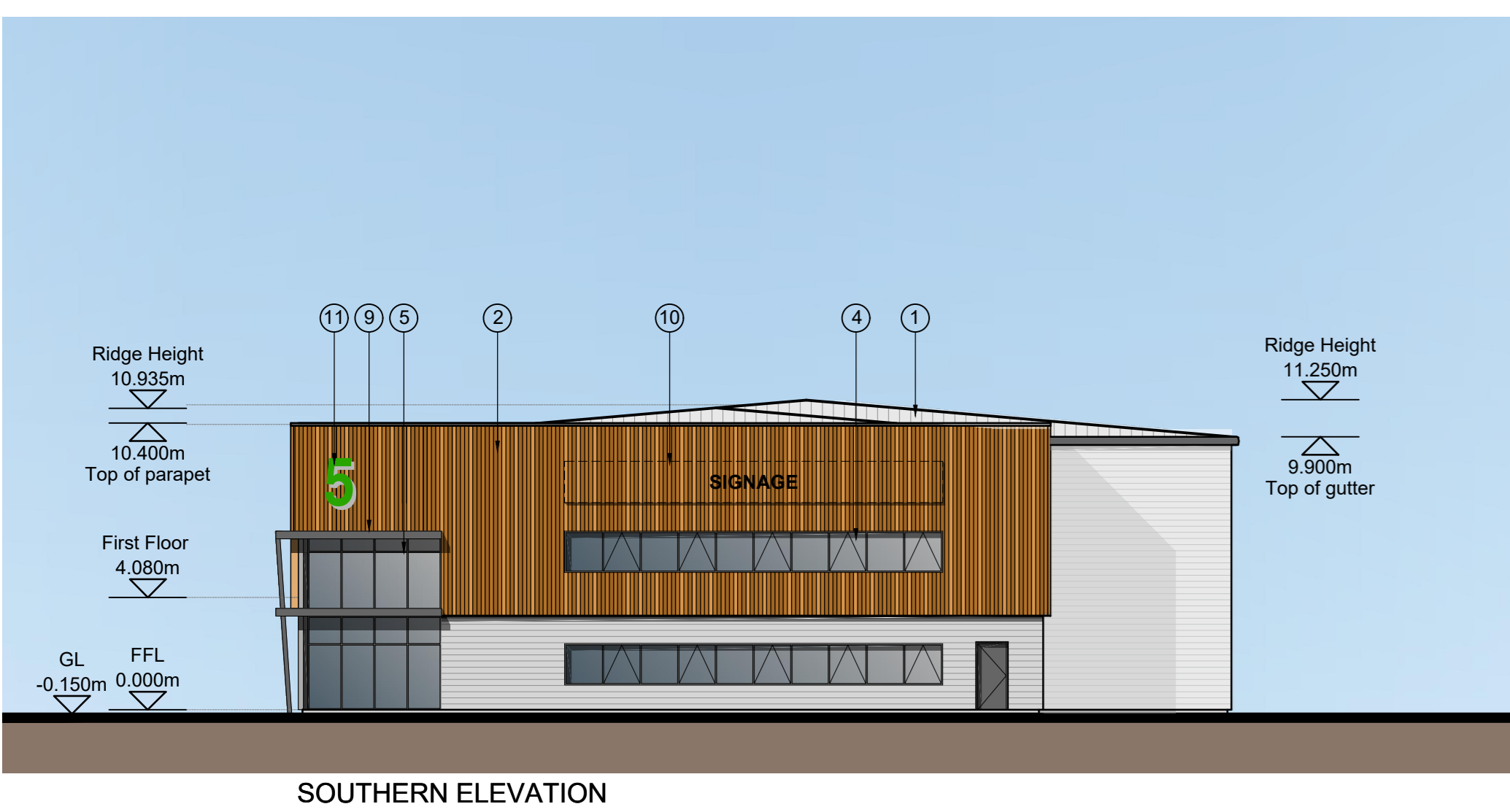
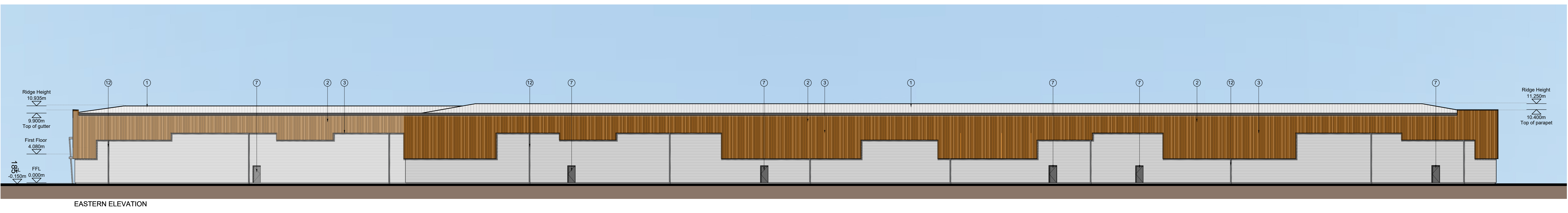
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Checked by: JR
Date: SEPT 21

Job No: 11359
Stage: PL 114
Drawing No: PL 114

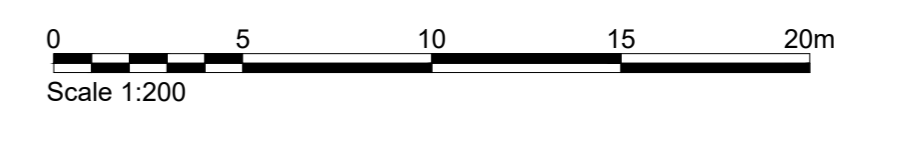
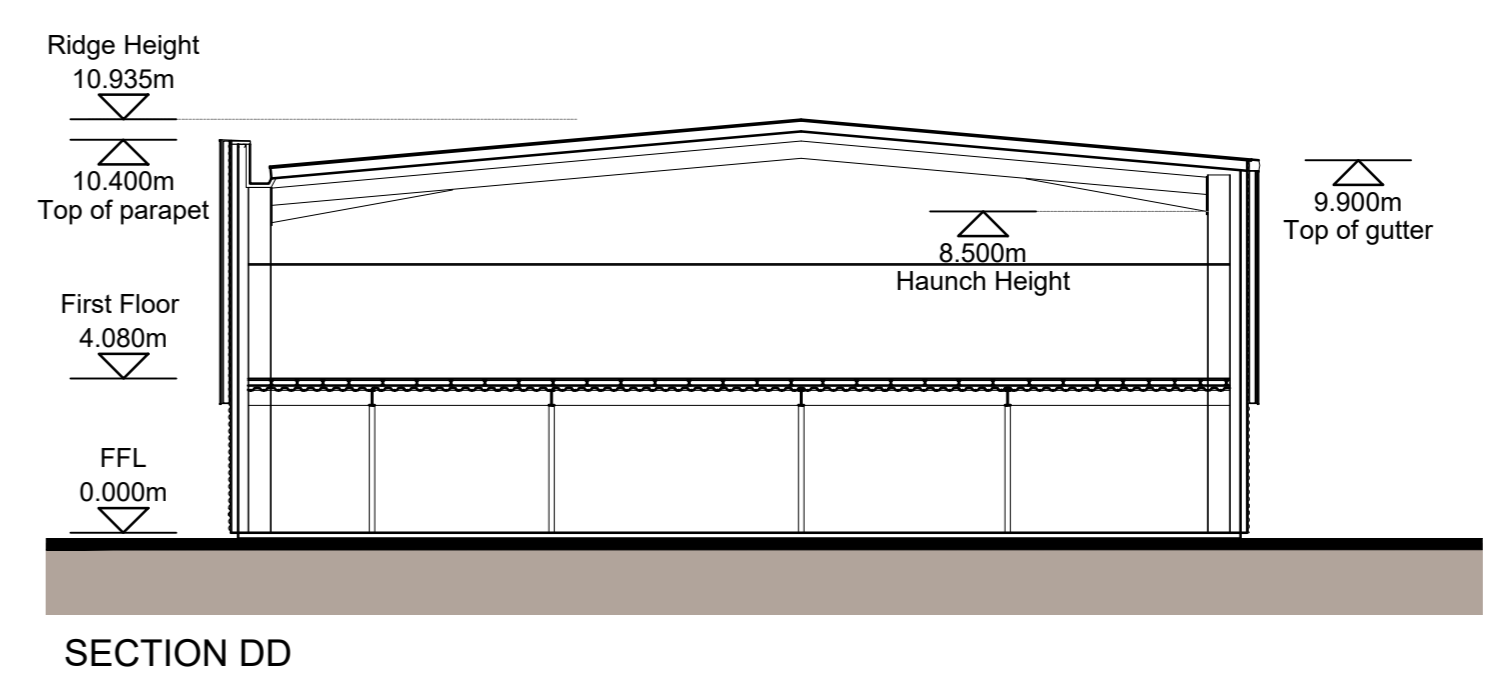
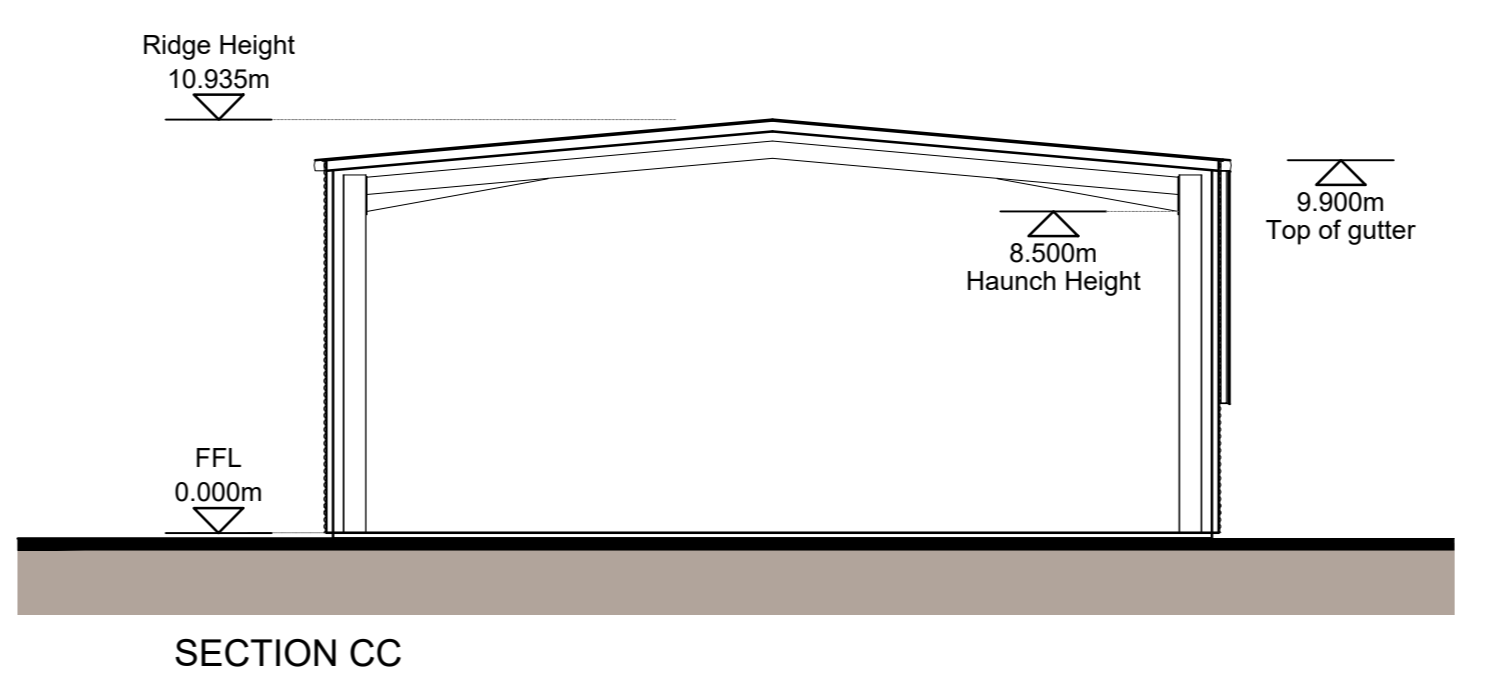
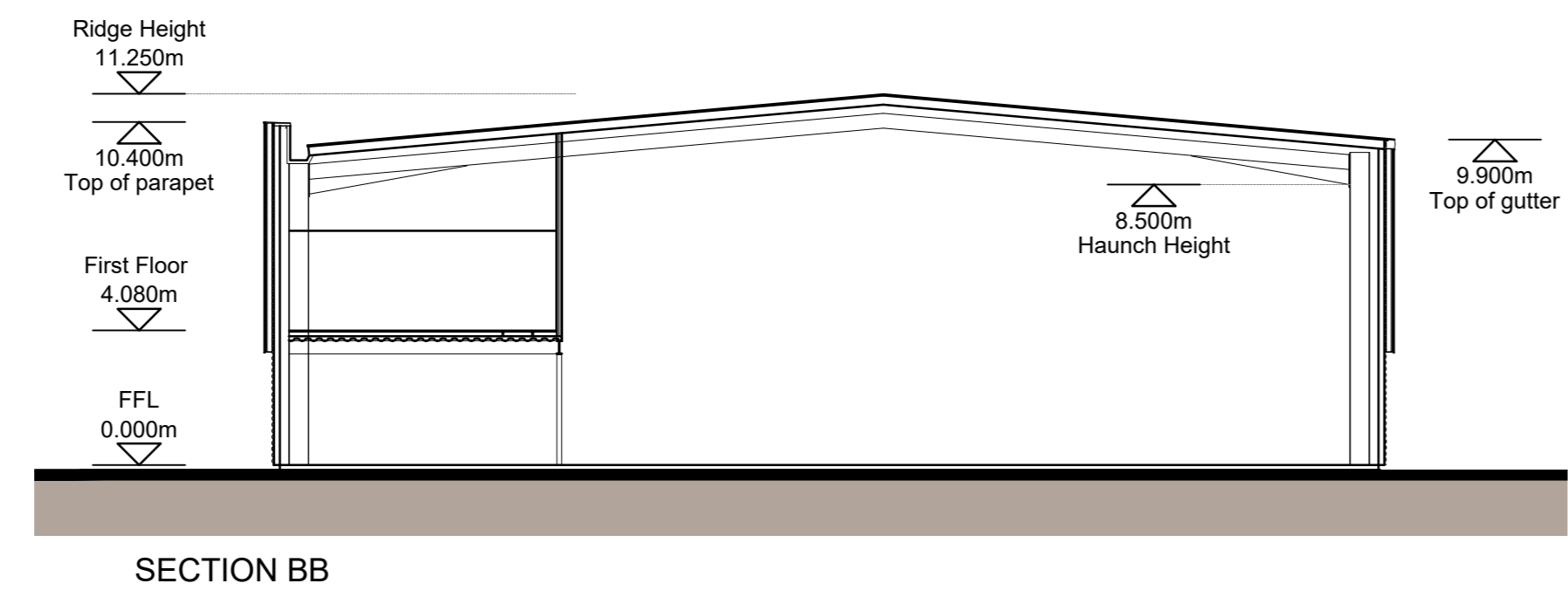
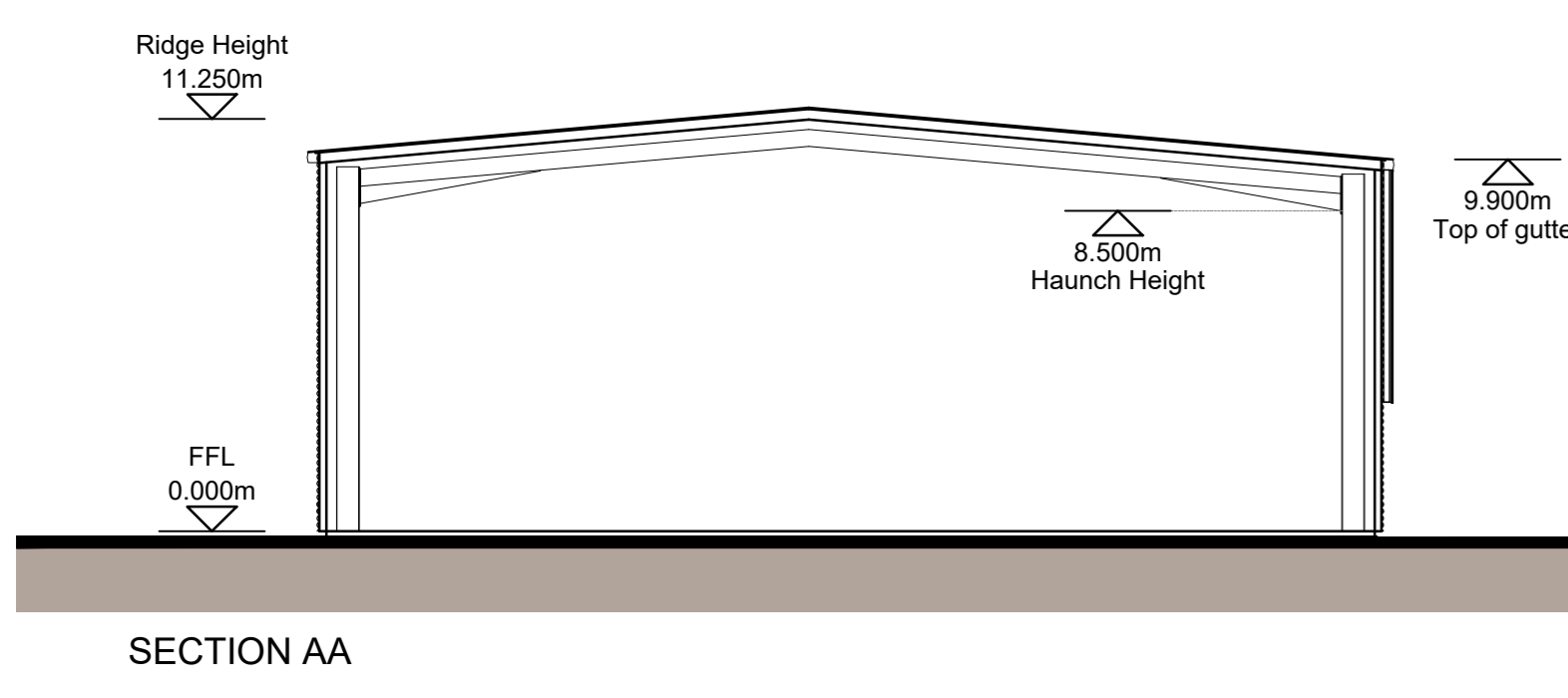
Issue Status:
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- MATERIALS KEY**
- ① PROFILED ROOF CLADDING (GOOSEWING GREY RAL 7038)
 - ② SIBERIAN LARCH CLADDING
 - ③ HORIZONTAL ARC PROFILE CLADDING (METALLIC SILVER RAL 9006)
 - ④ ALUMINIUM FRAMED WINDOWS AND FULL HEIGHT GLAZING (ANTHRACITE RAL 7016)
 - ⑤ ALUMINIUM FRAMED ENTRANCE DOORS AND FULL HEIGHT GLAZING (ANTHRACITE RAL 7016)
 - ⑥ LOADING BAY DOORS (ANTHRACITE RAL 7016)
 - ⑦ STEEL PERSONNEL DOORS (ANTHRACITE RAL 7016)
 - ⑧ STEEL BOLLARD (GREEN RAL 6018)
 - ⑨ MAIN ENTRANCE BRISE-SOLEIL
 - ⑩ SIGNAGE ZONE, INDICATIVE
 - ⑪ BACKLIT ILLUMINATED ALUMINIUM UNIT NUMERAL (RAL 6018 FACE)
 - ⑫ ALUMINIUM RAINWATER GOODS (ANTHRACITE RAL 7016)



Client: HEZ READING 1 GP LTD (LONDON)

Project: HEADLEY ROAD EAST WOODLEY

Drawing Title: UNITS 1-5 PROPOSED ELEVATIONS

Scale @ A2: 1:200

Checked by: JR

Date: SEPT 21

Job No: 11359

Stage: PL 120

Rev: A

Issue Status: Working London, Information Approval, Tender

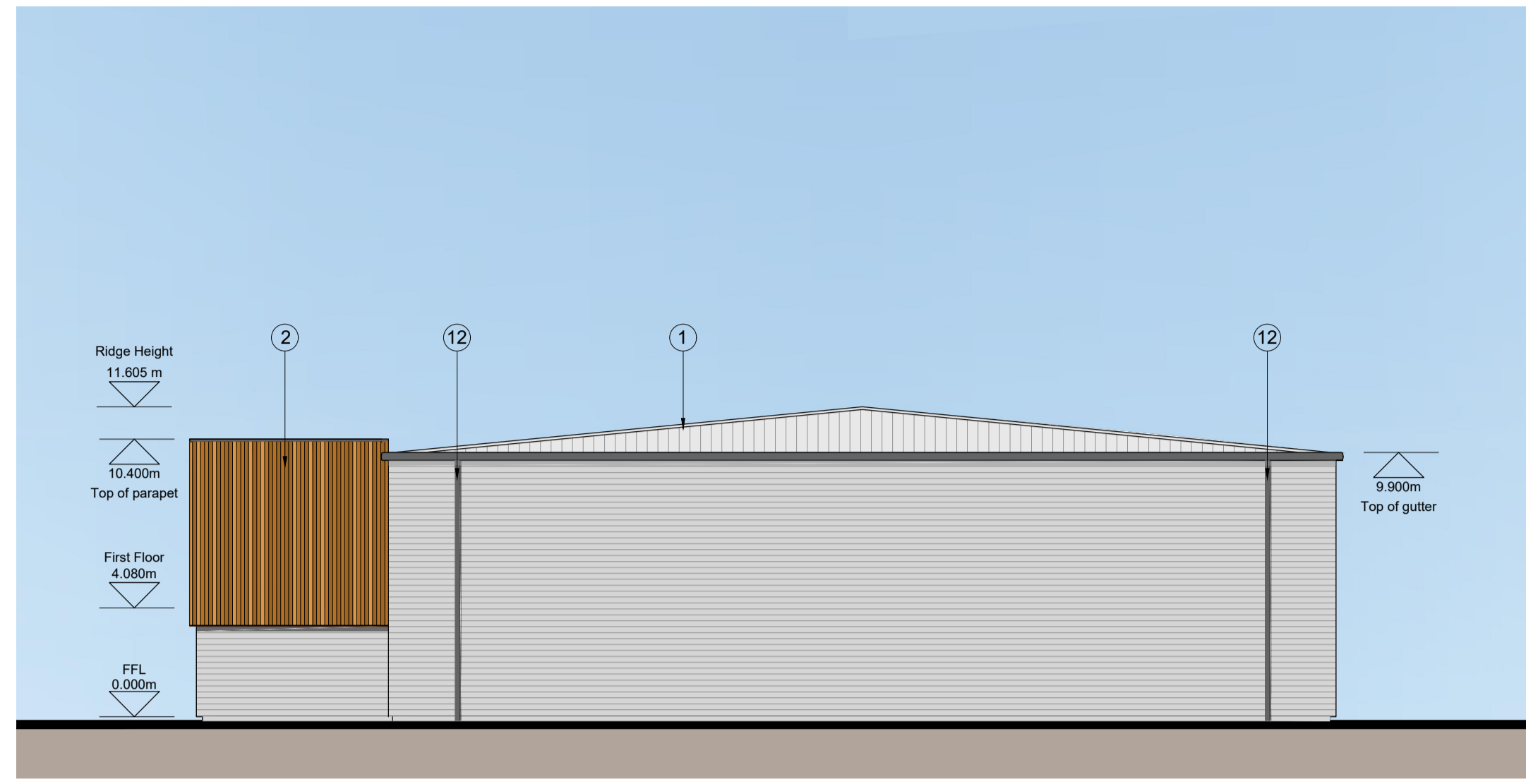
Offices: Milton Keynes, Warsaw

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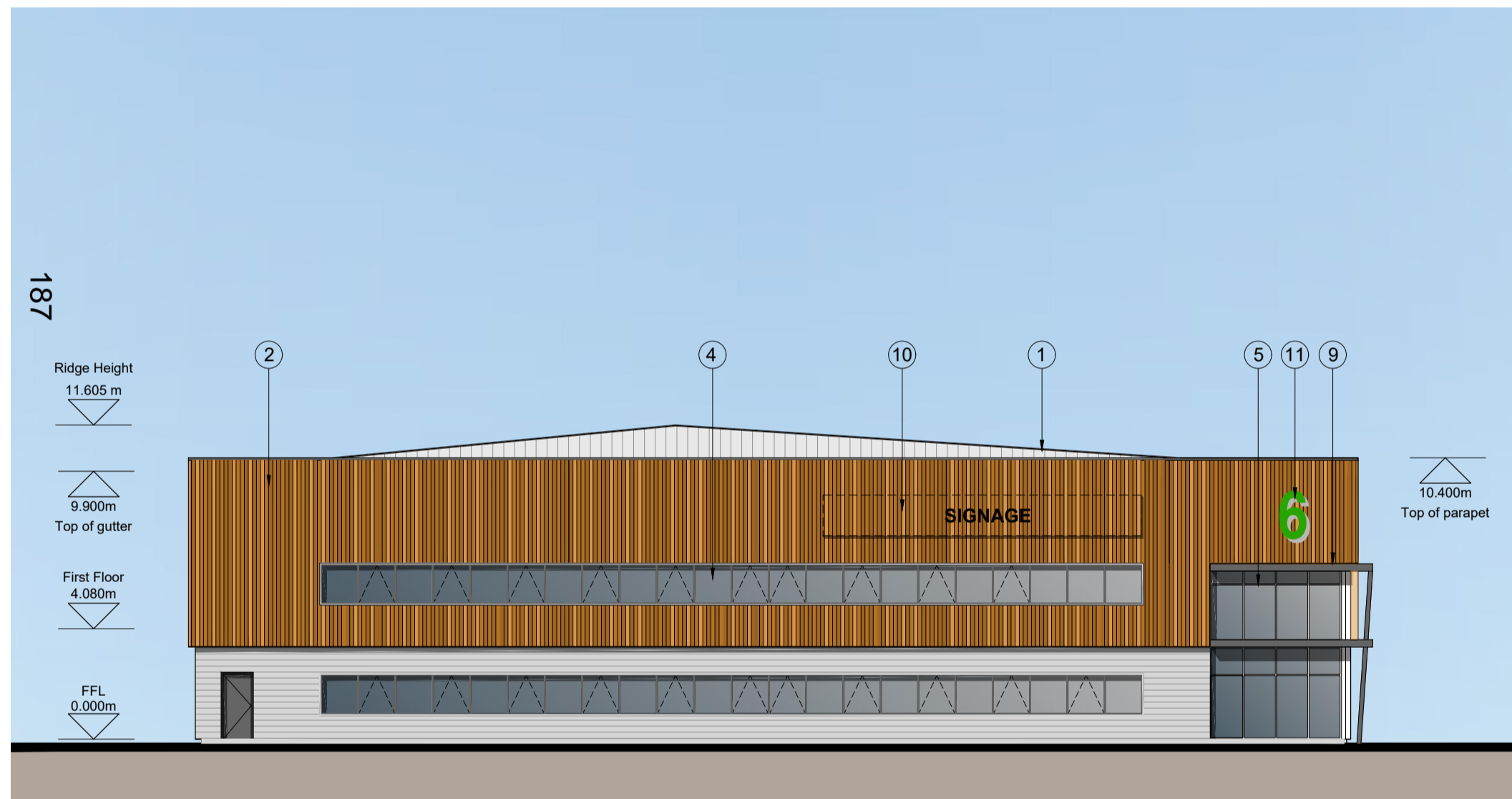
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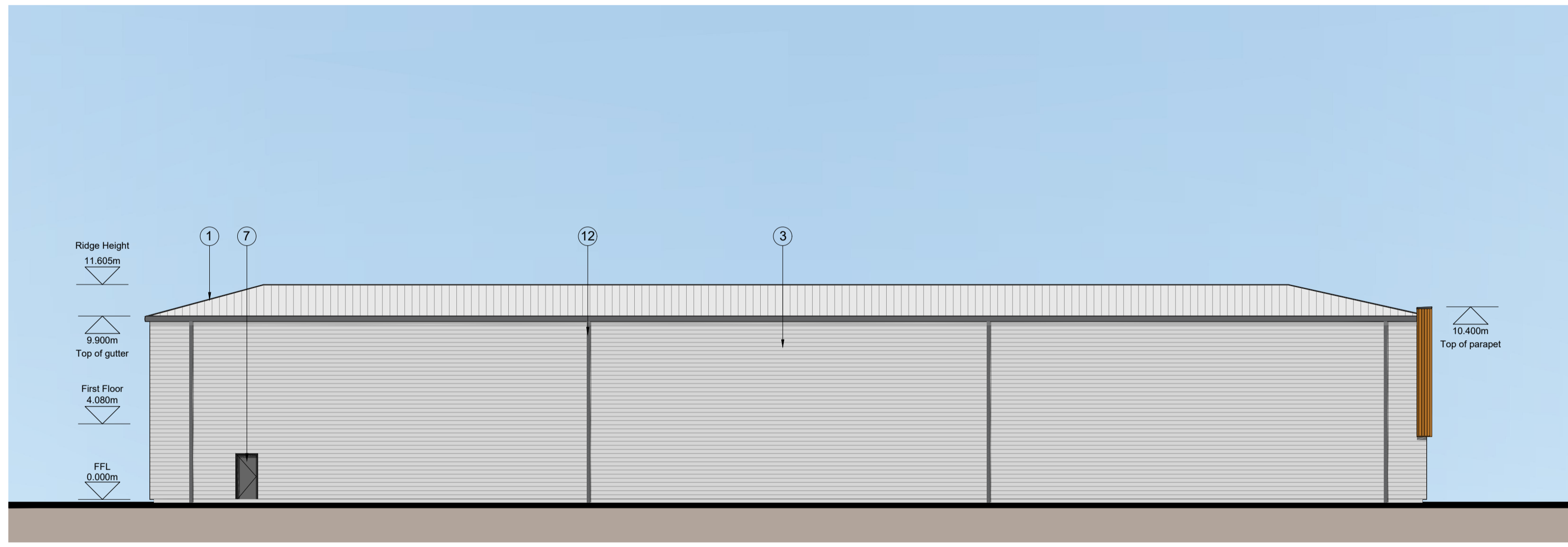
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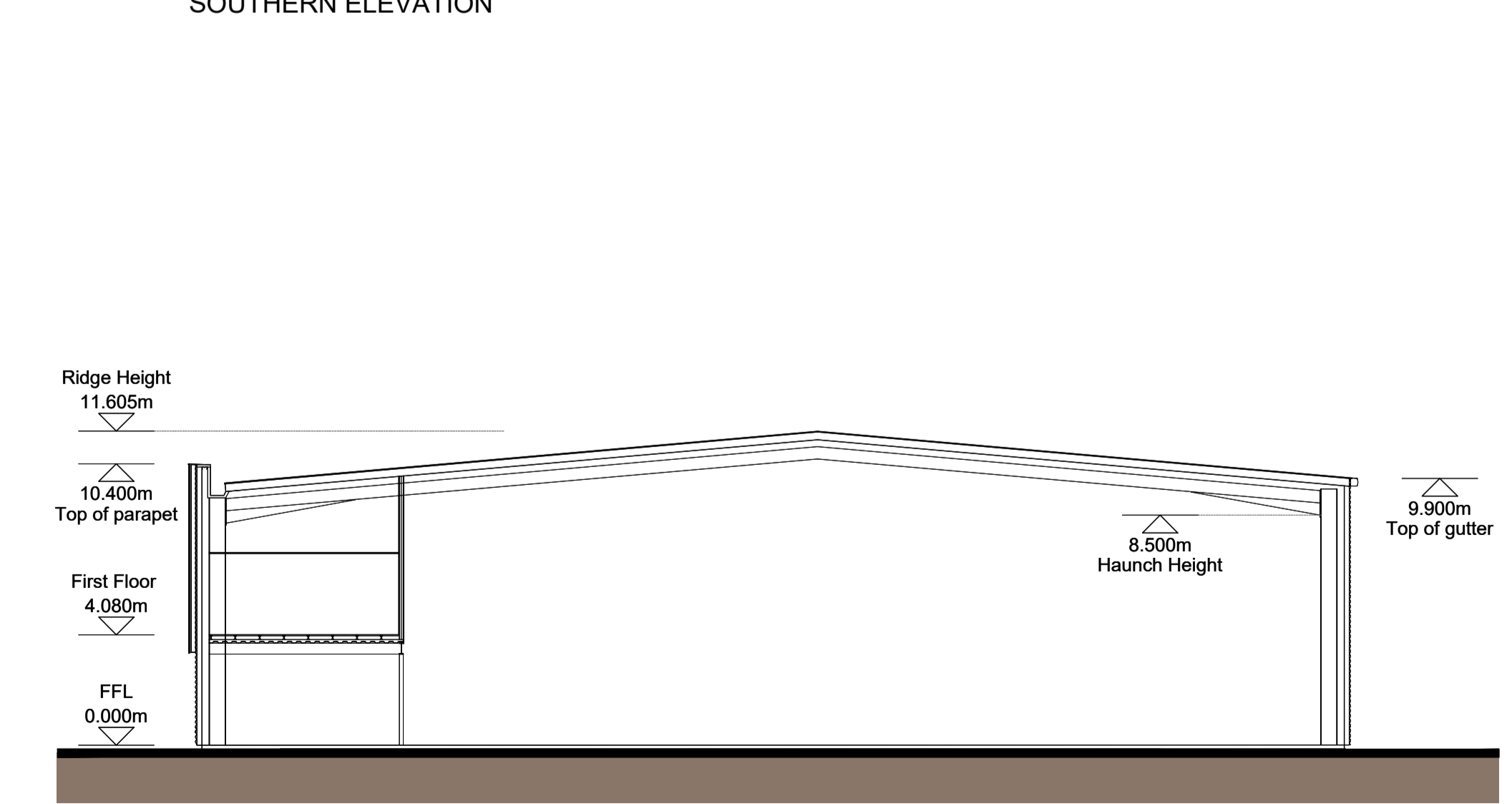
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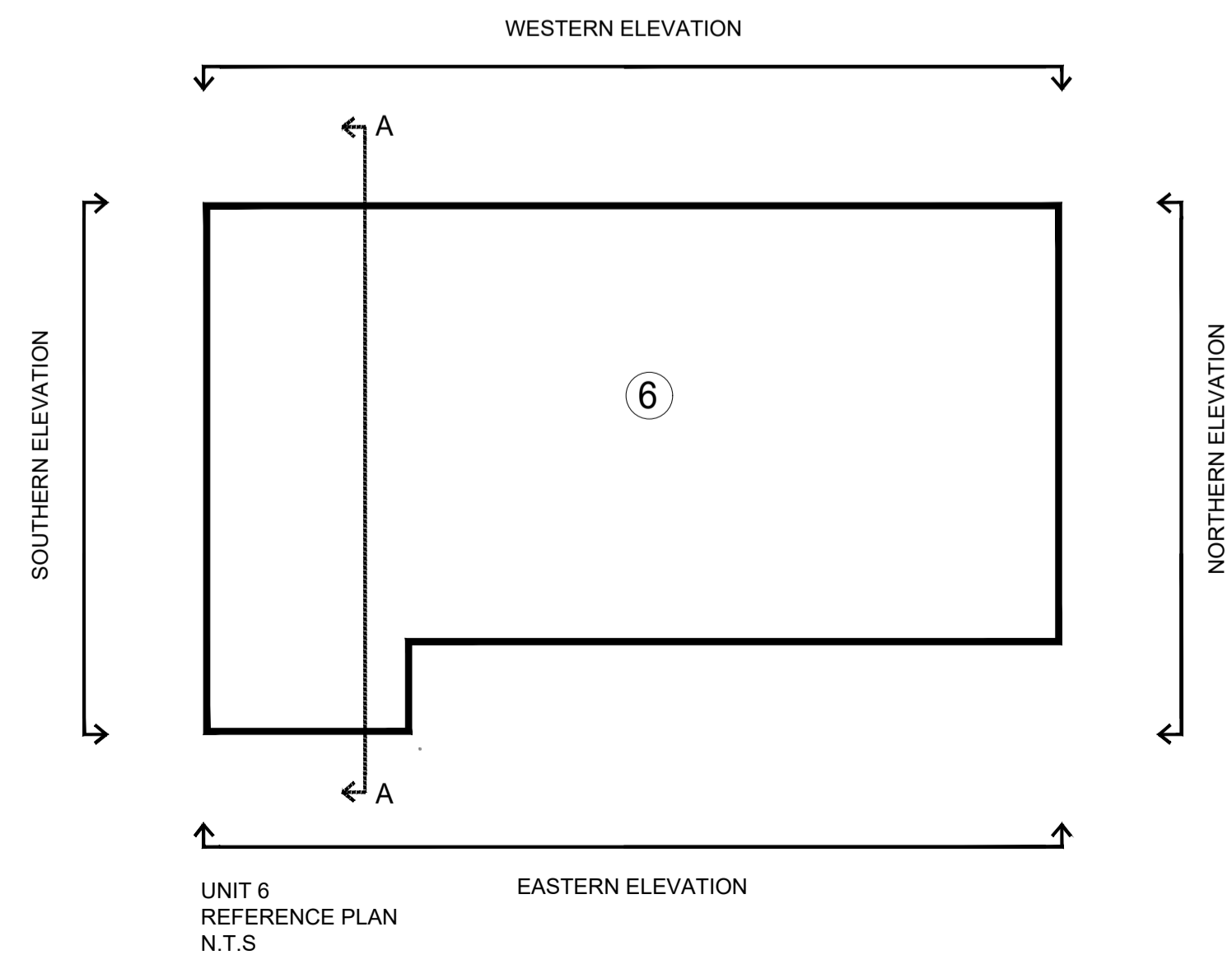
SOUTHERN ELEVATION



WESTERN ELEVATION



UNIT 6 SECTION AA



UNIT 6 REFERENCE PLAN N.T.S

- MATERIALS KEY**
- ① PROFILED ROOF CLADDING (GOOSEWING GREY RAL 7038)
 - ② SIBERIAN LARCH CLADDING
 - ③ HORIZONTAL ARC PROFILE CLADDING (METALLIC SILVER RAL 9006)
 - ④ ALUMINIUM FRAMED WINDOWS (ANTHRACITE RAL 7016)
 - ⑤ ALUMINIUM FRAMED ENTRANCE DOORS AND FULL HEIGHT GLAZING (ANTHRACITE RAL 7016)
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 - ⑧ STEEL BOLLARD (GREEN RAL 6018)
 - ⑨ MAIN ENTRANCE BRISE-SOLEIL
 - ⑩ SIGNAGE ZONE, INDICATIVE
 - ⑪ BACKLIT ILLUMINATED ALUMINIUM UNIT NUMERAL (RAL 6018 FACE)
 - ⑫ ALUMINIUM RAINWATER GOODS (ANTHRACITE RAL 7016)

Client: HE2 READING 1 GP LTD (LONDON)



Project: HEADLEY ROAD EAST WOODLEY

12 Warren Yard, Warren Park, Milton Keynes, MK12 5HW 01908 305 246

Drawing Title: UNIT 6 PROPOSED ELEVATIONS & SECTION

Architecture Planning Master Planning Urban Design Interiors Landscape

Scale @ A1: 1:200 Checked by: JR Date: SEPT 21

Job No: 11359 Stage: PL 121 Drawing No: Rev:

Issue Status: Construction Information Tender Preliminary Approval Working London Milton Keynes Warsaw

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Figured dimensions only are to be used. All dimensions to be checked onsite. Differences between drawings and between drawings and specification or bills of quantities to be reported to the PRC Group.

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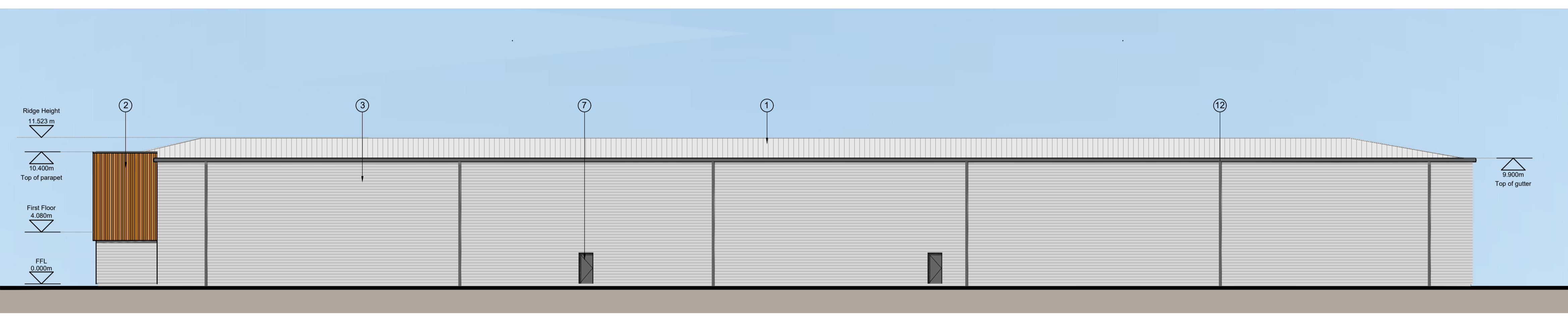
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- ② SIBERIAN LARCH CLADDING
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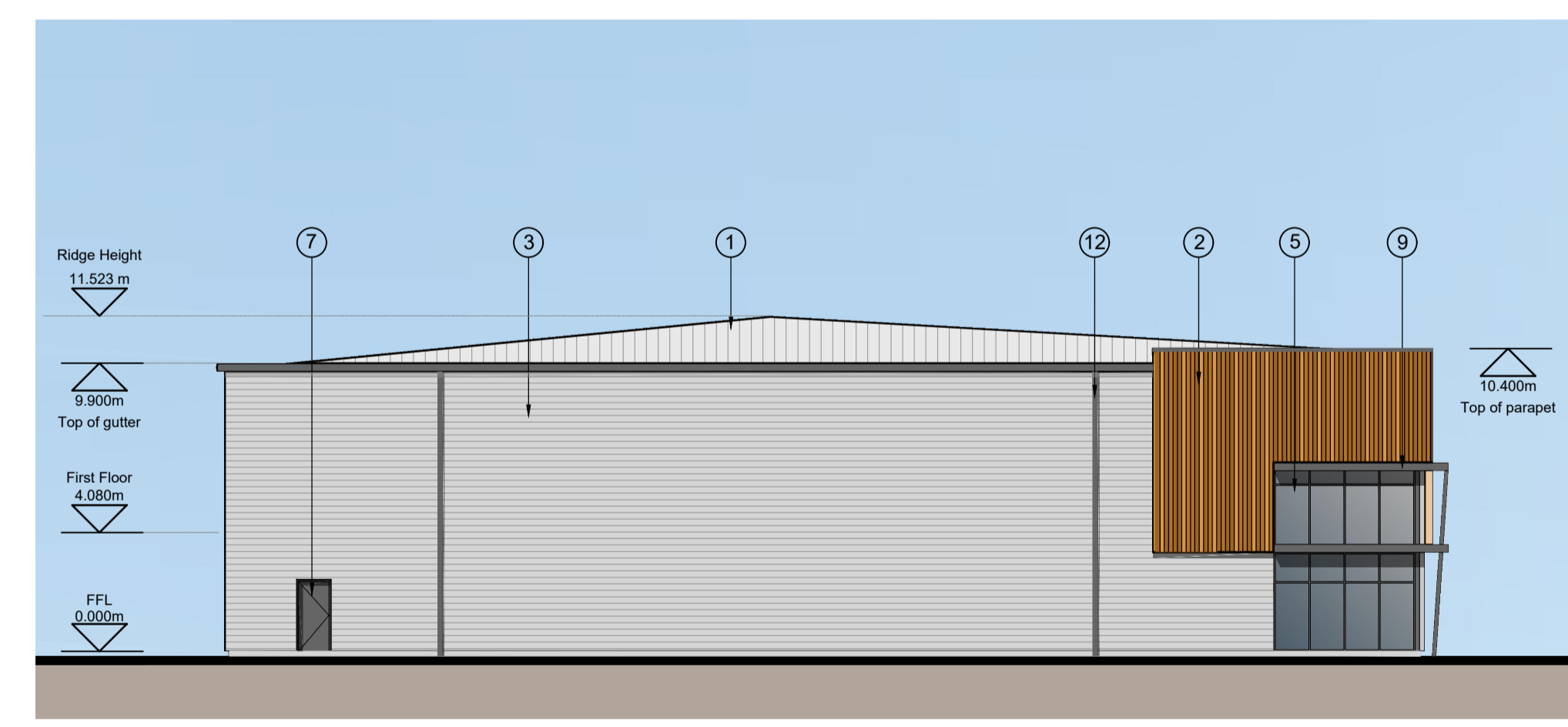
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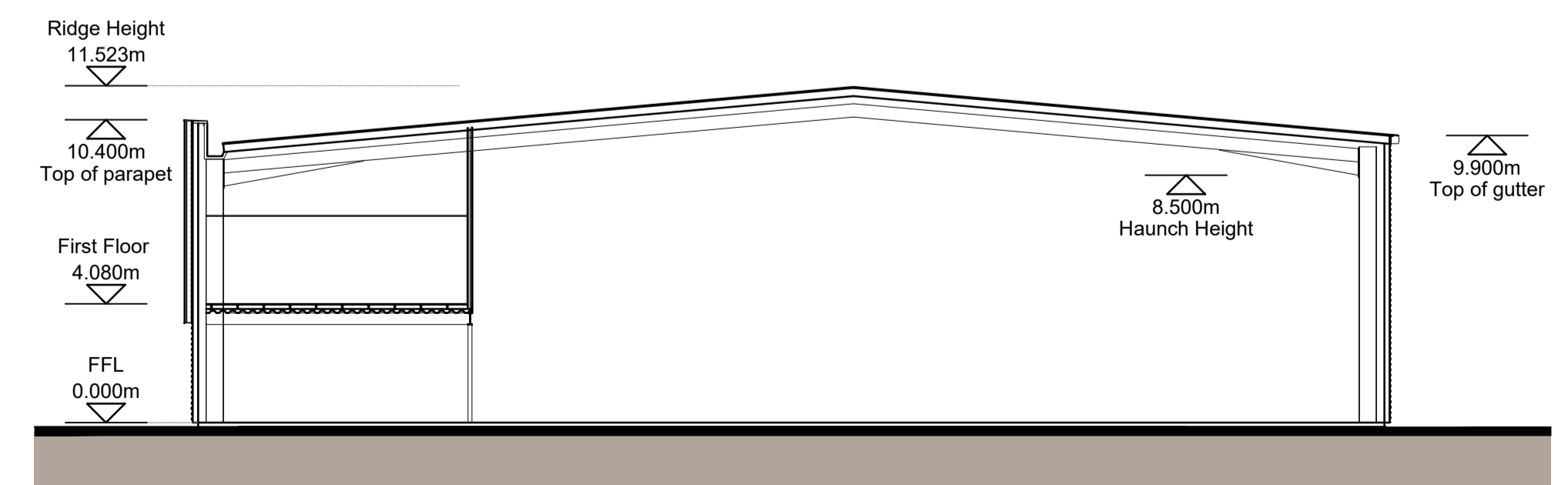
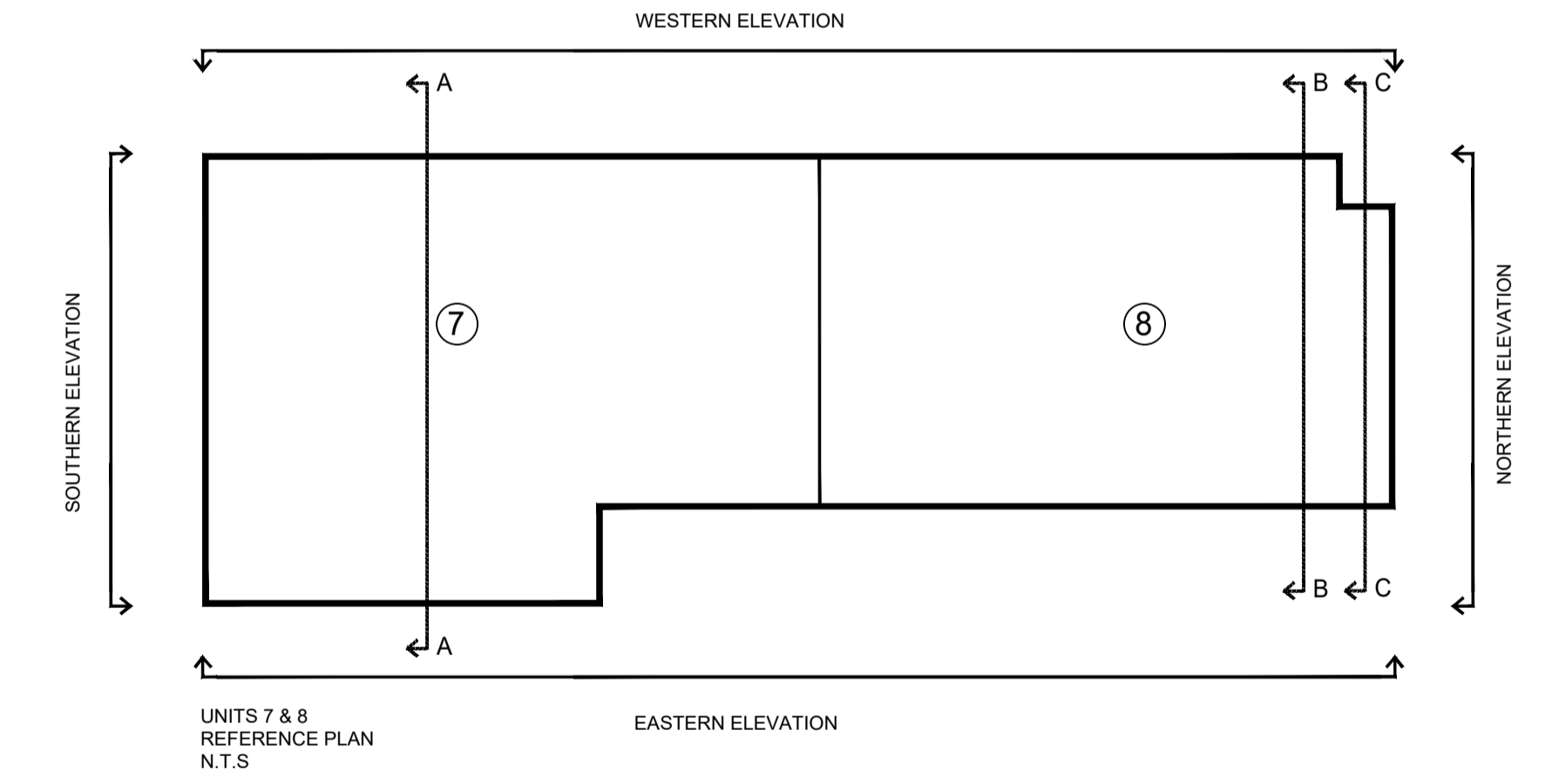
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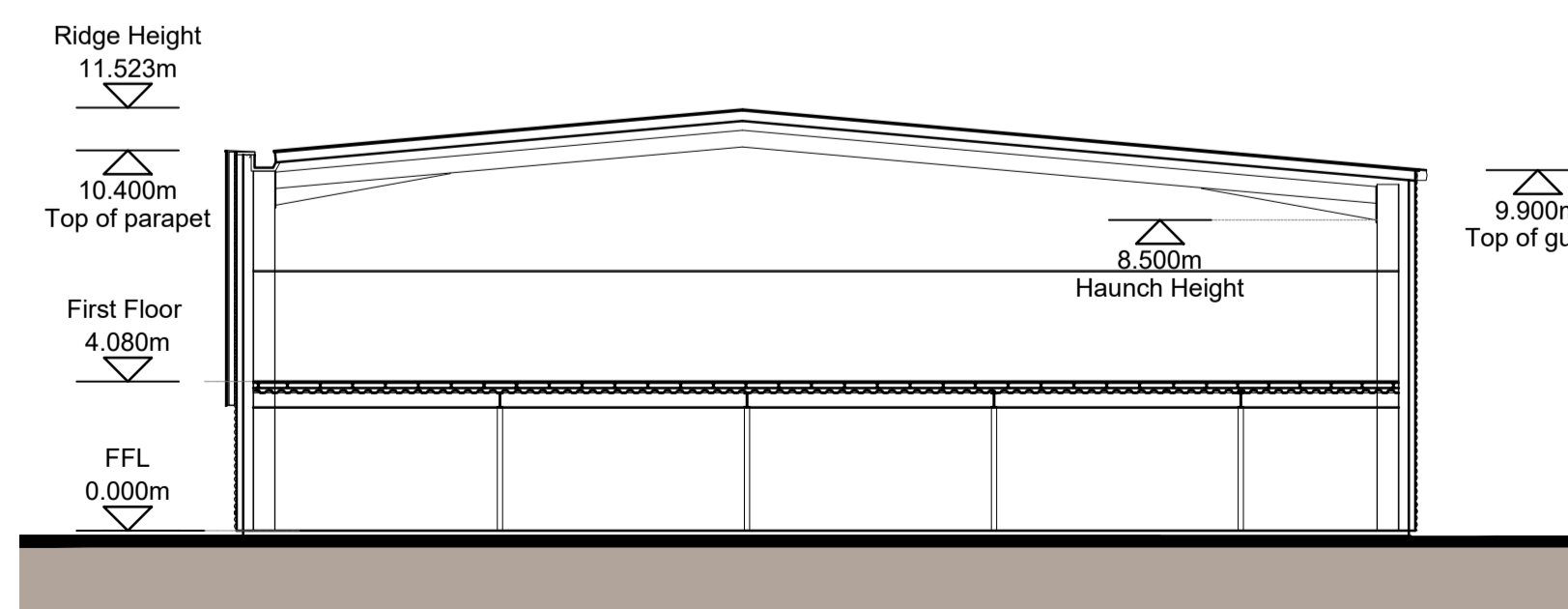
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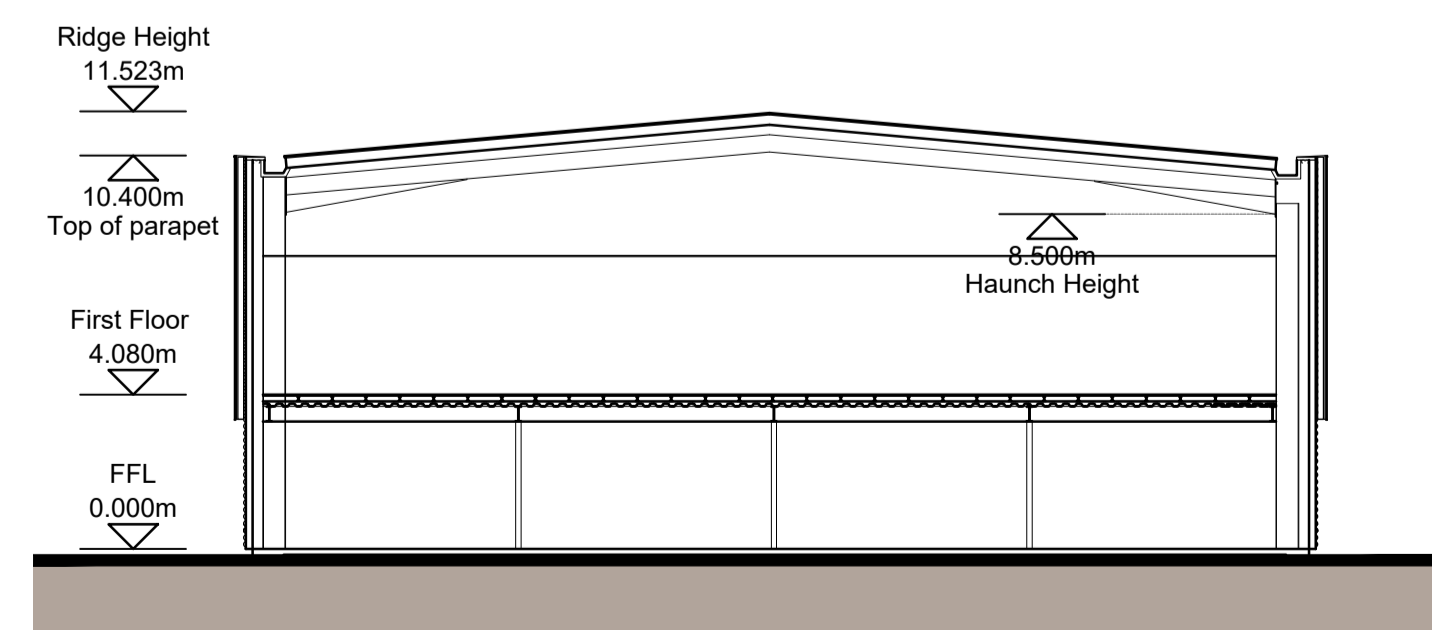
SOUTHERN ELEVATION



SECTION AA



SECTION BB



SECTION CC

Client:
HE2 READING 1 GP LTD (LONDON)



Project:
HEADLEY ROAD EAST
WOODLEY

12 Warren Yard,
Warren Park,
Milton Keynes,
MK12 5HW
01908 305 246
info@prc-group.com
www.prc-group.com

Drawing Title:
UNIT 7-8
PROPOSED ELEVATIONS
& SECTION

Scale @ A1: 1:200
Checked by: JR
Date: SEPT 21

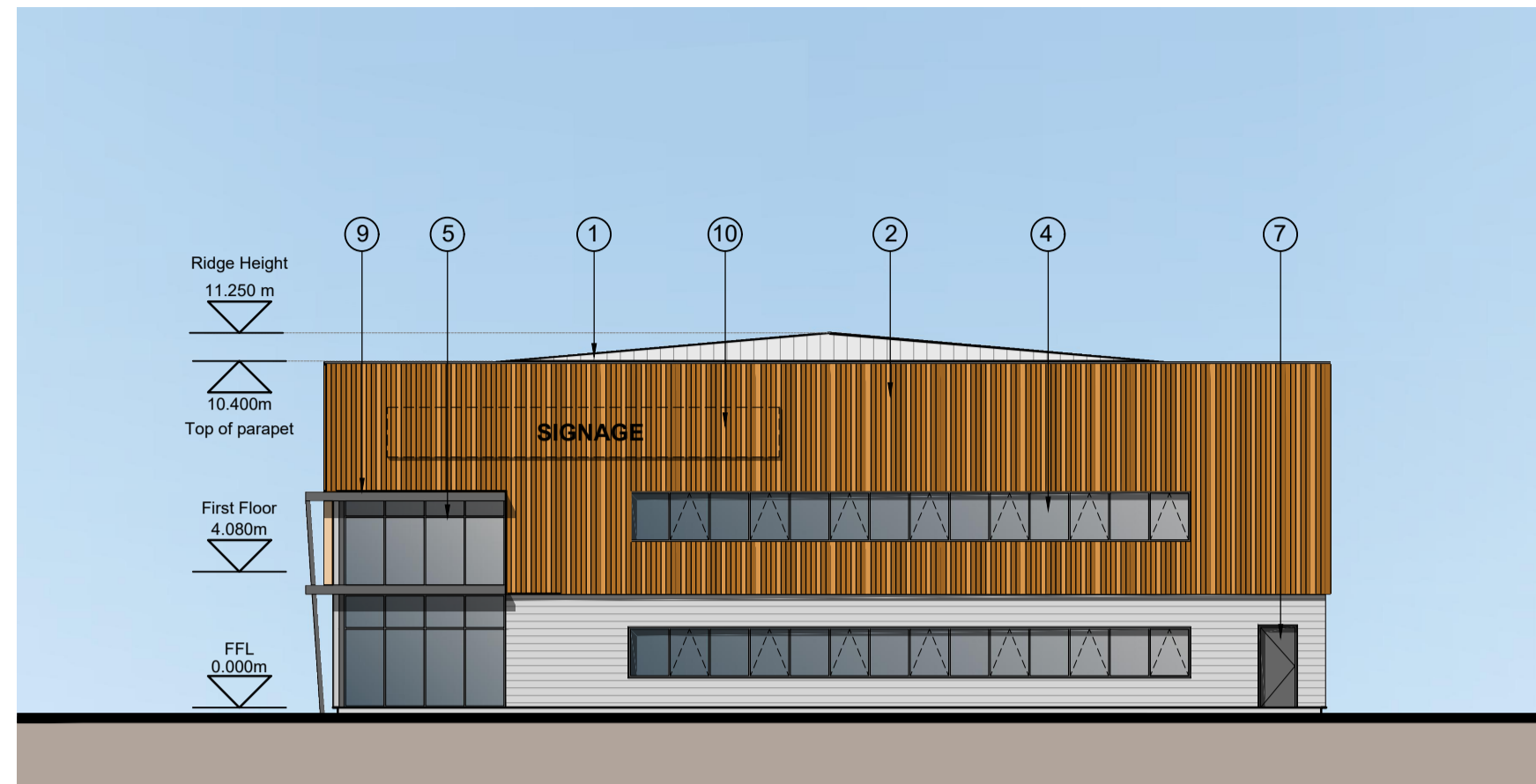
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Stage: PL 122
Drawing No: Rev: _____

Issue Status:
Construction Preliminary
Information Approval
Tender

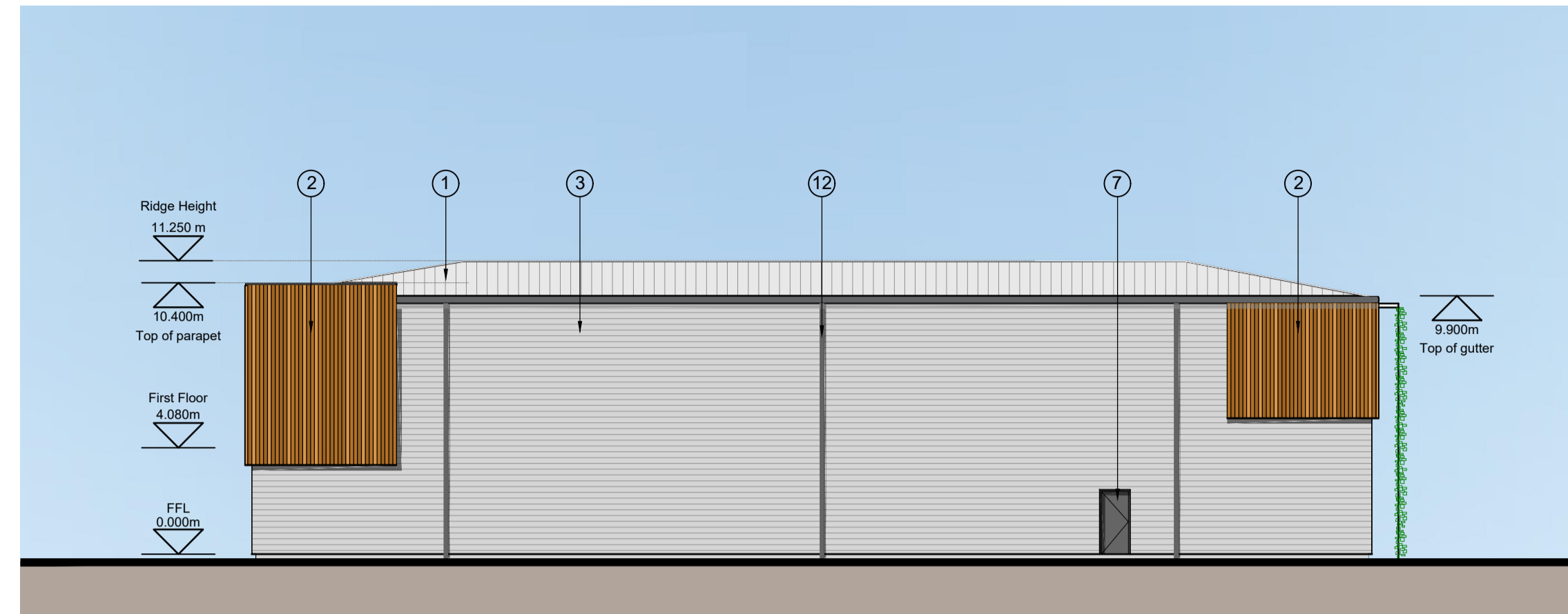
Architecture
Planning
Master Planning
Urban Design
Interiors
Landscape

Offices
Woking
London
Milton Keynes
Warsaw

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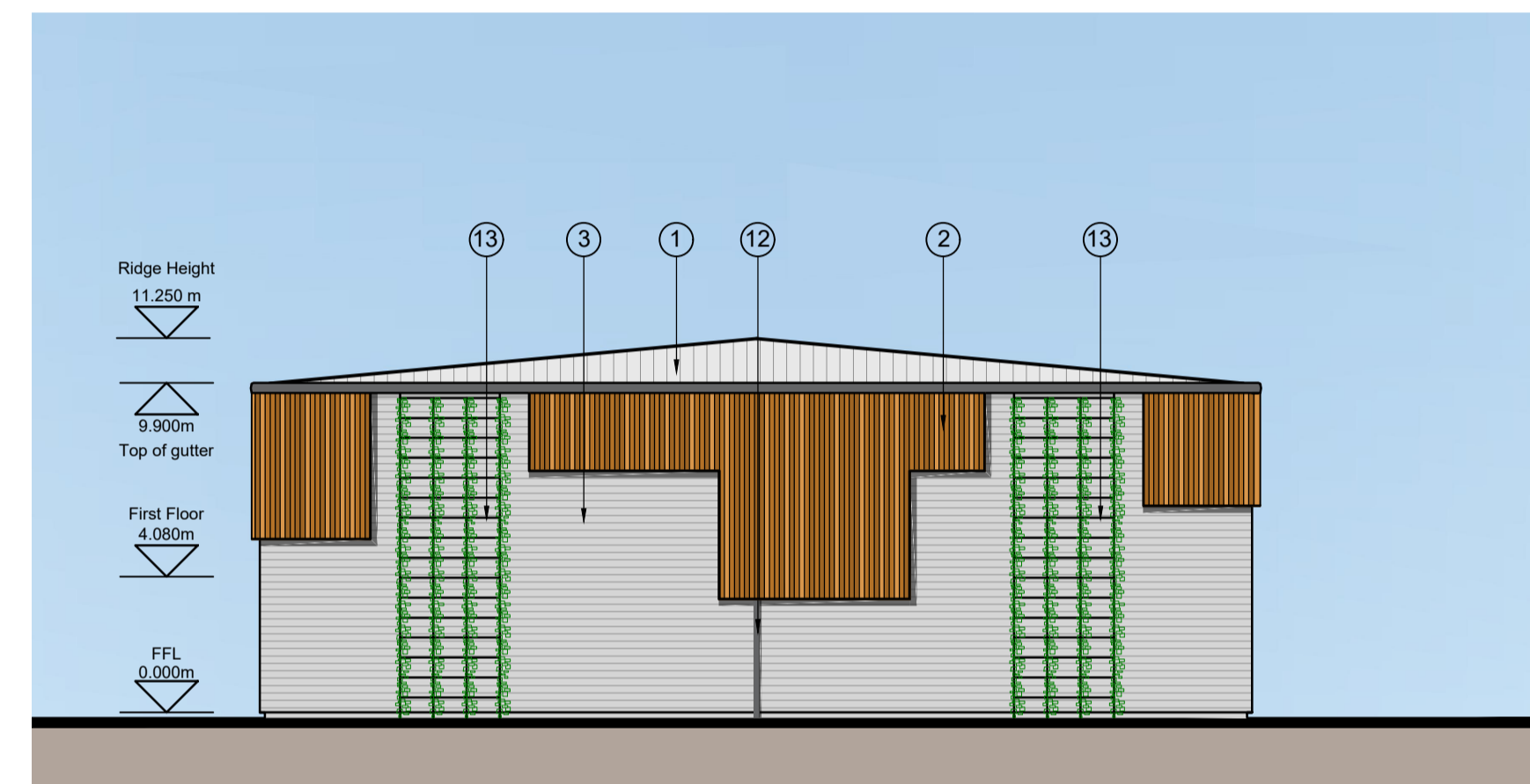
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WESTERN ELEVATION



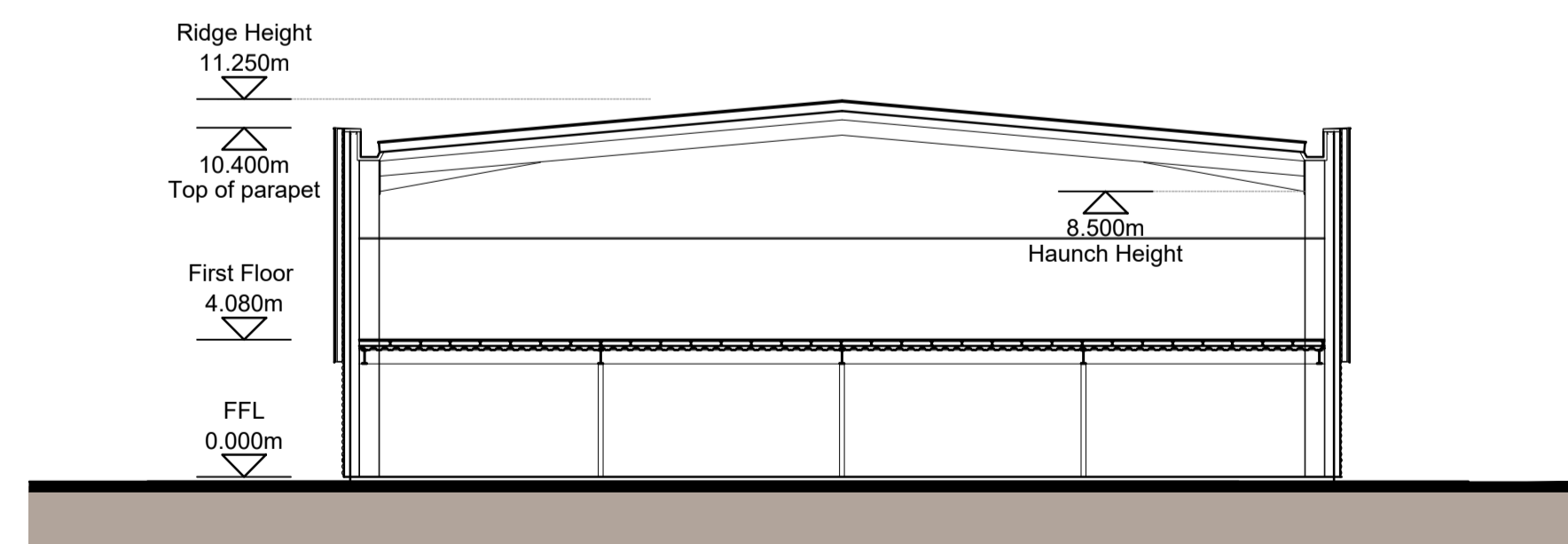
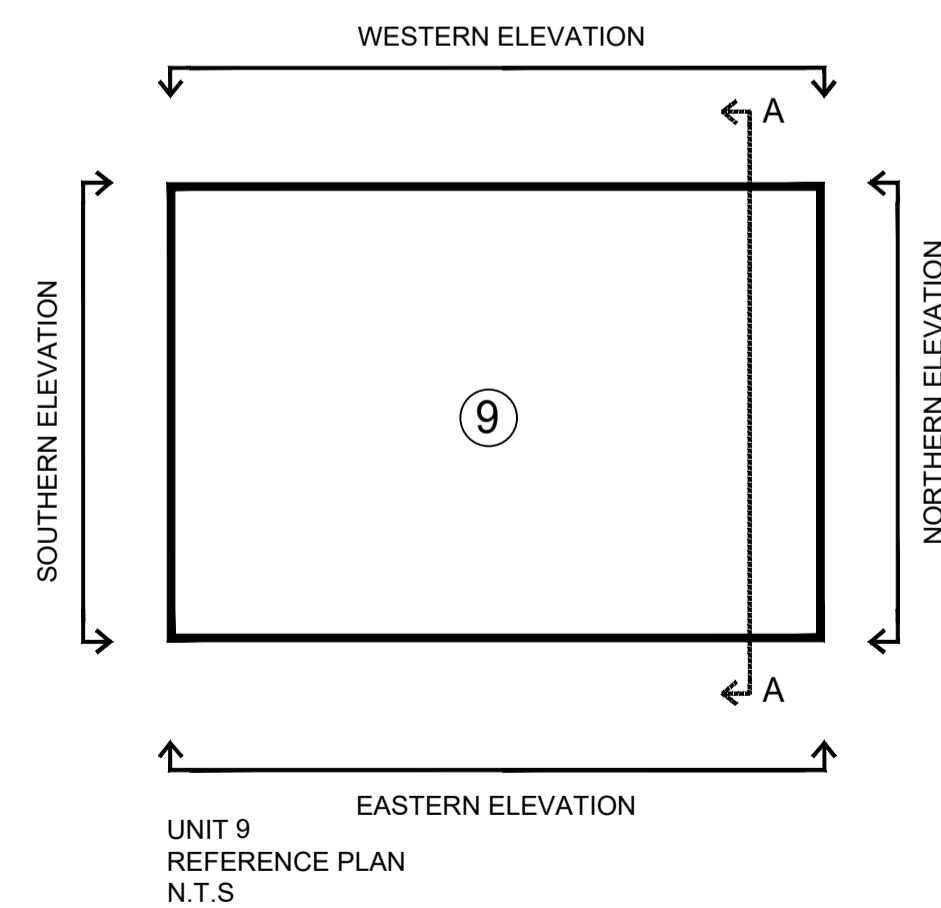
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SOUTHERN ELEVATION

191

- MATERIALS KEY**
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 - ② SIBERIAN LARCH CLADDING
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 - ⑫ ALUMINIUM RAINWATER GOODS (ANTHRACITE RAL 7016)
 - ⑬ GREEN WALL



UNIT 9 SECTION AA

Client:
HE2 READING 1 GP LTD (LONDON)



Project:
HEADLEY ROAD EAST
WOODLEY

12 Warren Yard,
Warren Park,
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MK12 5HW
01908 305 246

info@prc-group.com
www.prc-group.com

Drawing Title:
UNIT 9
PROPOSED ELEVATIONS
& SECTION

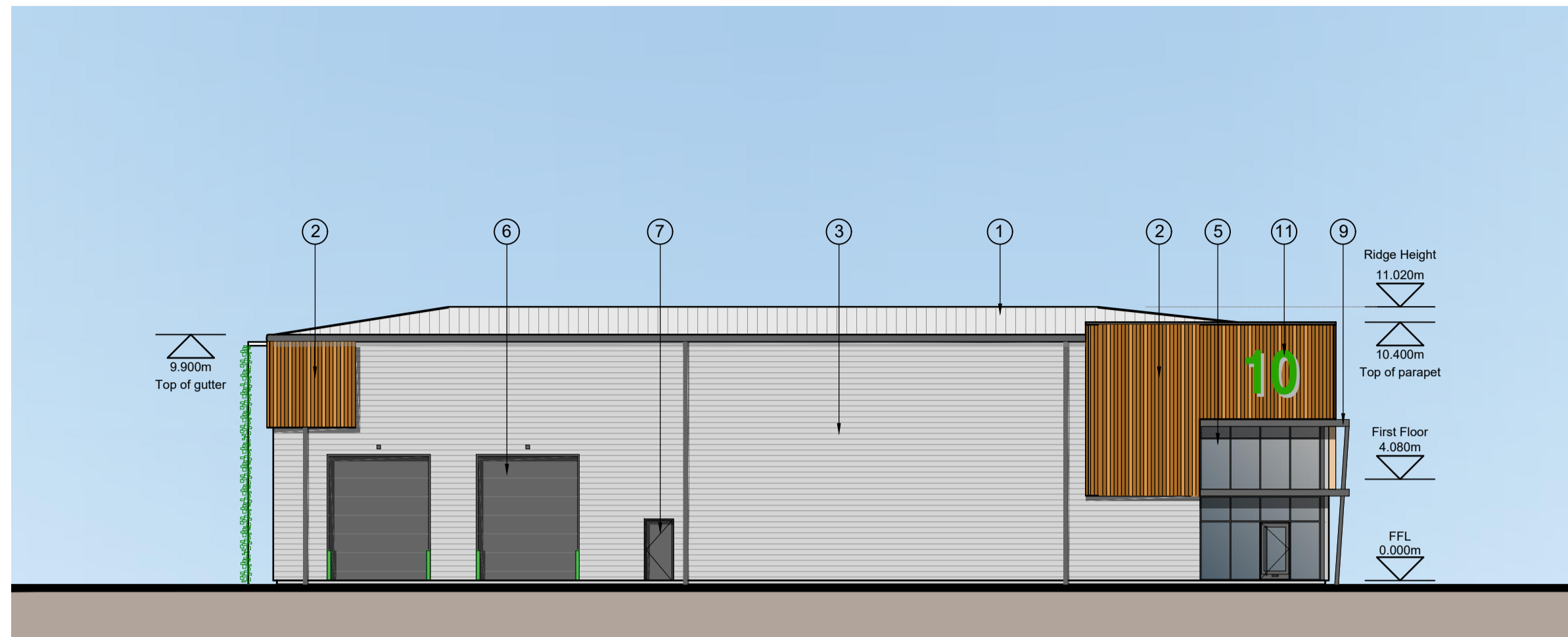
Architecture
Planning
Master Planning
Urban Design
Interiors
Landscape

Scale @ A1: 1:200
Checked by: JR
Date: SEPT 21

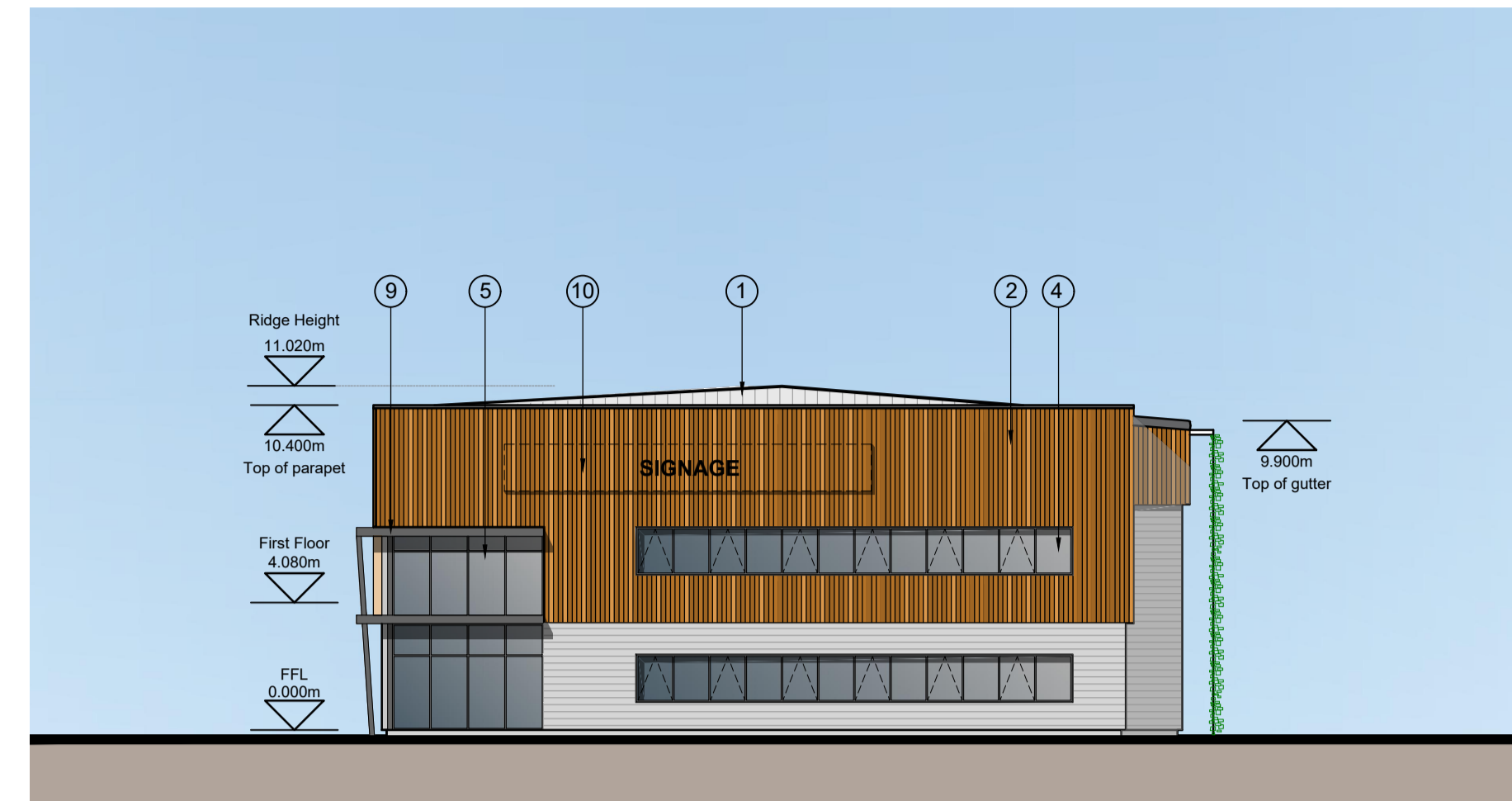
Job No: 11359
Stage: PL 123
Drawing No: A
Rev: A

Issue Status:
 Construction Preliminary
 Information Approval
 Tender
 Offices
 Working London
 Milton Keynes
 Warsaw

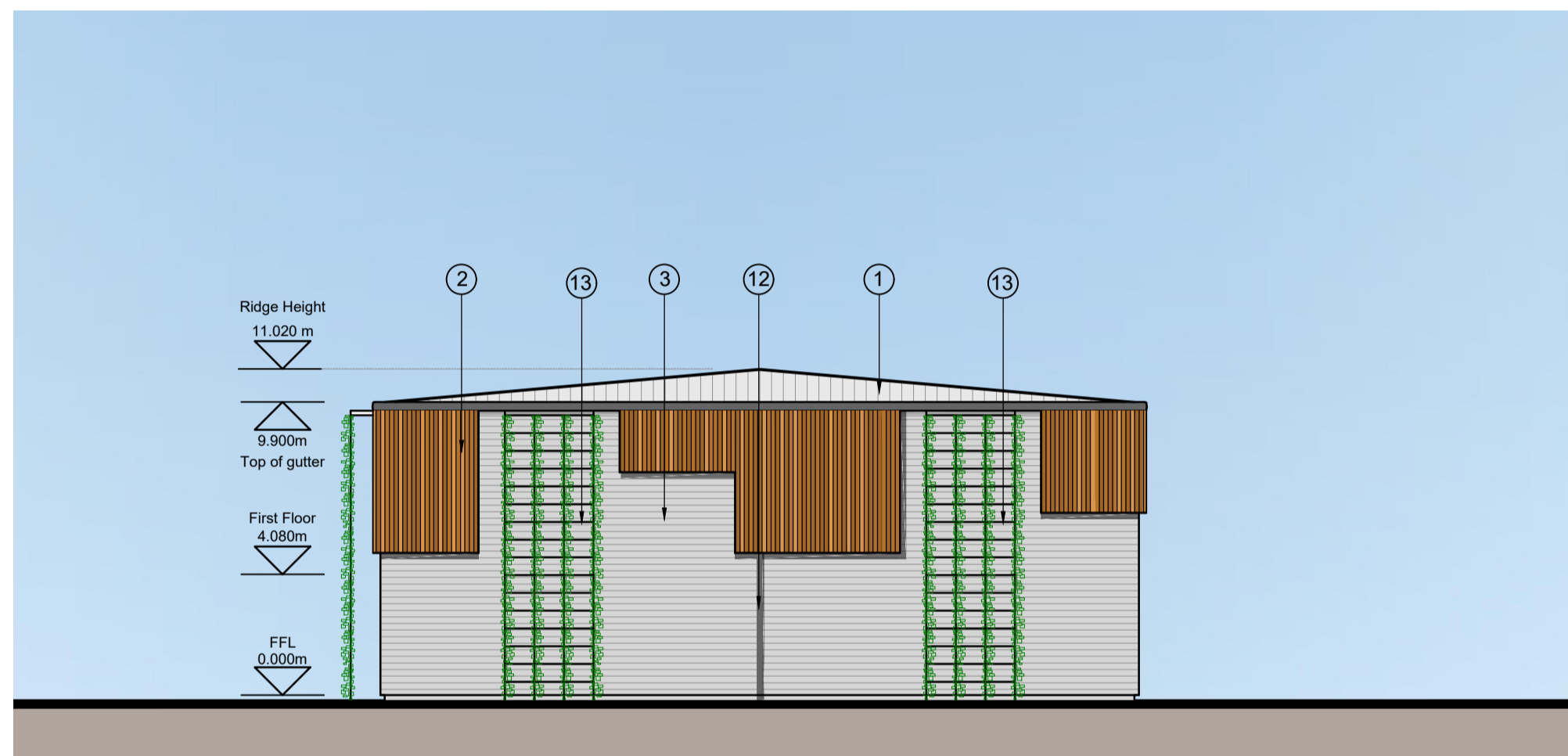
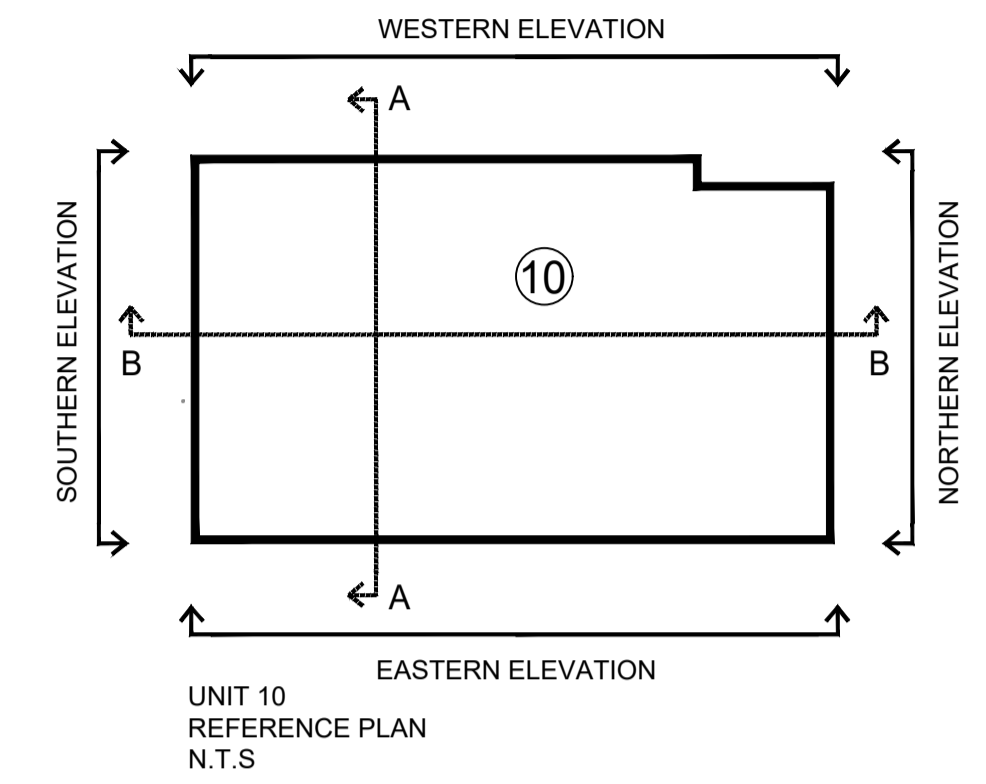
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EASTERN ELEVATION



NORTHERN ELEVATION



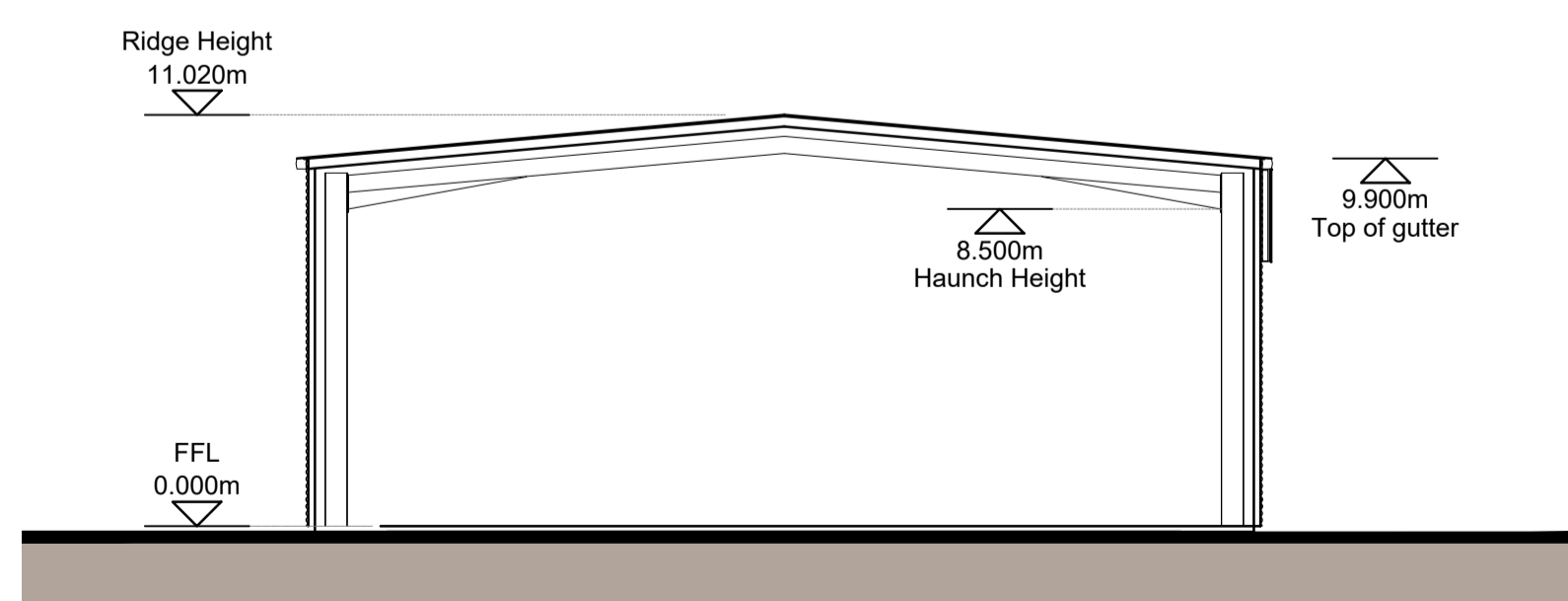
SOUTHERN ELEVATION



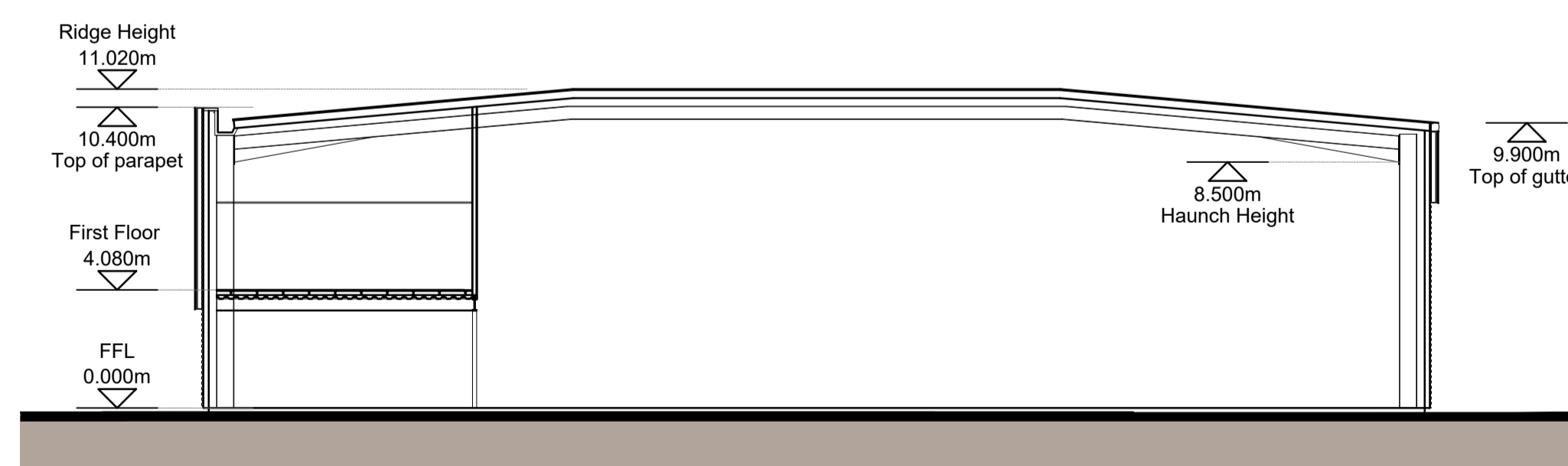
WESTERN ELEVATION

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- ⑬ GREEN WALL



UNIT 10 SECTION AA



UNIT 10 SECTION BB

Client:
 HE2 READING 1 GP LTD (LONDON)



Project:
 HEADLEY ROAD EAST
 WOODLEY

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 Milton Keynes,
 MK12 5NW
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 info@prc-group.com
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Drawing Title:
 UNIT 10
 PROPOSED ELEVATIONS
 & SECTION

Scale @ A1: 1:200
 Checked by: JR
 Date: SEPT 21
 Job No: 11359
 Stage: PL 124
 Drawing No: A

Issue Status:
 Construction Preliminary
 Information Approval
 Tender

Offices:
 Working London
 Milton Keynes
 Warsaw

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PLANNING REF : 213106
PROPERTY ADDRESS : The Oakwood Centre
: Headley Road, Woodley, Wokingham
: RG5 4JZ
SUBMITTED BY : Woodley Town Council
DATE SUBMITTED : 07/10/2021

COMMENTS:

The Planning & Community Committee considered the application and recommended that the current proposal be refused on the following grounds:

The current plans reflect parking provision for up to 20 articulated lorries. The highway infrastructure surrounding this site would be overwhelmed by such a large number of additional HGV vehicles. Viscount Way in particular is not suitable for large volumes of heavy traffic due to its width and proximity to residential properties. The Committee also noted there had already been a recent application from another company on Viscount Way to increase the number of HGV vehicles they were permitted to operate under their Goods Vehicle Operators License. The total impact on the highway in this area would simply be unsustainable.

The proposed scale of industry and number of HGV vehicles will be detrimental to neighbouring properties and residents by way of creating significant additional noise and air pollution. The Committee noted the Wokingham Borough Local Development Framework (January 2010) in which, under CP1 Sustainable development, it advises that planning permission will be granted for development proposals that 8) Avoid areas where pollution (including noise) may impact on the amenity of future occupants.

The proposed buildings to the East of the site would be overbearing due to height and massing to those neighbouring properties on Gemini Road. Operations taking place outside of regular business hours (9am-5pm) would be detrimental to those residents in the surrounding streets.

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Application Number	Expiry Date	Parish	Ward
220654	29/04/2022	Charvil	Charvil;

Applicant	Mr Hargunus
Site Address	14 Chiltern Drive, Charvil, RG10 9QF
Proposal	Application to vary condition 2 of application 212989 for the proposed erection of a single storey rear extension with 1 no. roof light following demolition of existing conservatory and existing rear extension (part retrospective). Condition 2 refers to the approved plans and the variation is to allow an increase in the height of the roof. (Retrospective)
Type	Full
Officer	James Fuller
Reason for determination by committee	Listed on the request of Councillor Sam Akhtar.

FOR CONSIDERATION BY	Planning Committee on Wednesday, 11 May 2022
REPORT PREPARED BY	Assistant Director – Place

SUMMARY
<p>The application seeks to vary condition 2 of application 212989, for the proposed erection for a single storey rear extension. The variation is to allow an increase in the height of the roof, which is retrospective.</p> <p>The increased height of the roof from 2.65 metres to 2.9 metres is considered minor and is not considered to result in significant harm to the amenities of the adjacent neighbours or the character of the area. The scale of the development is commensurate with the host dwelling and application site, whilst the minor increase in height would not impact the flood risk or drainage.</p> <p>For these reasons the application is recommended for approval.</p>

PLANNING STATUS
<ul style="list-style-type: none"> • Limited development location • Flood Zone 2 Area

RECOMMENDATION

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

A. Conditions and informatives:

Conditions:

Condition 2 now reads:

2. Approved details

This permission is in respect of the submitted application plans and drawings numbered (A-1000 REV A) (A-1100 REV B) (A-1010 REV B) received by the local planning authority on the 1st March 2022 & 11th March 2022. The development shall be retained in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

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

Condition 5 now reads:

5. The drainage details as approved by application 212989 and implemented shall be retained in accordance with the submitted details.

Reason: To prevent increased flood risk from surface water run-off. Relevant policy: NPPF Section 14 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Core Strategy policy CP1 and Managing Development Delivery Local Plan policies CC09 and CC10.

All other conditions of planning permission 212989 apply to this planning permission, viz:

1. Deleted.

Reason: As the development has already been implemented, Condition 1 of application 212989 is no longer applicable.

2. See above.

Reason: See above.

3. Deleted.

Reason: As the development has already been implemented, Condition 3 of application 212989 that relates to the proposed materials is no longer applicable.

4. Restriction of permitted development rights - windows

Notwithstanding the provisions of the Town and Country Planning, (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no additional windows or similar openings shall be constructed in the first-floor level or above in the west elevation of the [building/extension] hereby permitted except for any which may be shown on the approved drawing(s).

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

5. See above.

Reason: See above.

Informatives:

1. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development as set out in the NPPF.

2. Whilst it would appear from the application that the proposed development is to

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

PLANNING HISTORY		
Application Number	Proposal	Decision
041787	Proposed single storey side & rear extensions to dwelling, plus front porch.	Approved: August 2004
040127	Proposed erection of a front canopy to dwelling.	Approved: December 2004
050554	Application for a certificate of proposed lawful development for the erection of a detached storage building.	Approved: November 2005
172243	Householder application for proposed erection of first floor side extension to dwelling.	Refused: November 2017
173680	Householder application for proposed erection of first floor side extension to dwelling.	Approved: May 2018
212989	Householder application for the proposed erection of a single storey rear extension with 1 no. roof light following demolition of existing conservatory and existing rear extension (part retrospective).	Approved: November 2011
214109	Householder application for the proposed erection of an infill front extension following demolition of existing front porch and replacement columns.	Approved: January 2022

SUMMARY INFORMATION
For Residential Site Area 490.8m ² Existing parking spaces - 2 Proposed parking spaces - 2

CONSULTATION RESPONSES
None

REPRESENTATIONS

Town/Parish Council: Objection:

- Charvil Parish Council believes that the application should be refused, as an approval sets a dangerous precedent in encouraging other unauthorised developments.

Local Members: No comments received

Neighbours: Three letters received objecting to the development which are summarised as follows:

- It will invade the privacy of neighbouring residents.
- The scale of the dwelling is now out of keeping with the others properties in the area.
- Will impact the mental health of neighbouring residents.
- The main steel mentioned in this application was already in place in July 2021, when the unauthorised development was first reported.
- A person who has undertaken unauthorised development has only one opportunity to obtain planning permission after the event. **(Officer Note: the previous breach was remedied through the previous application)**
- Lack of drainage details.
- Dates provided are inaccurate.
- The development looks unsightly.
- Inaccurate plans.
- Out of character with the area.
- Has ruined the outlook for neighbouring residents.

APPLICANTS POINTS
<ul style="list-style-type: none"> • The roof height has had to change to allow for ceiling joists and insulation. • The agent has tried to accommodate the neighbours' comments. • The current height of the roof adjacent to boundary is lower than the original roof. • The increase in height of the roof is minor. • The extension is forward of the adjacent properties, with no implication for casting shadows to adjacent properties.

PLANNING POLICY		
National Policy	NPPF	National Planning Policy Framework
Adopted Core Strategy DPD 2010	CP1	Sustainable Development
	CP3	General Principles for Development
	CP9	Scale and Location of Development Proposals
Adopted Managing Development Delivery Local Plan 2014	CC01	Presumption in Favour of Sustainable Development
	CC02	Development Limits
	CC03	Green Infrastructure, Trees and Landscaping
	CC04	Sustainable Design and Construction
	CC09	Development and Flood Risk (from all sources)
	CC10	Sustainable Drainage

Supplementary Planning Documents (SPD)	BDG	Borough Design Guide – Section 4
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PLANNING ISSUES

Description of Development:

1. The application is retrospective, consisting of varying Condition 2 of application 212989 to increase the height of the approved single storey rear extension. The proposed elevation plans under application 212989 showed the height of the proposal to be approximately 2.65 metres, however the extension has been constructed with a height of approximately 2.9 metres.

Principle of Development:

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

Character of the Area:

4. The Borough Design Guide provides guidance on rear extensions and states that the *'Maximum eaves and ridge height should be no more than those of the existing property.'* Therefore, the proposed single storey rear extension complies with the Borough Design Guide and despite the increased height of the development, it remains as a modest, subservient feature to the host dwelling.
5. The property has a large rear garden, and the increased height does not cause the rear extension to appear cramped on the plot.
6. The proposal is located to the rear of the property and would not be visible from the public realm. As such, the rear extension would have no impact upon the character of the area.
7. The small increment has not significantly altered the appearance of the dwelling and the extension satisfactorily ties into the character of the existing dwelling. The proposal has not detracted from any special or distinctive qualities of the host property.

Residential Amenities:

8. The increased height of the roof is minor. There are no additional windows proposed as part of the variation application and therefore the level of overlooking has not increased.
9. Despite the small increase, the proposal remains at a modest height of approximately 2.9 metres. As such, this would not result in an unacceptable degree of overshadowing to the adjacent properties.
10. As mentioned under application 212989, the development projects no further on the western boundary than an existing extension. The small increase in height of the roof would not create a detrimental overbearing impact.

Flooding and Drainage:

11. As the application site is within Flood Zone 2, the vulnerability of the proposal must be considered in order to comply with Policy CC09 of the MDD. The applicant submitted a site-specific Flood Risk Assessment for application 212989 which concluded the development has an acceptable flood risk. The slight increase in the roof height would not affect the conclusions of this report or raise concern.

Amenity Space for future occupiers:

12. The resulting rear amenity space between the rear wall of the proposal and the detached outbuilding would be approximately 15 metres in length and therefore would remain over the recommended minimum depth of 11 metres for private garden space, set out in the Borough Design Guide.

CONCLUSION

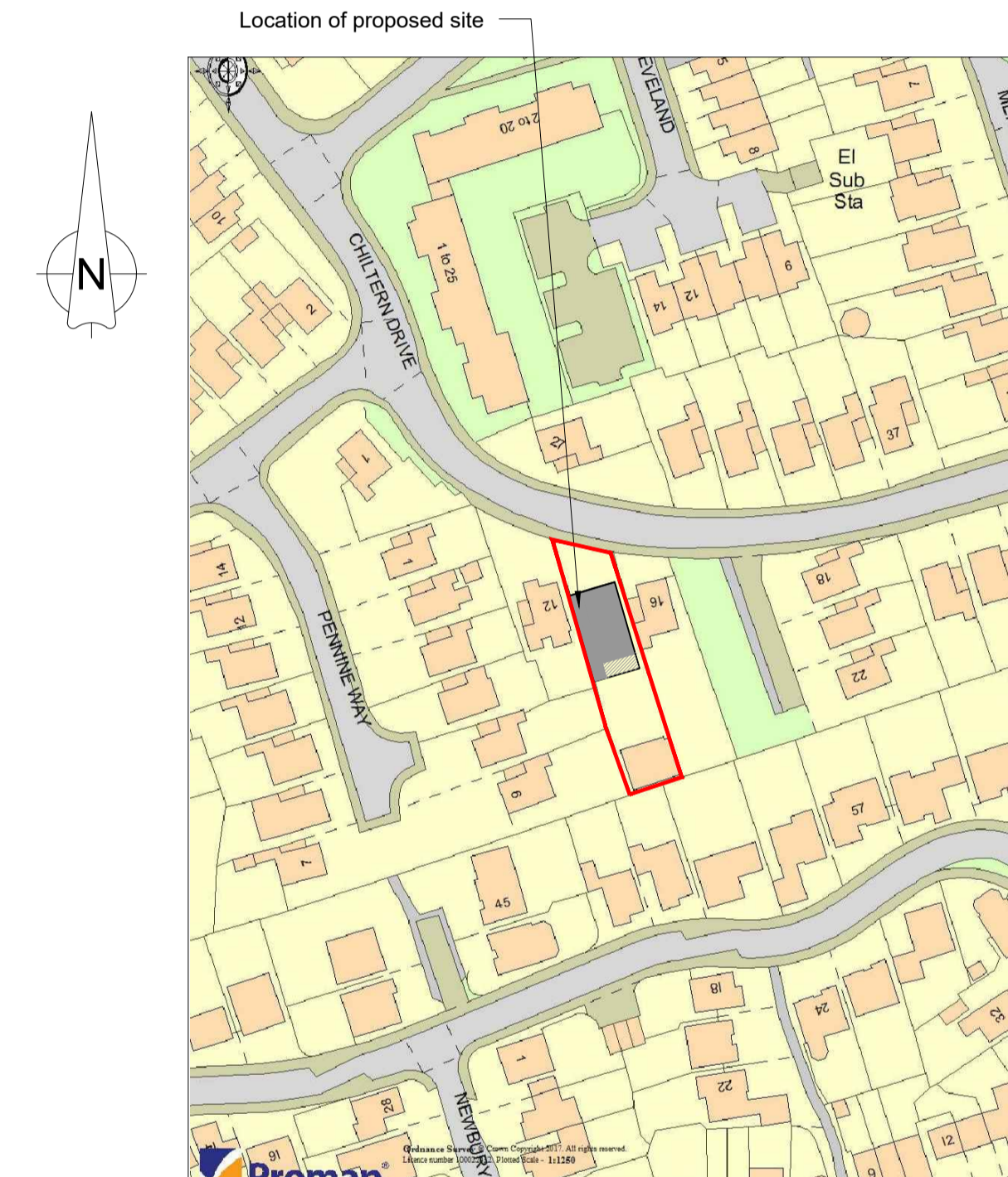
13. In summary, the increased height of the single storey rear extension is minor and the resultant structure remains subservient to the host dwelling. The development would not be visible from the public realm, thus would not adversely impact the character and appearance of the property and the street scene. The increased height of the roof would also not cause any significant harm to adjoining neighbours. As such, this application to vary condition 2 of application 212989 is recommended for approval.

The Public Sector Equality Duty (Equality Act 2010)
--

<i>In determining this application the Council is required to have due regard to its obligations under the Equality Act 2010. The key equalities protected characteristics include age, disability, gender, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief. There is no indication or evidence (including from consultation on the application) that the protected groups identified by the Act have or will have different needs, experiences, issues and priorities in relation to this particular planning application and there would be no significant adverse impacts upon protected groups as a result of the development.</i>

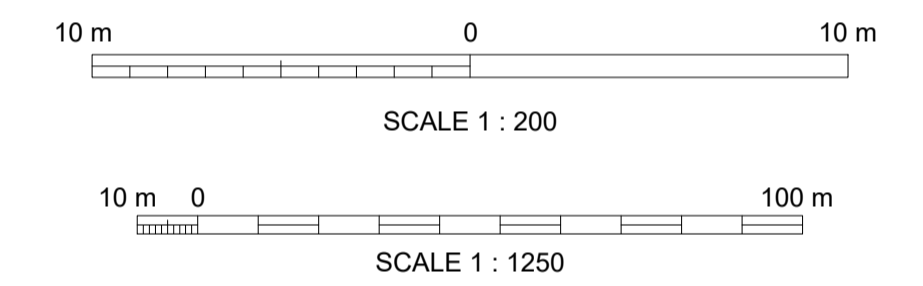


BLOCK PLAN
(SCALE 1:200)



SITE LOCATION PLAN
(SCALE 1:1250)

PLEASE NOTE THAT THE CURRENT OS-MAP AVAILABLE FOR THE LOCATION PLAN MAY NOT BE COMPLETELY UP TO DATE. PLEASE CONSULT THE PLANNING HISTORY FOR THE AREA FOR MORE ACCURATE AND UP TO DATE LAYOUTS.



REV	DATE	DRN	CHKD	APPD	DESCRIPTION
A	24.08.21	JA	DA	JA	ISSUED FOR RETROSPECTIVE PLANNING APPROVAL



E: info@bluebirdengineering.co.uk
 T: 0118 9583 551 F: 0118 9583563
 A: 110 London Street, Reading, RG1 4SJ

CLIENT **Mr Harguns**

PROJECT **14 Chiltern Drive
Charvil**

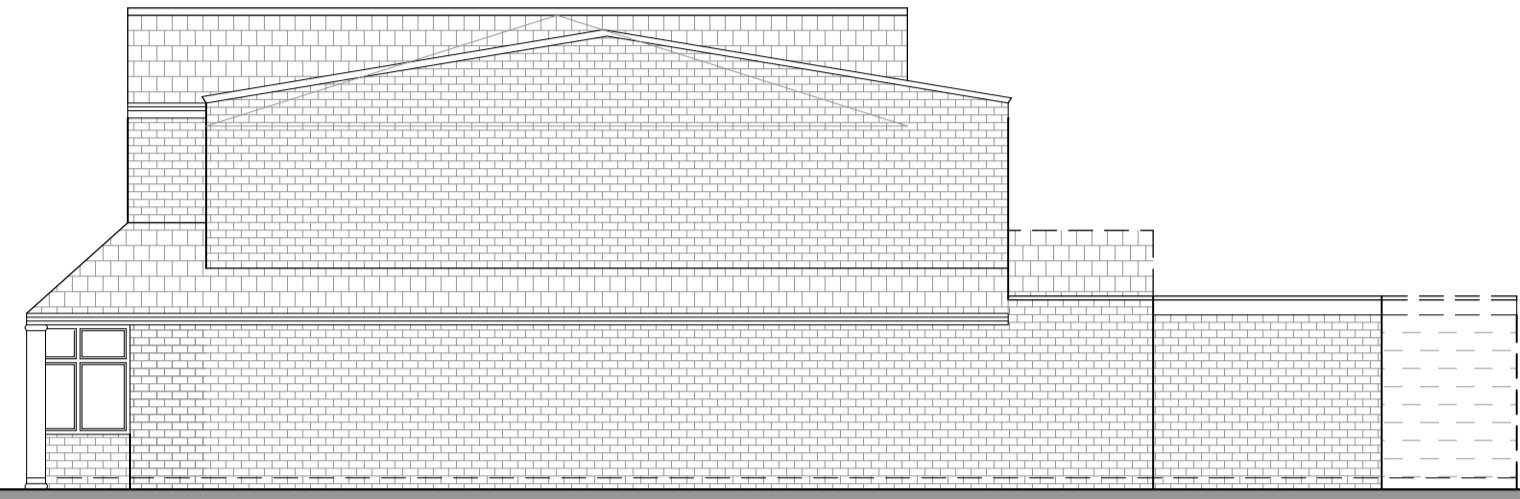
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& Block Plan**

DRAWN	DATE	SCALE
JA	Aug 21	As Shown @ A1
DRG NO	REV	
A-1000	A	

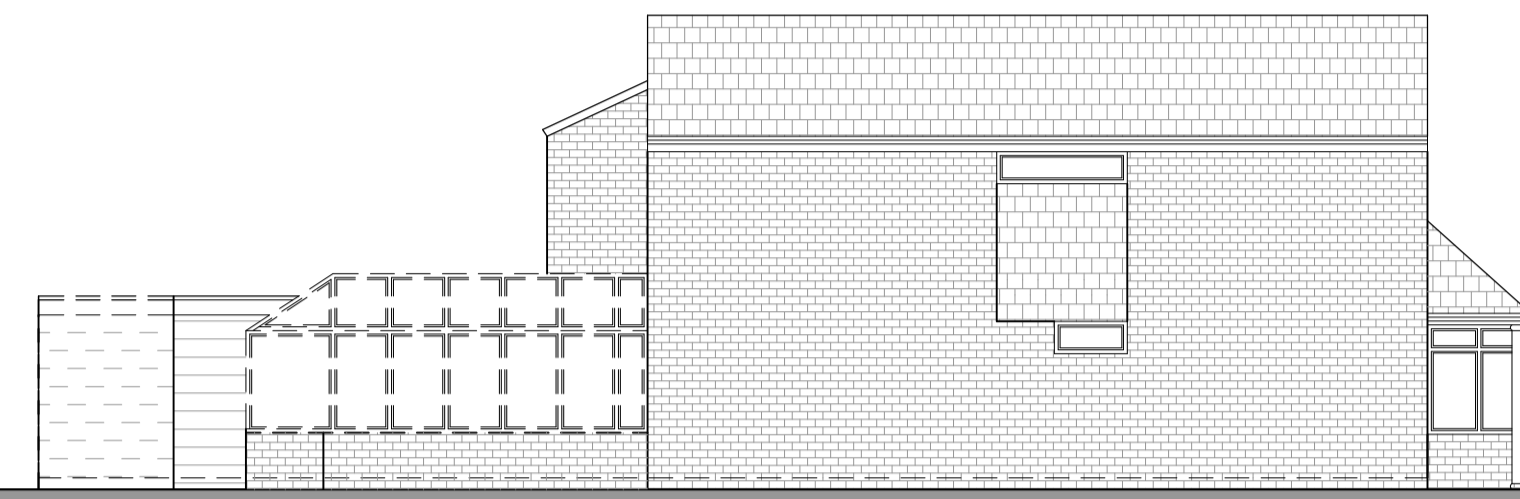
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Existing Front Elevation



Existing Side Elevation
(Structure Demolished)
Refer to Key



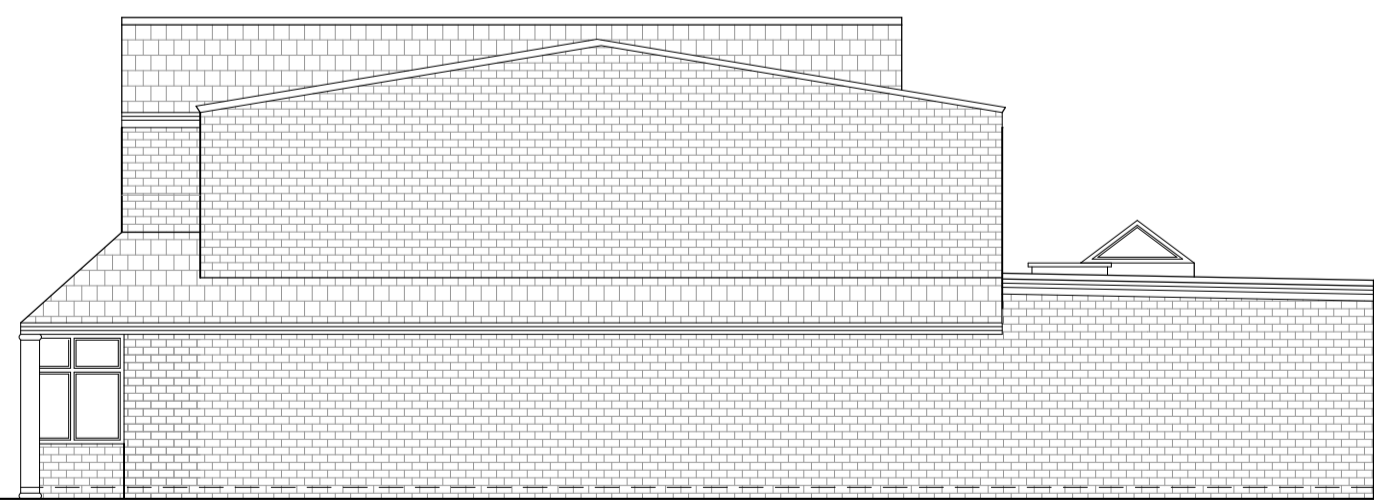
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(Structure Demolished)
Refer to Key



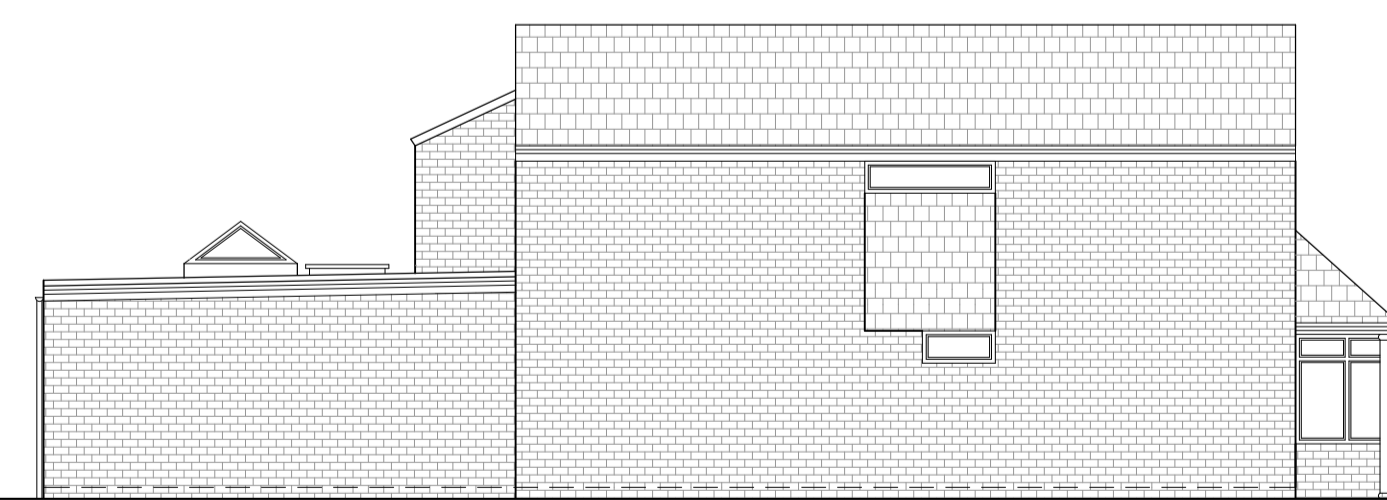
Existing Rear Elevation
(Structure Demolished)
Refer to Key



Existing and Proposed
Front Elevation



Existing and Proposed
Side Elevation



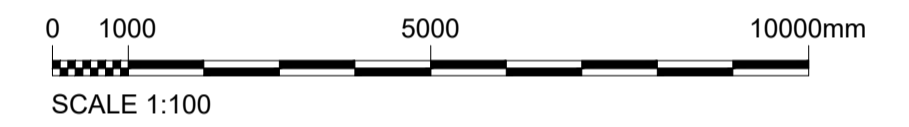
Existing and Proposed
Side Elevation



Existing and Proposed
Rear Elevation

Key

----- Area Demolished



REV	DATE	DRN	CHKD	APPD	DESCRIPTION
B	11.03.22	JA	DA	JA	ISSUED WITH ELEVATIONS UPDATED
A	24.08.21	JA	DA	JA	ISSUED FOR RETROSPECTIVE PLANNING APPROVAL

DRAWING STATUS
For Approval



E: info@bluebirdengineering.co.uk
T: 0118 9583 551 F: 0118 9583 563
A: 110 London Street, Reading, RG1 4SJ

CLIENT **Mr Harguns**

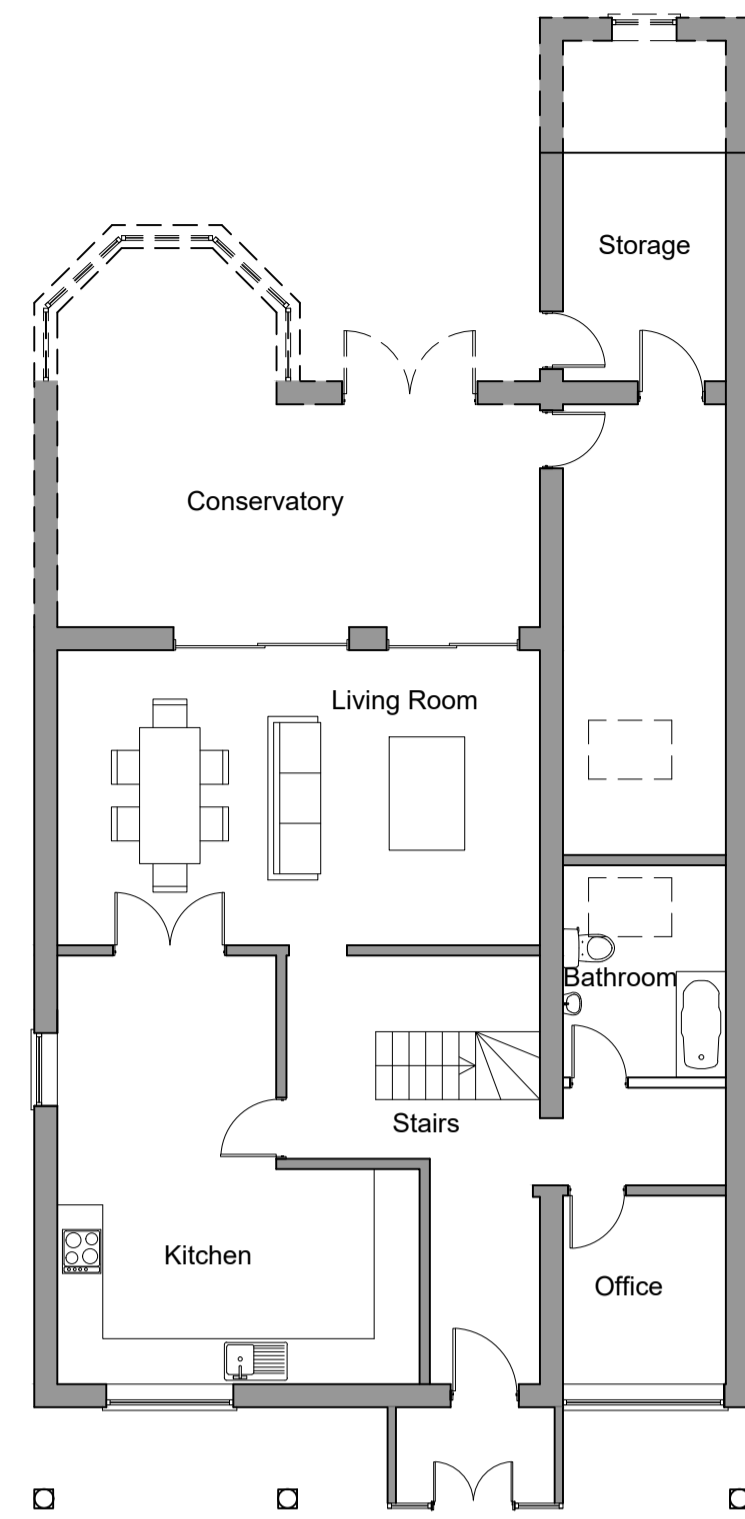
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Charvil**

TITLE **Existing and Proposed
Elevations**

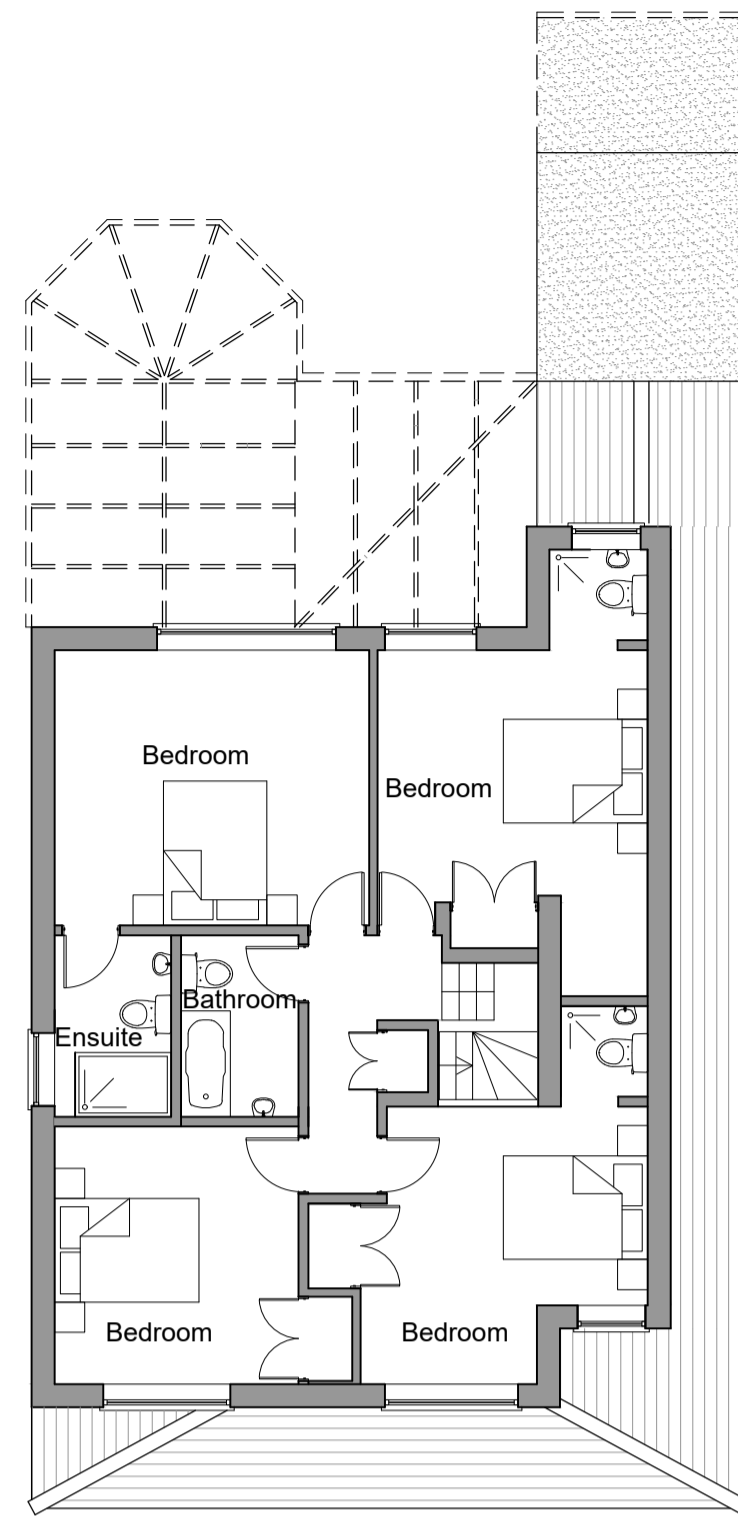
DRAWN JA DATE Aug 21 SCALE 1:100 @ A1

DRG NO A-1100 REV B

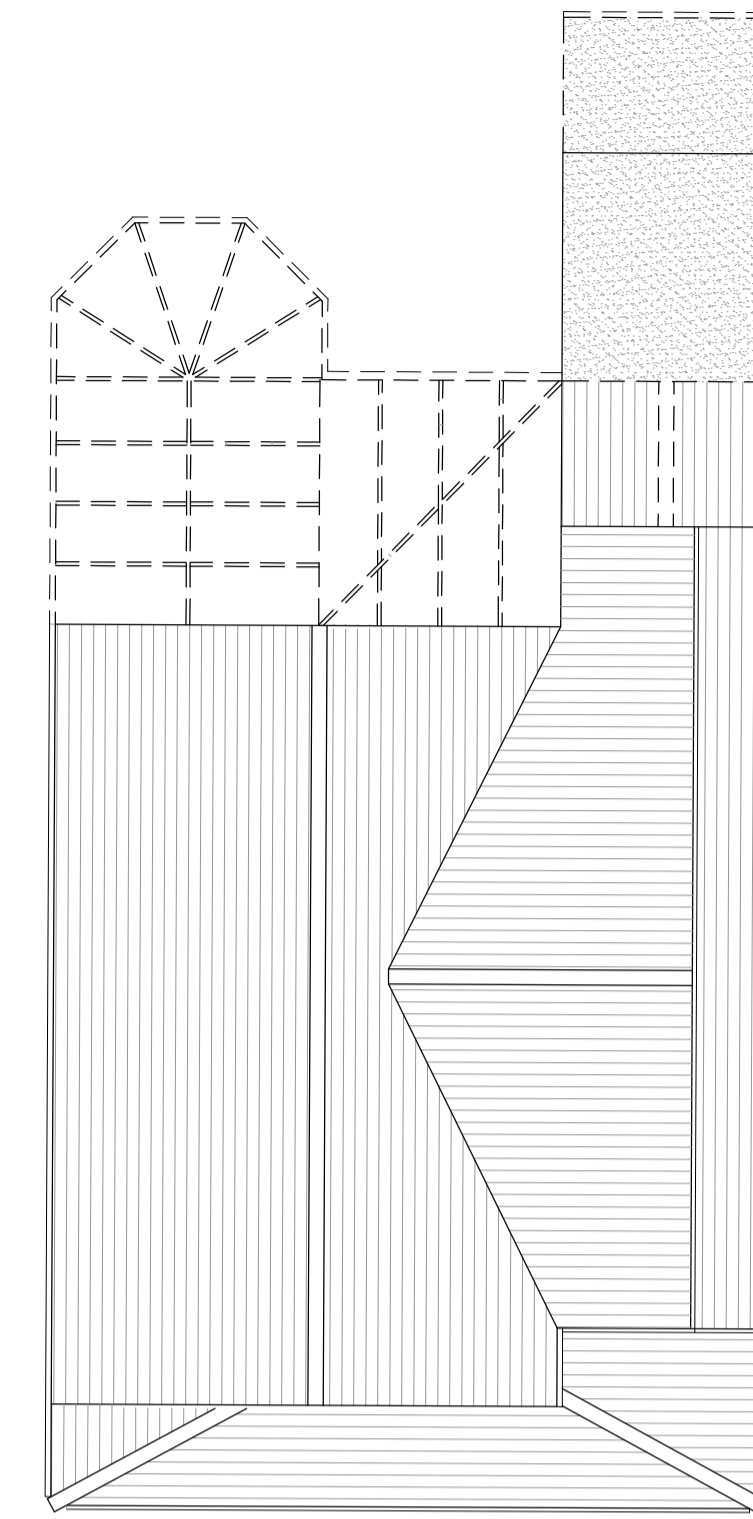
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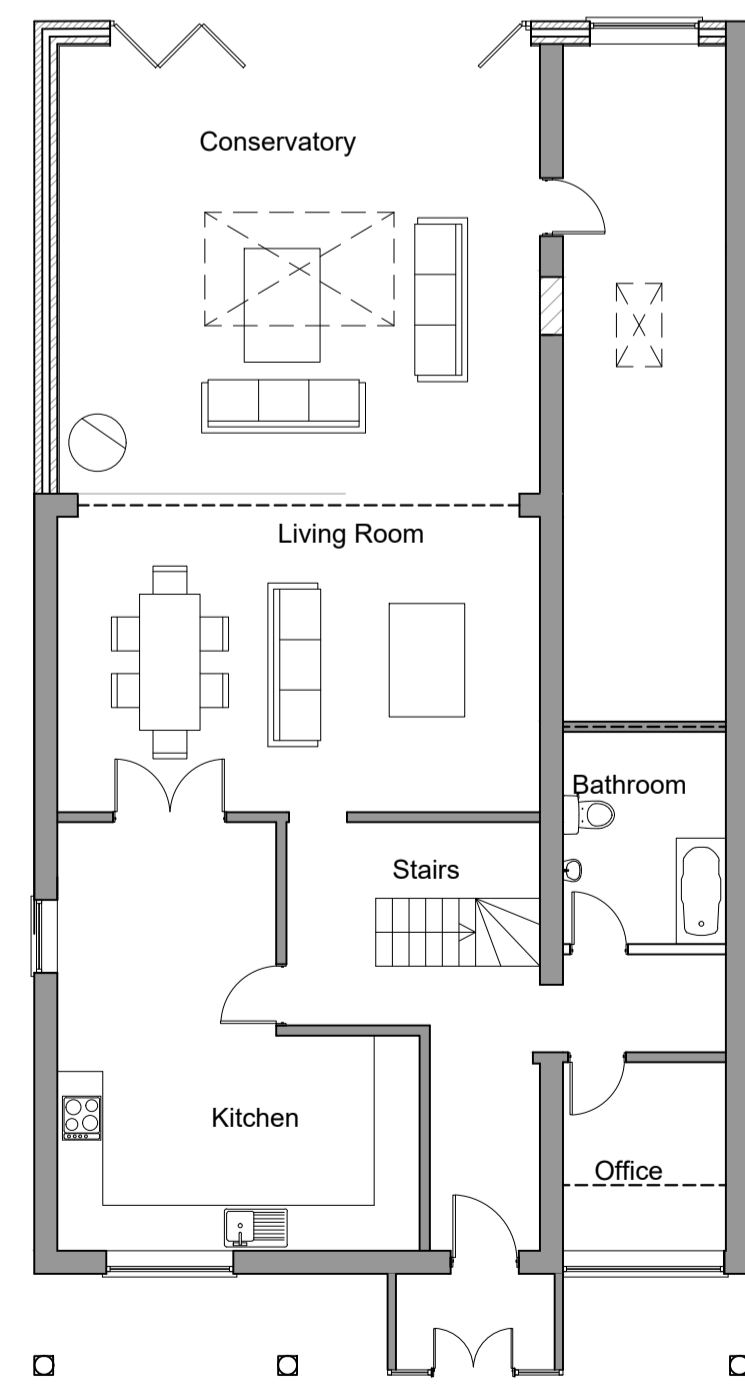
Existing Ground Floor
(Structure Demolished)
Refer to Key



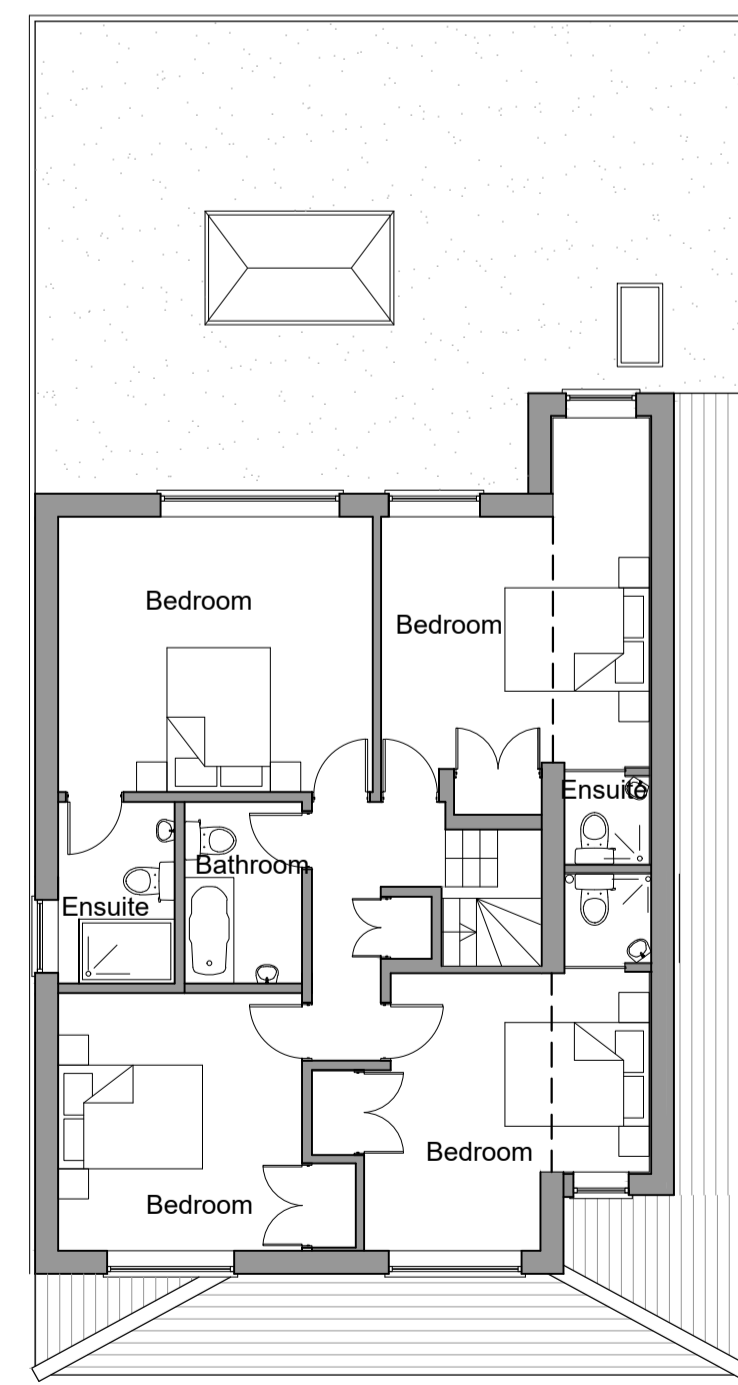
Existing First Floor
(Structure Demolished)
Refer to Key



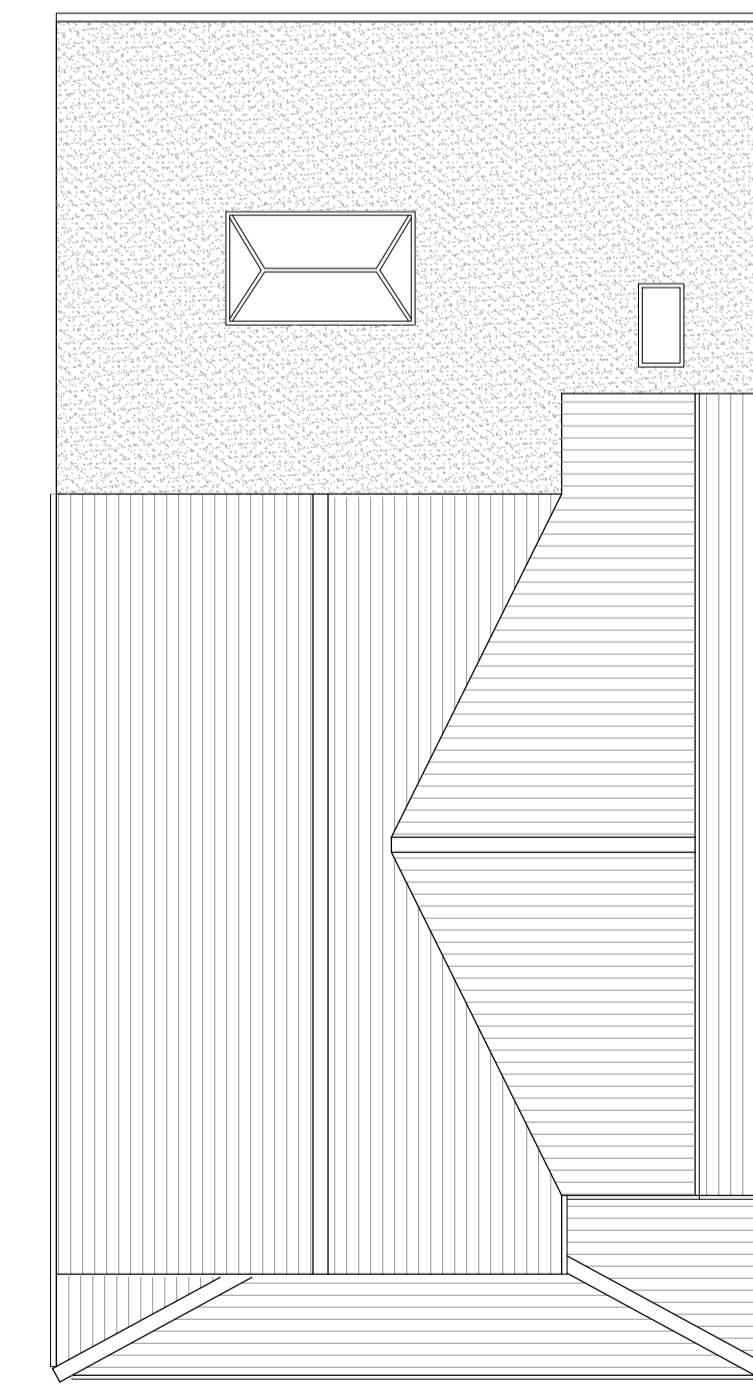
Existing Roof
(Structure Demolished)
Refer to Key



Existing & Proposed
Ground Floor



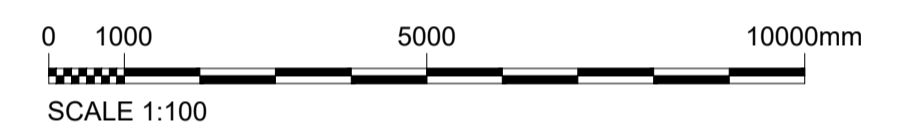
Existing & Proposed
First Floor



Existing & Proposed
Roof

Key

- Area Demolished
- Existing Wall
- New Cavity Wall



REV	DATE	DRN	CHKD	APPD	DESCRIPTION
B	11.03.22	JA	DA	JA	ISSUED WITH SKYLIGHTS CHANGED
A	24.08.21	JA	DA	JA	ISSUED FOR RETROSPECTIVE PLANNING APPROVAL

DRAWING STATUS

For Approval



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T: 0118 9583 551 F: 0118 9583 563
A: 110 London Street, Reading, RG1 4SJ

CLIENT	Mr Harguns	
PROJECT	14 Chiltern Drive Charvil	
TITLE	Existing and Proposed Plans	
DRAWN	DATE	SCALE
JA	Aug 21	1:100 @ A1
DRG NO	REV	
A-1010	B	

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Application Number	Expiry Date	Parish	Ward
220570	EXT	Wokingham Town	Wescott

Applicant	Wokingham Borough Council
Site Address	St Crispin's School, London Road, Wokingham, RG40 1SS
Proposal	Full application for the proposed erection of a two-storey modular classroom unit to provide 4 no. classrooms plus additional office and WC facilities for a temporary period of two years.
Type	Full
Officer	Sophie Morris
Reason for determination by committee	Applicant is WBC

FOR CONSIDERATION BY	Planning Committee on Wednesday, 11 May 2022
REPORT PREPARED BY	Assistant Director – Place

SUMMARY
<p>The proposed development relates to the temporary provision of a two-storey modular classroom building on the site of St. Crispin's school, which is a WBC state funded secondary and sixth form school. Permission is sought for a temporary period of 2 years in order to assist the school with accommodating an additional 30 pupil intake in September 2022 and to help alleviate existing timetabling pressures arising from a classroom shortage on the site. The development will also mean the requirement for one additional staff member.</p> <p>It is considered that the proposal would be compatible with its immediate surroundings in the context of the school setting and would preserve the setting of the original part of the school which is Grade II Listed. Neither Historic England nor WBC's Conservation Officer raised any objection in this regard. It would also not give rise to concerns relating to parking or traffic impacts, or to the protection of the existing residential amenities of the nearest residents, given the location of the proposal which would be set a considerable distance in from the boundary of the school grounds.</p> <p>The proposal would therefore acceptably accommodate an immediate need for additional teaching provision on the site and is considered to accord with relevant policies contained within the NPPF as well as WBC's adopted Core Strategy and as such is being recommended for conditional approval.</p>

PLANNING STATUS
<ul style="list-style-type: none"> • Listed Buildings (Grade II) • Major development location • Special Protection Area – 5 and 7 km

RECOMMENDATION

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

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 following submitted application plans and drawings:

Site Plan 220016-2-101 Rev E; Proposed Car Parking Plan 22016-2-103 Rev D; Elevations 22016-3-103 Rev B; Floorplans 220016-3-101 Rev A; REDS10- 4 Classroom Block - overview

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. Development to be removed after temporary period

The development hereby permitted shall be removed and the land restored to its former condition on or before the expiration of two years from the date of this permission, in accordance with a scheme of work that shall have first been submitted to and approved in writing by the local planning authority.

Reason: The type of building is not one that the local planning authority is prepared to approve other than for a limited period, having regard to the materials and type of structure proposed. Permission is only given because of the demonstrated educational need. Relevant policy: Core Strategy policies CP1 and CP3.

4. External materials

The development hereby permitted shall be constructed in accordance with the material schedule as detailed on drawing reference 'REDS10- 4 Classroom Block'. Development shall not be carried out other than in accordance with the so-approved details.

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

5. 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.

6. Parking to be provided

No part of the building hereby permitted shall be occupied or used until the vehicle parking spaces have been provided in accordance with the approved plans. The vehicle parking spaces 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.

7. Cycle parking to be provided

Prior to the first use of the building hereby approved, the location of the proposed covered parking storage for cycles shall be agreed in writing by the Council. The cycle parking as approved shall be installed prior to the first use of the development permitted and permanently retained as approved for the parking of bicycles and for no other purpose.

Reason: In order to ensure that secure weather-proof bicycle parking facilities are provided so as to encourage the use of sustainable modes of travel. Relevant policy: NPPF Section 9 (Sustainable Transport) and Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

8. 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.

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

9. Landscaping

Prior to the commencement of the development, there shall be submitted to and approved in writing by the local planning authority a scheme of landscaping, which shall specify species, planting sizes, spacing and numbers of trees/shrubs to be planted, and any existing trees or shrubs to be retained.

Planting shall be carried out in accordance with the approved details in the first planting and seeding seasons following the occupation of the building(s).

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

*Reason: To ensure adequate planting in the interests of visual amenity.
Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21.*

10. Protection of trees

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

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

11. Travel Plan

Within 6 months of the commencement of the development an updated Travel Plan shall be submitted to and approved in writing by the local planning authority. The

travel plan shall take into account the development hereby approved and shall include a programme of implementation, with proposals to promote sustainable travel patterns at the school, and provide for periodic review. The updated travel plan shall be fully implemented, maintained and reviewed as so approved.

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

12. Drainage

No development shall take place until details of the surface water drainage system have been submitted to and approved in writing by the LPA. The details shall include how the site currently drains and will be drained after proposed development with consideration to SuDS methods and approvals for drainage system connection if necessary. The approved scheme shall be implemented prior to the first occupation of the development and shall be maintained in the approved form for as long as the development remains on the site.

Reason: To prevent increased flood risk from surface water run-off. Relevant policy: NPPF Section 14 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Core Strategy policy CP1 and Managing Development Delivery Local Plan policies CC09 and CC10.

13. Ecological Enhancements

Prior to the first use of the building hereby approved, details of ecological enhancements shall be submitted and approved by the local planning authority. The details as approved shall be implemented in accordance with the approved details and retained as approved thereafter.

Informatives:

1. The development accords with the policies contained within the adopted / development plan and there are no material considerations that warrant a different decision being taken.
2. The applicant is reminded that this approval is granted subject to conditions which must be complied with prior to the development starting on site. Commencement of the development without complying with the pre-commencement requirements may be outside the terms of this permission and liable to enforcement action. The information required should be formally submitted to the Council for consideration with the relevant fee. Once the details have been approved in writing the development should be carried out only in accordance with those details. If this is not clear please contact the case officer to discuss.
3. 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.
4. 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.

5. The applicant is advised that the fitting of a sprinkler system should be considered at the premises prior to the operation of the building as approved.

6. The requisite Travel plan would need to comply with the latest national and local guidance:

- 1) NPPF Section 9 (Sustainable Transport)
- 2) The Essential Guide to Travel Planning (DfT, March 2008)
- 3) Delivering Travel Plans Through the Planning Process (DfT, April 2009)
- 4) A Guide on Travel Plans for Developers (DfT)
- 5) Making Residential Travel Plans Work (DfT, June 2007) All accessible at:
<http://www.dft.gov.uk/pgr/sustainable/travelplans/>
<https://www.gov.uk/government/policies/improving-local-transport>

Also:

WBC Transport Plan 3 and Active Travel Plan 2011 – 2026

WBC Workplace Travel Plan Guidance and Residential Travel Plan Guidance

Documents, covering workplace travel plans and residential travel plans provide local guidance and are available on the Borough's website.

7. 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.

RELEVANT PLANNING HISTORY		
Application Number	Proposal	Decision
220678	Full application for the proposed erection of 2 no. single storey modular units to provide changing facilities.	Approved
160421	Full Planning application for the erection of a 2 storey 6th form block, the creation of a new staff parking area via Rances Lane, alterations to the existing car park, provision of a new MUGA (Multi Use Games Area), and use of the existing Sixth Form as a new ASD (Autism Spectrum Disorder) Unit involving the erection of 2 Canopies and the provision of a drop off area.	Approved
112471	Proposed erection of two storey building to contain 9 science laboratories, a multi-use space, a lecture forum, prep rooms, toilets and staff area with an internal courtyard covered by 2 storey high flat roofed steel frame canopy.	Approved

	Provision of new hardplay area to create 4 new tennis courts.	
091533	Proposed installation of modular double classroom unit to rear of school for a temporary period of 5 years.	Approved

SUMMARY INFORMATION	
Existing number of pupils	1230
Proposed number of pupils	1260
Existing number of teaching staff (FTE)	129
Proposed number of teaching staff (FTE)	130
Existing parking spaces	129 (inc.4 no. disabled spaces)
Proposed parking spaces	131 (inc.4 no. disabled spaces)
Proposed additional floorspace	576sq.m

CONSULTATION RESPONSES	
Royal Berkshire Fire and Rescue	No objection
WBC Cleaner and Greener	No comments received
WBC Drainage	No objection subject to condition 12
WBC Education (School Place Planning)	No comments received
WBC Environmental Health	No comments received
WBC Health and Wellbeing	No comments received
WBC Highways	No objection
WBC Heritage & Conservation	No objection
WBC Sports Development	No comments received
WBC Tree & Landscape	No objection subject to conditions 9 & 10
WBC Property Services	No comments received
Historic England	No comment to make - refer to WBC Heritage officer for comment
Thames Water	No comments received

REPRESENTATIONS

Town/Parish Council: No comments received

Local Members: No comments received

Neighbours: No comments received

APPLICANTS POINTS
<ul style="list-style-type: none"> The proposed modular building is a much needed facility that will provide additional teaching accommodation for new pupils, as well as additional classrooms to assist with effective timetabling to improve the education of existing pupils. The proposed building will be wheelchair accessible throughout the ground floor.

PLANNING POLICY		
National Policy	NPPF	National Planning Policy Framework

Adopted Core Strategy DPD 2010	CP1	Sustainable Development
	CP2	Inclusive Communities
	CP3	General Principles for Development
	CP6	Managing Travel Demand
	CP9	Scale and Location of Development Proposals
Adopted Managing Development Delivery Local Plan 2014	CC01	Presumption in Favour of Sustainable Development
	CC02	Development Limits
	CC03	Green Infrastructure, Trees and Landscaping
	CC04	Sustainable Design and Construction
	CC06	Noise
	CC07	Parking
	CC09	Development and Flood Risk (from all sources)
	CC10	Sustainable Drainage
	TB23	Biodiversity and Development
	TB24	Designated Heritage Assets
Supplementary Planning Documents (SPD)	BDG	Borough Design Guide

PLANNING ISSUES

Description of Development:

1. The proposed development relates to the provision of a temporary two-storey, flat roof modular classroom building to be located within the grounds of St.Crispin's school in Wokingham. The building is proposed in order to facilitate the school in accommodating an additional intake of 30 pupils in September 2022, taking the number of pupils from 1230 to 1260, along with one additional member of staff. The building would also help address an existing deficit in teaching accommodation at the school.
2. The building would provide two science classrooms, two general classrooms along with WC provisions, an office and storage. Permission is sought for a temporary period of 2 years and would assist the school in addressing an immediate need for additional teaching accommodation to be available in September 2022, whilst designs for long term permanent proposals for the school are being prepared.

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. The Managing Development Delivery Local Plan (MDD) Policy CC01 states that planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay unless material considerations indicate otherwise.

4. Paragraph 95 of the NPPF states that it is important that a sufficient choice of school places is available to meet the needs of existing and new communities. It also states that Local Planning Authorities should take a proactive, positive, and collaborative approach to meeting this requirement, and to development that will widen choice in education. It continues to state that great weight should be given to the need to create, expand or alter schools through the preparation of plans and decisions on applications.
5. The site is located within a major development location and as such the principle of development is acceptable, providing that it complies with the principles stated in the Core Strategy. Policy CP2 of the Core Strategy aims to ensure that new development contributes to the formation of sustainable and inclusive communities through the provision of community facilities (including development for education), and that the requirements of children are addressed.

Character of the Area:

6. Policy CP1 of the Core Strategy states that planning permission will be granted for development proposals that *'maintain or enhance the high quality of the environment'*. Policy CP3 of the Core Strategy states planning permission will be granted if development is *'of an appropriate scale of activity, mass, layout, built form, height, materials and character to the area together with a high quality of design without detriment to the amenities of adjoining land users including open spaces or occupiers and their quality of life'*. R1 and RD1 of the Borough Design Guide requires that development contributes positively towards and is compatible with the historic or underlying character and quality of the local area.
7. The main block of the original school building is a grade 2 listed property, constructed of precast concrete panels bolted to a lightweight steel frame and was listed for its early demonstration of the way these prefabrication techniques could be applied to multi-storey buildings. The school has been extended over time through various extensions, and additional buildings set around the original school building, including the most recent addition of a two-storey sixth form block which was granted permission in 2016.
8. The proposed modular building would be located on the southern side of the cluster of buildings on site, between an existing single storey classroom and the two-storey sixth form block on land categorised within the BB103 guidelines as 'soft outdoor informal/social area', with the school playing fields beyond it to the south. Due to the existing surplus provision of approx. 10,000sq.m of this category of open space on the site, the presence of the proposed building would not result in a reduction in this area that would be harmful to the overall provision on site.
9. The building would be physically separated from the original listed part of the school by other buildings which have been added to the site over time. The facades would comprise of single-ply membrane grey panels, along with white UPVC windows, which would be reflective of the existing external characteristics of other buildings on the site. It would be accessed from the existing footpath which serves other buildings and the sixth form block in this part of the site. Whilst temporary in nature, it is not considered that the building would appear at odds with regards to its design in relation to other buildings located within the school grounds but would appear appropriate for its intended use and compatible in scale and appearance to its surroundings.

10. It is therefore considered that the proposed temporary modular building will have a minimal visual impact when considered in the context of its immediate surroundings within the school site, as well as the surrounding area. It will also not be visible from public vantage points outside of the site, and as such the proposal is not considered to be harmful to the character of the surrounding area in accordance with the requirements of Core Strategy policies CP1 and CP3, and the principles of the Borough Design Guide.

Residential Amenities:

11. The nearest residential properties to the proposed location of the modular building are located in Pages Croft adjacent to the southern boundary of the site. However, this is around 120m away from the proposed location of the building and would therefore be well in excess of the Borough Design Guide separation distances. It is therefore not considered that the location, scale and appearance of the modular building on the school site would result in significant harm to the existing residential amenities of surrounding residential occupiers by reason of loss of outlook, loss of privacy or by being overbearing.

Heritage:

12. The Planning (Listed Buildings and Conservation Areas) Act 1990 establishes a statutory duty to consider the effect on heritage assets: development should preserve or enhance the character and setting of listed buildings. The NPPF stresses the need to avoid or minimise conflict between the conservation of listed buildings and development (paragraph 190), and states that any harm to a listed building needs to be clearly and convincingly justified (paragraph 194) and weighed against the public benefits of the proposals (paragraph 196).
13. In considering designated heritage assets, the NPPF (Para 132) requires 'great weight to be given to the asset's conservation', and that any harm should require 'clear and convincing justification'. The MDD Local Plan (TB24) requires that '...works to or affecting heritage assets or their setting to demonstrate that the proposals would at least conserve and, where possible enhance the important character and special architectural or historic interest of the building.'
14. Both Historic England and WBC's Conservation Officer raise no objection to the proposal on grounds of the impact upon the setting of the Listed Building. As previously mentioned, the proposed building would not be sited immediately adjacent to the Listed element of the school building, and as such it is considered that its setting would be preserved and not harmed through the presence of the proposed building.

Access and Movement:

15. In line with Core Strategy Policy CP6 - Managing Travel Demand and MDDL Policy CC07 - Parking, the proposal does not generate significant issues with parking or local traffic. The proposal includes parking arrangements within the existing car park at the front of the school to accommodate the parking requirement of an additional 2 parking spaces on site, along with 12 additional cycle parking spaces. WBC Highways are satisfied with the details provided in this respect and conditions 6 & 7 require that they are in place prior to the first use of the building. Access to the site would remain unaltered and this is considered acceptable.

16. In addition, the school has an existing Travel Plan which seeks to promote alternative and more sustainable modes of travel to the site and condition 11 recommends that this is updated and submitted for approval within 6 months of the first use of the development.

Highway Safety and Traffic Impact

17. Due to the small increase in pupil intake which the proposal would facilitate, it does not give rise to concerns relating to Highway safety or Traffic Impact in accordance with MDD Policy CP6. Any potential construction related traffic issues should be satisfactorily dealt with through the submission of the Construction Method Statement as required by condition 8.

Flooding and Drainage:

18. Core Strategy Policy CP1 and MDDL Policies CC09 and CC10 establish that new development should avoid increasing and where possible reduce flood risk (from all sources) by managing surface water in a sustainable manner.
19. Due to the location of the site in Flood Zone 1, which is the lowest level of flood risk, the proposal does not raise concern in relation to the increase of flood risk arising from surface water, as there will only be a small increase in the impermeable area of the existing site through the introduction of the proposed building.
20. It is proposed that the development would connect into the existing sewer and drainage system on the site, details for which are to be submitted to the council for approval (condition 12).

Landscape and Trees:

21. Core Strategy Policies CP1 and CP3 require a high quality design that respects its context. This requirement is amplified by MDDL Policies CC03 and TB21 which require development proposals to protect and enhance the Borough's Green Infrastructure, retaining existing trees, hedges and other landscape features wherever possible and incorporating high quality - ideally native – planting as an integral part of any scheme.
22. In order to limit the extent to which the building would encroach into the existing school field area, it is proposed to relocate two trees which are currently situated where the proposed footprint of the building would be. These would be relocated to the east of the proposed location of the building along with the addition of two further trees which is welcomed and would provide additional landscape features within the site. The proposal is therefore considered acceptable in landscape terms subject to satisfactory details relating to the method of relocation and protection of the existing trees on site and details of the new trees proposed (conditions 9 and 10 refer).

Environmental Health:

23. Core Strategy Policy CP3 requires that new development should be of a high quality of design that does not cause significant detriment to the amenities of adjoining land users and their quality of life. The proposals are not introducing new development in terms of the land use, and as such, the day-to-day operations on site will remain the same as at present. The use of the site will remain unchanged and although the building will facilitate an increase in the number of pupils attending the school by 30, this is not considered significant in terms of concerns relating to noise and disturbance arising from the proposal.

24. In order to ensure that the existing residential amenities of surrounding occupiers are protected during construction, condition 5 relates to permitted hours of work during construction, and condition 8 requires the submission of a construction method statement.

Ecology:

25. MDD LP Policy TB23, Biodiversity and Development requires development proposals to incorporate new biodiversity features or enhance existing. Condition 13 is therefore recommended requiring such details to be submitted for approval and installed prior to the first use of the building.

Sustainable Design and Construction:

26. Core Strategy Policy CP1 requires development to contribute towards the goal of achieving zero carbon development by including on-site renewable energy features and minimising energy and water consumption. This is amplified by MDDL policies CC04: Sustainable design and construction and CC05: Renewable energy and decentralised energy networks and the Sustainable Design and Construction Supplementary Planning Document (May 2010).
27. However, matters relating to energy efficiency measures in this instance would be covered under Building Regulations due to the minor nature of the proposals which would result in less than 1000sq.m of additional floorspace on the site.

CONCLUSION

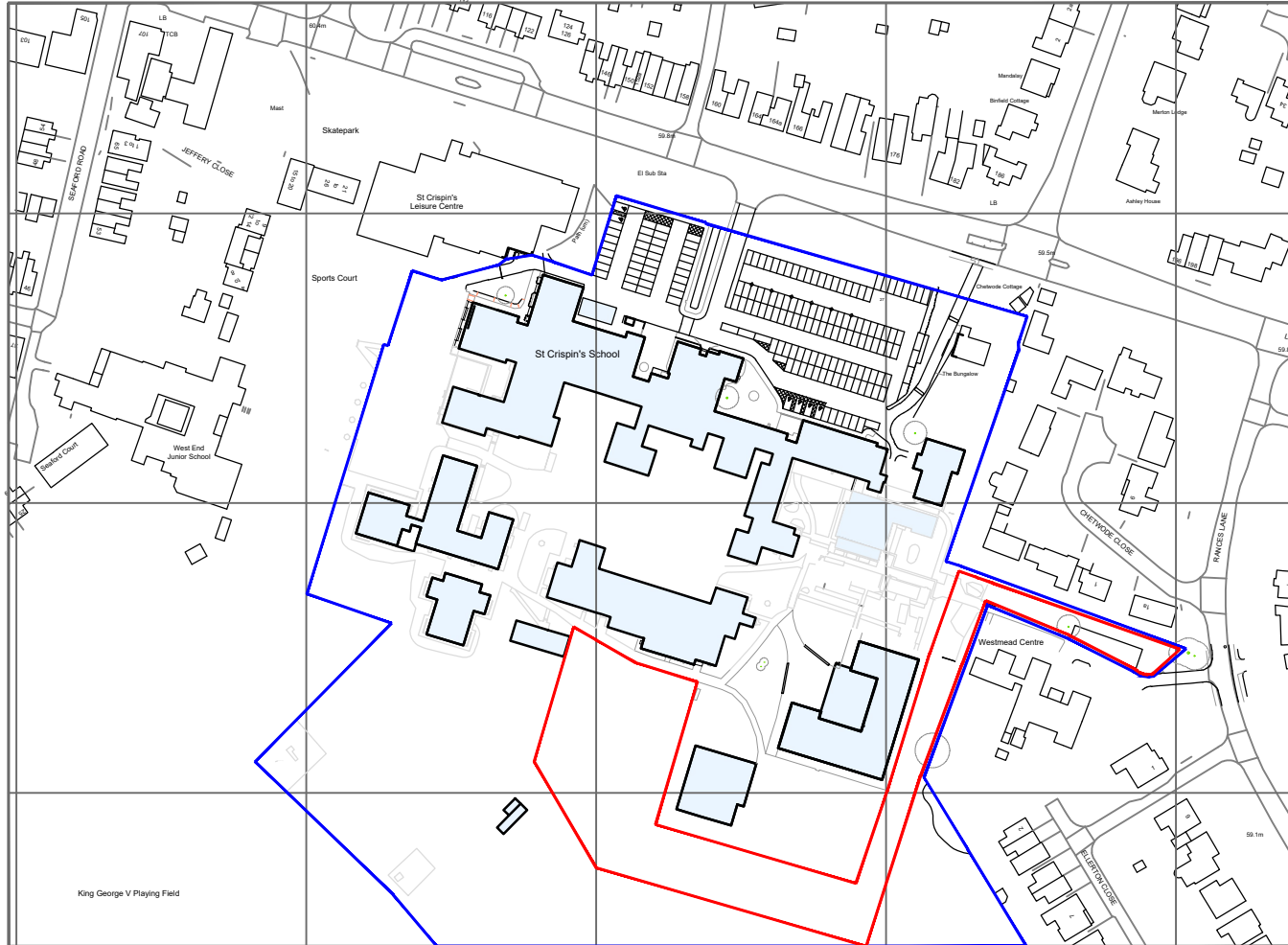
27. Taking the above into account, it is considered that the proposal would provide an acceptable on-site temporary classroom provision that would address an immediate need for the provision of additional teaching space on the site. It would be compatible with its immediate surroundings in school grounds and would preserve the setting of the original listed part of the school. It would also not give rise to concerns relating to traffic impacts, or to the protection of the existing residential amenities of the nearest residents. The proposal is therefore considered to accord with relevant policies contained within the NPPF as well as WBC's adopted Core Strategy and as such is being recommended for conditional approval.

<p>The Public Sector Equality Duty (Equality Act 2010)</p> <p><i>In determining this application, the Council is required to have due regard to its obligations under the Equality Act 2010. The key equalities protected characteristics include age, disability, gender, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief. There is no indication or evidence (including from consultation on the application) that the protected groups identified by the Act have or will have different needs, experiences, issues and priorities in relation to this particular planning application and there would be no significant adverse impacts upon protected groups as a result of the development.</i></p>

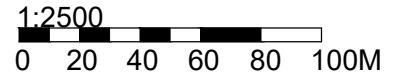
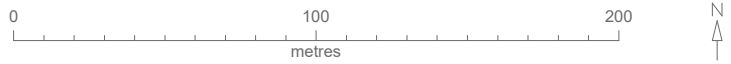
Enc. Location Plan; Proposed Site Plan; Proposed Floor Plans; Proposed Elevations; Proposed Parking

MapServe

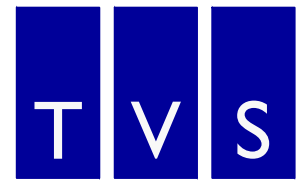
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221



Rev	Date	Description	By	Checked
C	25.04.22	Updated	SM	JW
B	09.03.22	Trees & topo added	SM	JW
A	07.03.22	Trees added	SM	JW



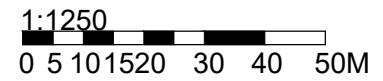
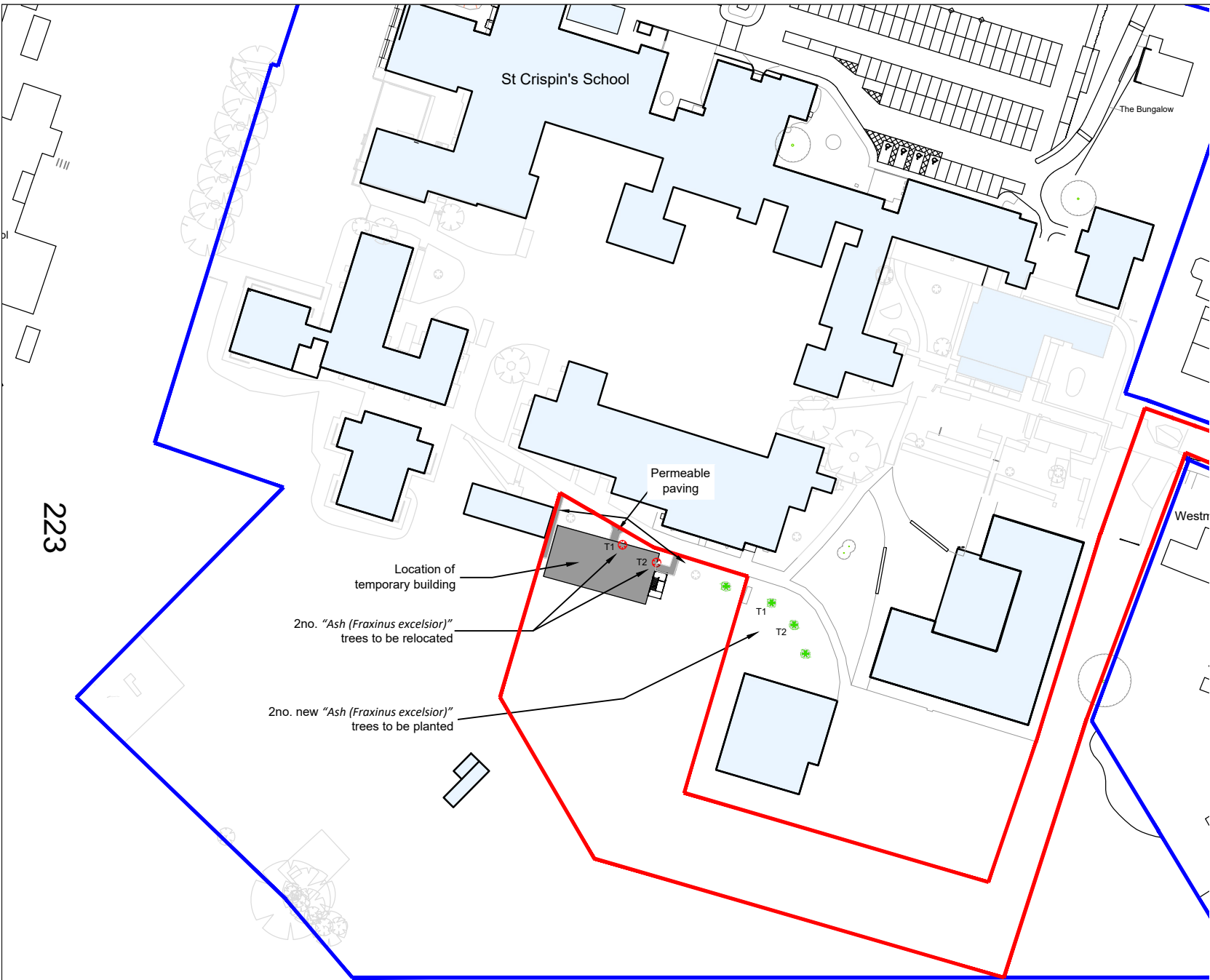
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Client:	Wokingham Borough Council
Project:	St Crispin's School, New Classroom Block
Title:	Location Plan
Drawn by	SM
Date	01/02/22
Scale:	1:2500@A4
Drawing Ref:	220016-1-101
Revision:	C

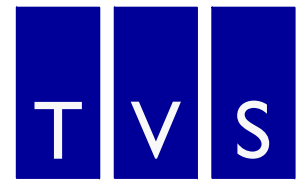
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Rev	Date	Description	By	Checked
E	27.04.22	Cycle store removed	JW	JW
D	19.04.22	Number of trees corrected	SM	JW
C	13.04.22	New cycle store added	SM	JW
B	09.03.22	Trees & topo added	SM	JW
A	07.03.22	Trees added	SM	JW

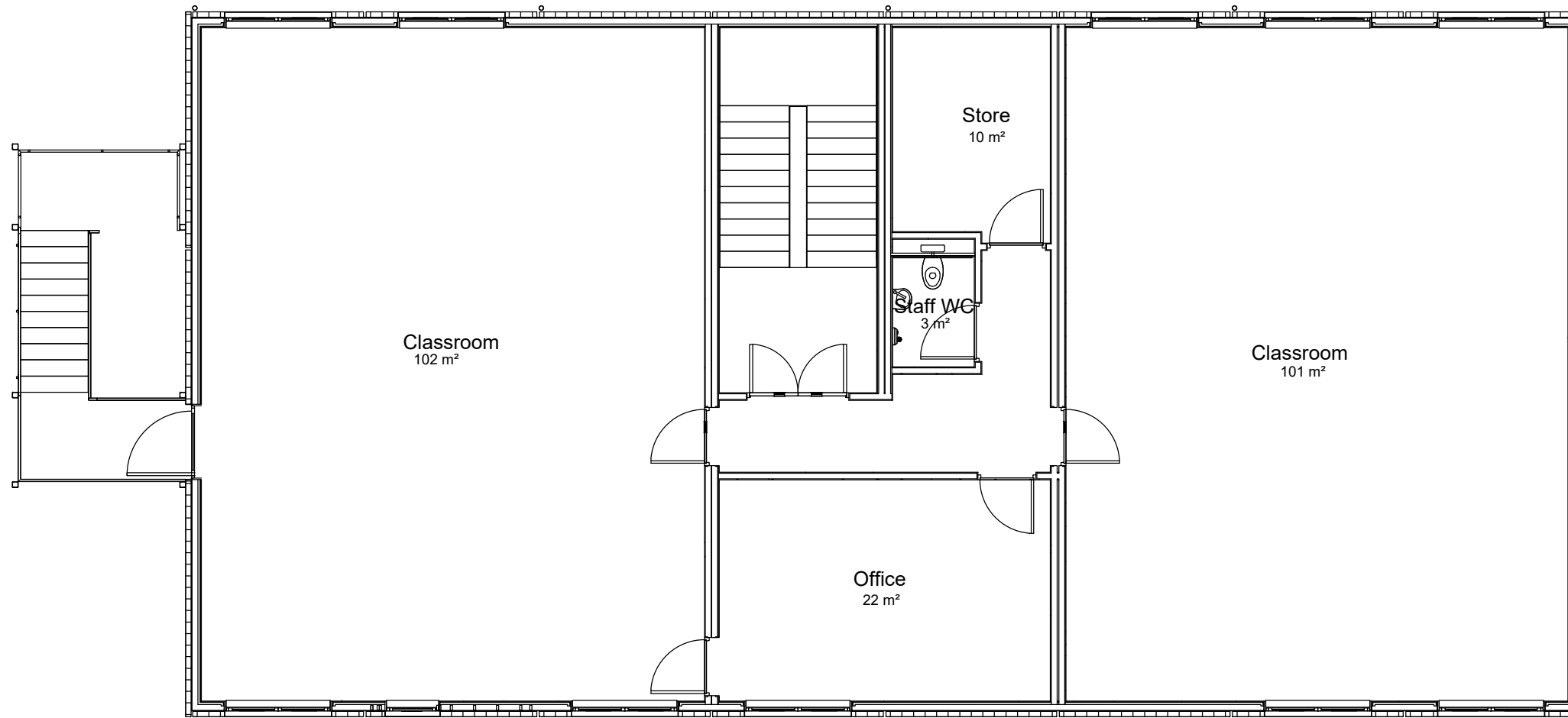


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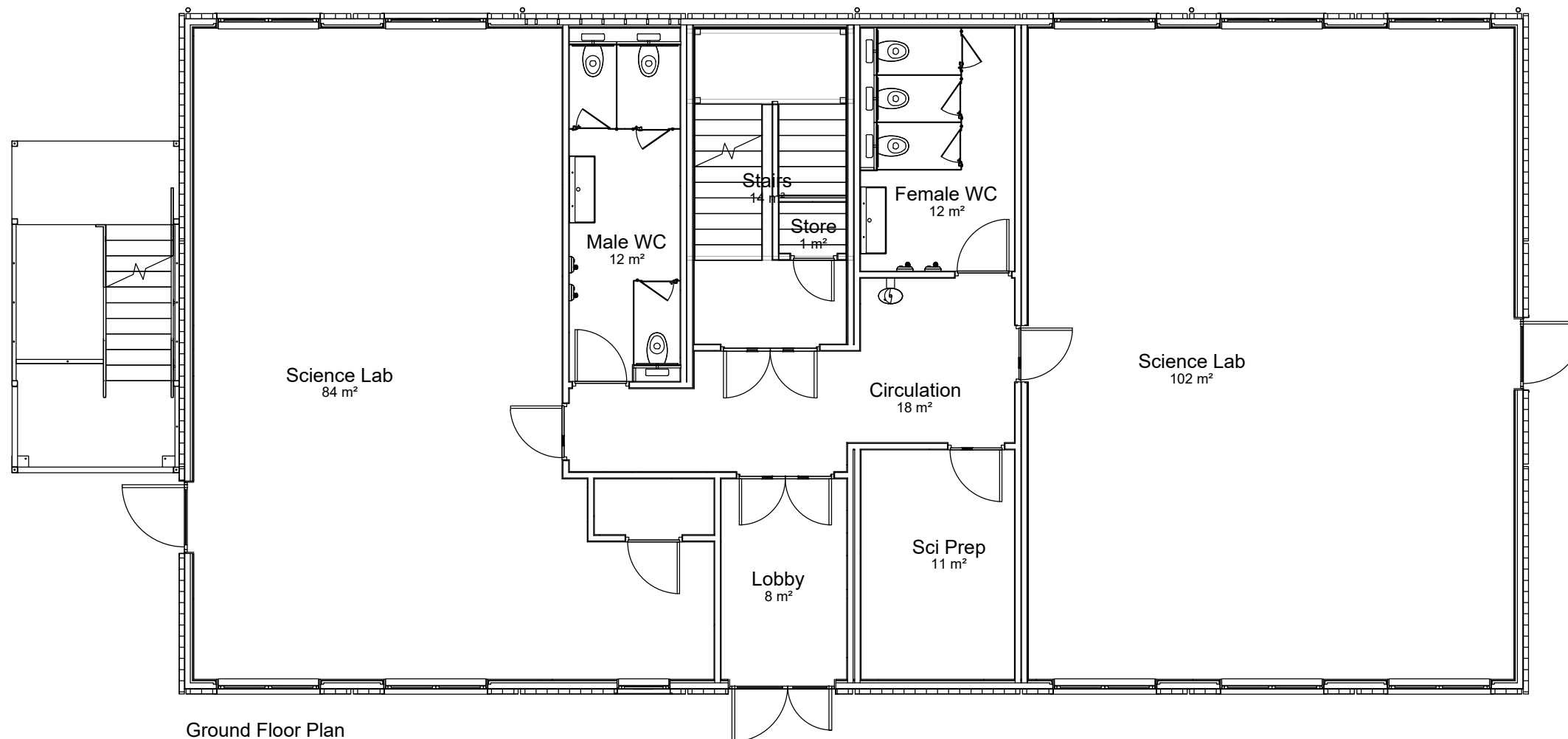
Client:	Wokingham Borough Council
Project:	St Crispin's School, New Classroom Block
Title:	Site Plan
Drawn by	SM
Date	01/02/22
Scale:	1:1250@A4
Drawing Ref:	220016-2-101
Revision:	E



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First Floor Plan



Ground Floor Plan

Rev	Date	Description	By	Checked
A	17.03.22	External Fire Escape added	SM	JW



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Client: Wokingham Borough Council

Project: St Crispin's School,
 New Classroom Block

Title: Floor Plans

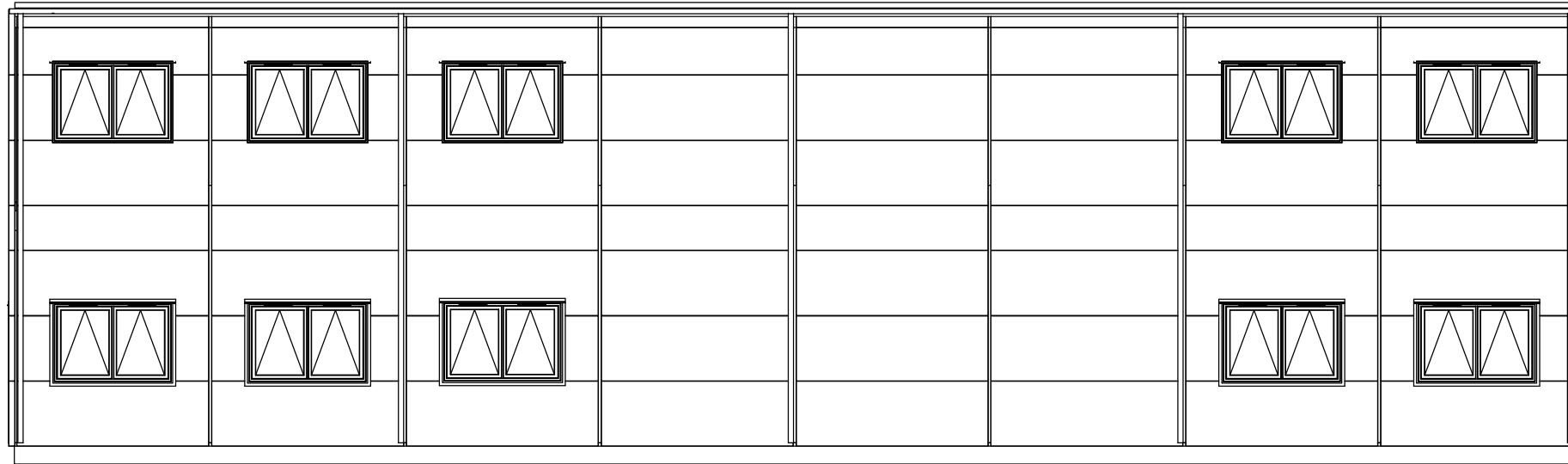
Drawn by: SM

Date: 14/02/22

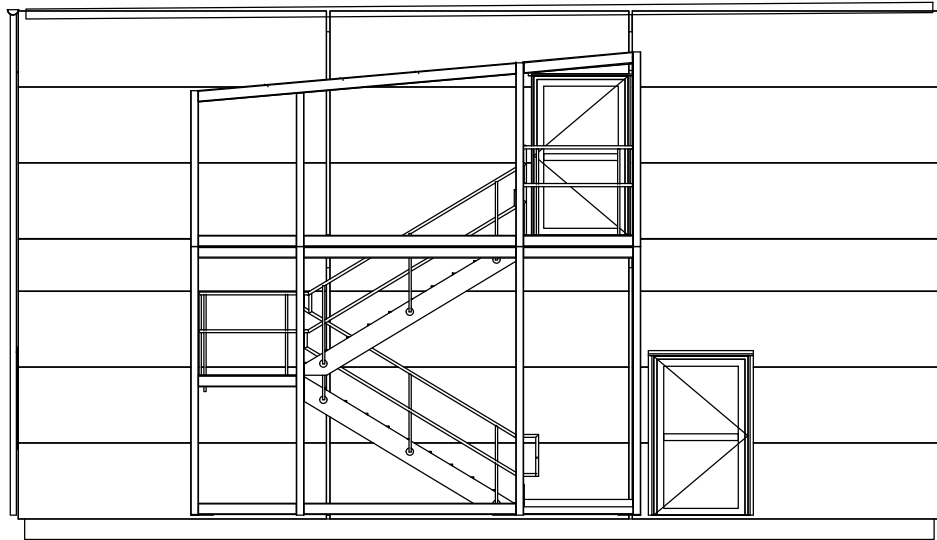
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Drawing Ref: 220016-3-101 Revision: A

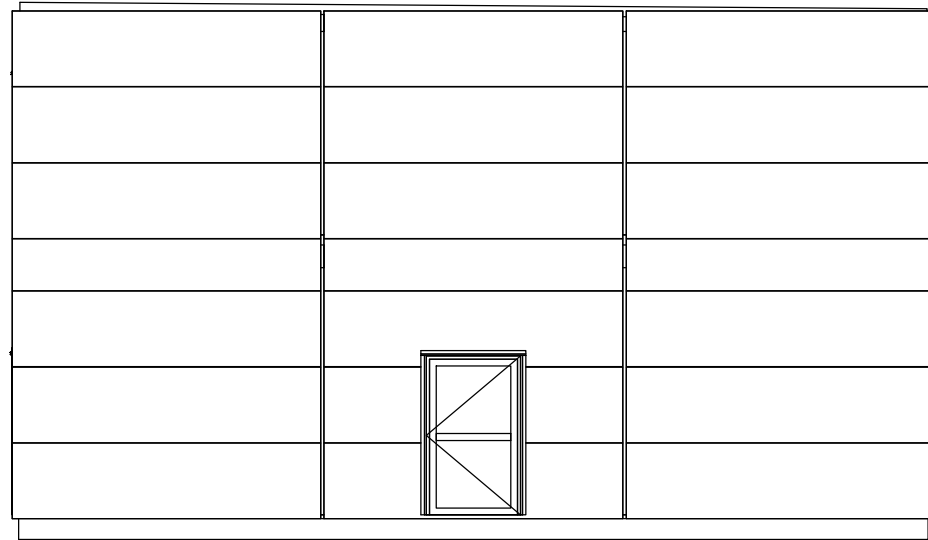
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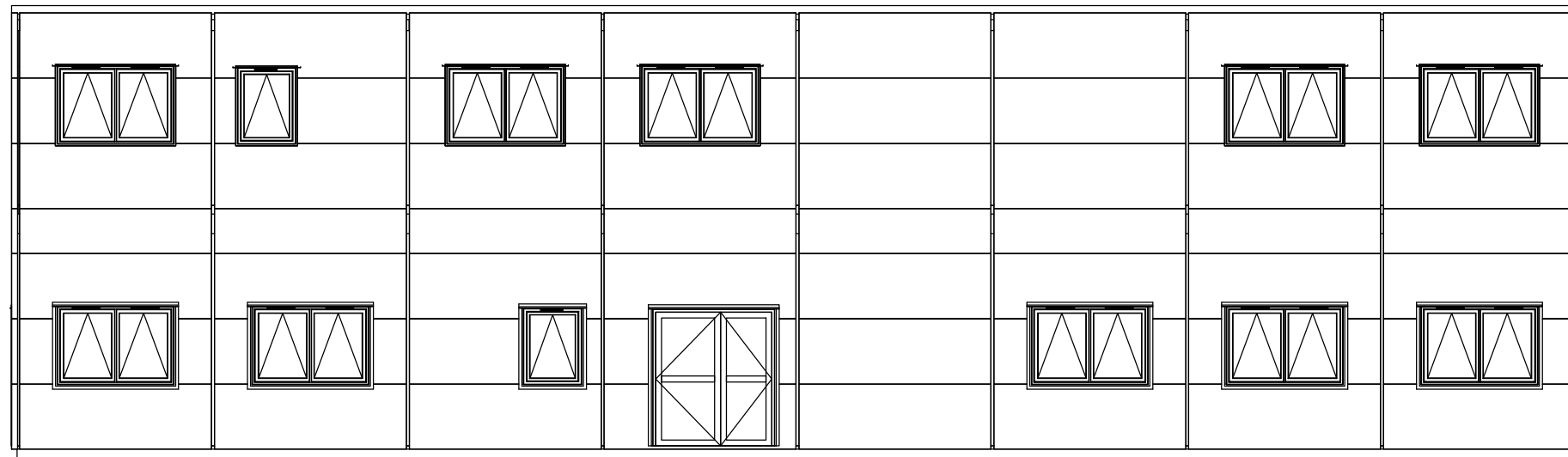
South Elevation



East Elevation



West Elevation



North Elevation

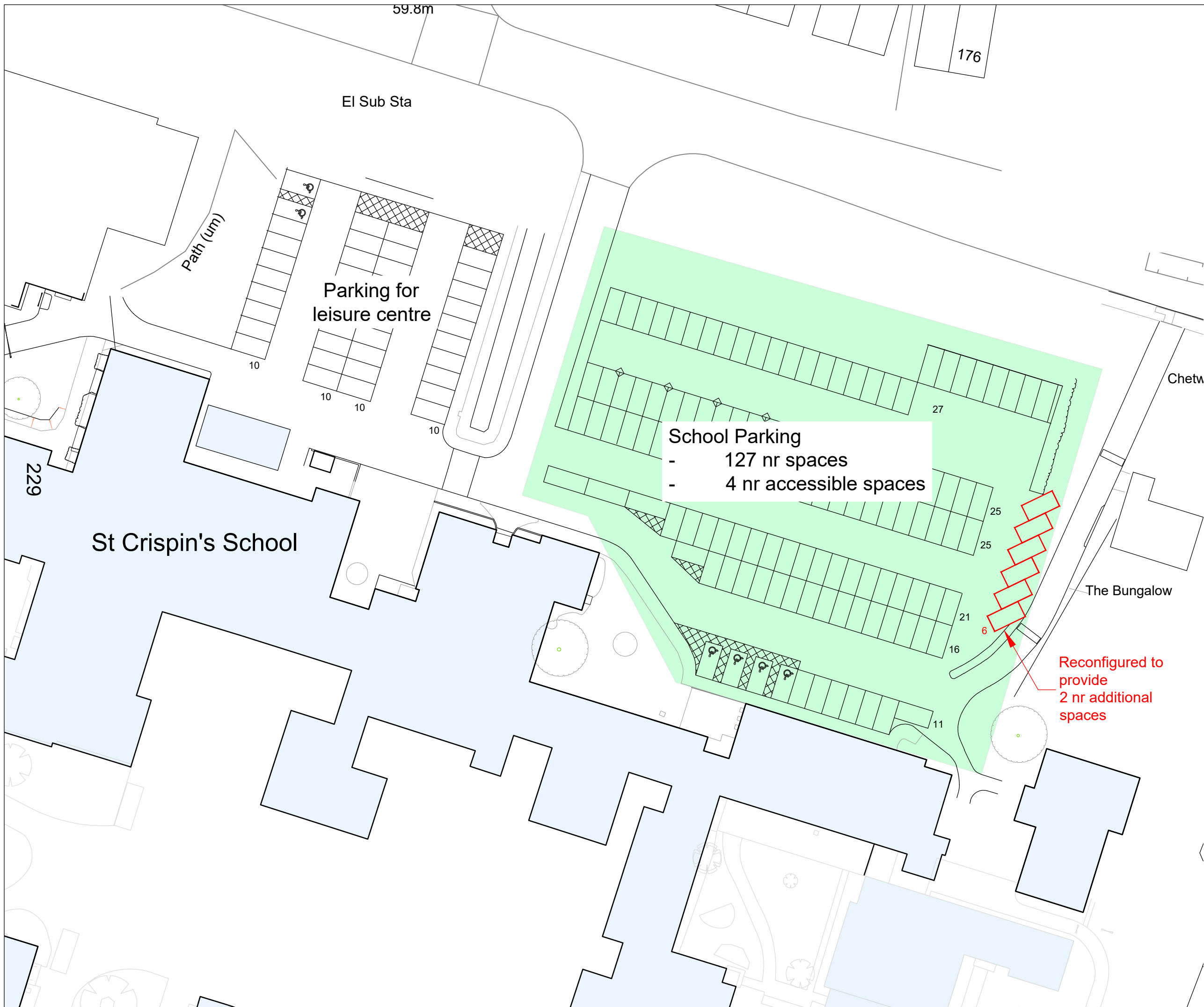
Rev	Date	Description	By	Checked
B	25.04.22	Elevations Names Corrected	SM	JW
A	17.03.22	External Fire Escape added	SM	JW



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Client:	Wokingham Borough Council
Project:	St Crispin's School, New Classroom Block
Title:	Elevations
Drawn by:	SM
Date:	14/02/22
Scale:	1:100@A3
Drawing Ref:	220016-3-103
Revision:	B

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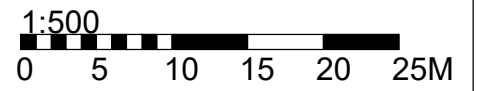
School Parking
 - 127 nr spaces
 - 4 nr accessible spaces

Reconfigured to provide 2 nr additional spaces



Photo of proposed 12 Bike Rack

LOCATION TBC



Rev	Date	Description	By	Checked
D	27.4.22	Cycle store removed	JW	JW
C	26.4.22	Layout Updated	JW	JW
B	13.04.22	New cycle store added	SM	JW
A	17.03.22	External Fire Escape added	SM	JW



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Client:	Wokingham Borough Council
Project:	St Crispin's School, New Classroom Block
Title:	Proposed Car Parking Plan
Drawn by:	SM
Date:	13/04/22
Scale:	1:500@A3
Drawing Ref:	220016-2-103
Revision:	D

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Agenda Item 104.

Application Number	Expiry Date	Parish	Ward
220501	13/05/2022	Wokingham Town	Emmbrook;

Applicant	Wokingham Borough Council
Site Address	The Emmbrook School, Emmbrook Road, Wokingham RG41 1JP
Proposal	Full application for the erection of a single storey flat roof modular building of 300m ² to provide accommodation for common room and study area and associated administration offices for a temporary period of five years.
Type	Full
Officer	Stefan Fludger
Reason for determination by committee	Applicant is WBC

FOR CONSIDERATION BY	Planning Committee on Wednesday, 11 May 2022
REPORT PREPARED BY	Assistant Director – Place

SUMMARY

The proposed development relates to the provision of a modular classroom building on the site of Emmbrook School, which is a state funded secondary and sixth form school. Permission is sought for a temporary period of 5 years in order to increase the size of the dining area and re-locate sixth formers into a purpose built building. The proposals will not increase the number of pupils or staff on the site.

It is considered that the proposal would be compatible with its immediate surroundings in the context of the school setting. It would also not give rise to concerns relating to parking or traffic impacts, or to the protection of the existing residential amenities of the nearest residents, given the location of the proposal. The building will not be in a location which floods.

The proposal is considered to accord with relevant policies contained within the NPPF as well as WBC's adopted Core Strategy and as such is being recommended for conditional approval.

PLANNING STATUS

- Major development location
- Wind turbine safeguarding zone
- Flood Zone 3
- Farnborough Aerodrome consultation zone
- Sand and gravel extraction
- Special Protection Area – 5 and 7 km
- Groundwater protection zone
- Landfill consultation zone
- Minerals consultation zone
- Nuclear consultation zone
- Contaminated land consultation zone

RECOMMENDATION

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

A. Conditions and informatives:

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 and drawings numbered 220014-1-101, 220014-2-101 and 220014-3-102, received by the Local Planning Authority on 21/02/2022 and revised/additional plans numbered 603380-ES-ELEV-RLG-002 REV P01, 603380-ES-GA-RLG-001 REV P02 and 220014-2 102, received by the Local Planning Authority on 26/04/2022.

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. Development to be removed after temporary period

The development hereby permitted shall be removed and the land restored to its former condition on or before the date of 5 years from the date of this permission, in accordance with a scheme of work that shall have first been submitted to and approved in writing by the local planning authority.

Reason: Permission is only given because of the demonstrated educational need. Relevant policy: Core Strategy Policies CP1, CP2 and CP3.

4. 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.

5. 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.
- viii) Protection of any trees affected by the compound and access of construction vehicles.

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

Relevant policy: Core Strategy policies CP3 & CP6.

6. Drainage:

- a. No development shall take place above foundation level until details of the surface water drainage system have been submitted to and approved in writing by the LPA.
- b. The details shall include how the site currently drains and will be drained after proposed development with consideration to SuDS methods and approvals for drainage system connection if necessary.
- c. The approved scheme shall be implemented prior to the first occupation of the development and shall be maintained in the approved form for as long as the development remains on the site.

Reason: To prevent increased flood risk from surface water run-off. Relevant policy: NPPF Section 14 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Core Strategy policy CP1 and Managing Development Delivery Local Plan policies CC09 and CC10.

7. Ecological Enhancements

Prior to the first use of the building hereby approved, details of ecological enhancements shall be submitted and approved by the local planning authority. The details as approved shall be implemented in accordance with the approved details and retained as approved thereafter.

Reason: To promote ecological enhancements across the site in line with the NPPF.

8. Landscaping

Prior to the commencement of the development, there shall be submitted to and approved in writing by the local planning authority a scheme of hard and soft landscaping, which shall specify species, planting sizes, spacing and numbers of trees/shrubs to be planted, and any existing trees or shrubs to be retained and any hard surfaces required (including that for the widened access for fire engines and any retaining walls required (including amendments to existing retaining walls)

Planting shall be carried out in accordance with the approved details in the first planting and seeding seasons following the occupation of the building(s) and hard landscaping shall be carried out as approved.

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

Reason: To ensure adequate planting in the interests of visual amenity. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21 (and TB06 for garden development) and to ensure adequate hard landscaping.

Informatives:

1. The development accords with the policies contained within the adopted / development plan and there are no material considerations that warrant a different decision being taken.
2. The applicant is reminded that this approval is granted subject to conditions which must be complied with prior to the development starting on site. Commencement of the development without complying with the pre-commencement requirements may be outside the terms of this permission and liable to enforcement action. The information required should be formally submitted to the Council for consideration with the relevant fee. Once the details have been approved in writing the development should be carried out only in accordance with those details. If this is not clear please contact the case officer to discuss.
3. Where this permission requires further details to be submitted for approval, the information must formally be submitted to the Council for consideration with the relevant fee. Once details have been approved in writing the development should be carried out only in accordance with those details. If this is not clear, please contact the case officer to discuss.
4. 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.
5. This consent contains conditions that require subsequent approval of detailed matters before the development commences. There is a fee for submission of details

to comply with conditions, which is payable for each separate submission rather than for each condition. Decisions may take up to eight weeks, or longer if consultation with third parties is required.

6. 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.
7. The applicant is advised that the fitting of a sprinkler system should be considered at the premises prior to the operation of the building as approved.

RELEVANT PLANNING HISTORY – SINCE 2000		
Application Number	Proposal	Decision
F/2014/0990	Proposed erection of a 3 storey building with link bridge to first floor to replace existing modular classroom accommodation.	Approved – 24/07/2014
160777	Full planning application for proposed erection of new two storey building to replace existing single storey temporary accommodation unit.	Approved – 25/05/2016
190421	Application to vary condition 3 and 5 of planning consent 181565 for an artificial grass pitch with flood lights.	Approved – 14/03/2019

SUMMARY INFORMATION	
Existing number of pupils	N/A
Proposed number of pupils	No change
Existing number of teaching staff	N/A
Proposed number of teaching staff	No change
Existing parking spaces	N/A
Proposed parking spaces	No change
Proposed additional floorspace	285 sq.m

CONSULTATION RESPONSES	
Royal Berkshire Fire and Rescue	No objection.
Thames Water	No objection.
WBC Drainage	No objection, subject to condition.
WBC Environmental Health	No objection.
WBC Highways	Recommends approval, subject to condition.
WBC Tree & Landscape	No objection, subject to conditions.

REPRESENTATIONS

Town/Parish Council: No comments received

Local Members: Cllr Imogen Shepherd-Dubey has indicated that it is WBC policy to install sprinklers in new school buildings. This is not shown on the submitted documents.

(Officer Note: There is no planning policy basis requiring the installation of sprinklers and it is noted that the building proposed is for a temporary period. An informative has been included to address this issue).

Neighbours: No comments received at time of writing report. Update will be provided within the supplementary planning agenda.

PLANNING POLICY			
National Policy	NPPF	National Planning Policy Framework	
Adopted Core Strategy DPD 2010	CP1	Sustainable Development	
	CP2	Inclusive Communities	
	CP3	General Principles for Development	
	CP6	Managing Travel Demand	
	CP7	Biodiversity	
	CP9	Scale and Location of Development Proposals	
	Adopted Managing Development Delivery Local Plan 2014	CC01	Presumption in Favour of Sustainable Development
		CC02	Development Limits
		CC03	Green Infrastructure, Trees and Landscaping
CC04		Sustainable Design and Construction	
CC06		Noise	
CC07		Parking	
CC09		Development and Flood Risk (from all sources)	
CC10		Sustainable Drainage	
TB23		Biodiversity and Development	
TB24		Designated Heritage Assets	
Supplementary Planning Documents (SPD)	BDG	Borough Design Guide – Section 4	
		DCLG – National Internal Space Standards	

PLANNING ISSUES

Description of Development:

1. The proposed development relates to a temporary, single storey flat roof modular building located on the grounds of Emmbrook School in Wokingham. The building would contain facilities for Sixth Form students, including an administration office, a study area and common room. It is proposed to accommodate existing students and free up more space in the dining area of the existing school. There would not be any increase in staff or pupil numbers .

Principle of Development:

2. The National Planning Policy Framework has an underlying presumption in favour of sustainable development which is carried through to the local Development Plan. The Managing Development Delivery Local Plan (MDD) Policy CC01 states that planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise.
3. Paragraph 95 of the NPPF states that it is important that a sufficient choice of school places is available to meet the needs of existing and new communities. It also states that Local Planning Authorities should take a proactive, positive, and collaborative approach to meeting this requirement, and to development that will widen choice in education. It continues to state that great weight should be given to the need to create, expand or alter schools through the preparation of plans and decisions on applications.
4. The site is located within a major development location and as such the principle of development is acceptable, providing that it complies with the principles stated in the Core Strategy. Policy CP2 of the Core Strategy aims to ensure that new development contributes to the formation of sustainable and inclusive communities through the provision of community facilities (including development for education), and that the requirements of children are addressed.
5. It should be noted that the proposal has been amended to include a building with a pitched roof, instead of a flat roof.

Character of the Area:

6. Policy CP1 of the Core Strategy states that planning permission will be granted for development proposals that *'maintain or enhance the high quality of the environment'*. Policy CP3 of the Core Strategy states planning permission will be granted if development is *'of an appropriate scale of activity, mass, layout, built form, height, materials and character to the area together with a high quality of design without detriment to the amenities of adjoining land users including open spaces or occupiers and their quality of life'*.
7. Emmbrook School consists of a number of buildings, which are minimalist and institutional in design and appearance. The proposed modular building would be located on the southern side of the main buildings, with the all-weather pitch and playing fields to the south. The facades would comprise of single-ply membrane grey panels, along with white UPVC windows, which would which would not be out of character with external characteristics of other buildings on the site. It is not clear how the building would be accessed from existing footpaths, however these details

can be secured by condition. Whilst temporary in nature, it is not considered that the building would appear at odds with regards to its design in relation to other buildings located within the school grounds but would appear appropriate for its intended use and compatible in scale and appearance to its surroundings. Details of the external materials will be required to be submitted for approval under condition 4.

8. It is therefore considered that the proposed temporary modular building will have a minimal visual impact when considered in the context of its immediate surroundings within the school site, as well as the surrounding area. It will also not be visible from public vantage points outside of the site, and as such the proposal is not considered to be harmful to the character of the surrounding area.
9. It is noted that the provisions for access of a new fire safety vehicle lead to the requirement of new hardstanding, this looks likely to interfere with an existing retaining wall. The ramp to the sports courts also needs to be amended. Details of how this wall will be affected and any other hard landscaping, are required under the landscaping condition.

Residential Amenities:

10. The nearest residential properties to the proposed location of the modular building are located in Village Close and Emm Close to the west. However, this is around 50m away from the proposed location of the building and would therefore be well in excess of the Borough Design Guide separation distances. It is therefore not considered that the location, scale and appearance of the modular building on the school site would result in harm to the existing residential amenities of surrounding residential occupiers by reason of loss of outlook, loss of privacy or by being overbearing.

Access and Movement:

11. CP6 of the Core Strategy relates to managing travel demand. CC07 of the MDD Local Plan sets out the Borough Parking Standards. The proposal arises as a result of the need to increase the size of the dining hall by freeing up space existing space used by sixth formers. There would be no increase in the number of pupils or staff on the site. There are therefore no adverse highway implications and there will be no increase in parking demand as a result of this proposal. The Council's Highway's Officer has no objection to the scheme.

Flooding and Drainage:

12. Paragraph 159 of the National Planning Policy Framework indicates that development in areas of flood risk should be avoided by directing development away from areas of highest risk. Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere. When determining planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. A site specific flood risk assessment should be provided for all development in flood zones 2 and 3. The most vulnerable development should be located in areas of lowest flood risk. Development should be appropriately resilient, sustainable drainage should be used.
13. Policies CC09 and CC10 of the MDD Local Plan echo the NPPF and require the use of sustainable drainage systems.

14. Much of Emmbrook School is within flood zone 3, in association with its proximity to the Emmbrook. A very small portion of the application site is included within flood zone 3, however the building has been placed outside of this area, in flood zone 1 and therefore it is not considered that a Flood Risk Assessment is required. On this basis the proposal would not increase the risk of flooding elsewhere and would be suitably resilient – to a similar degree as many of the other buildings on the School site.
15. With regards sustainable drainage – the Council’s Flood Risk and Drainage Officer has recommended a condition to require submission of details of an appropriate drainage scheme. Considering the scale of the development, it is considered that this is acceptable.

Landscape and Trees:

16. Core Strategy Policies CP1 and CP3 require a high quality design that respects its context. This requirement is amplified by MDDL Policies CC03 and TB21 which require development proposals to protect and enhance the Borough’s Green Infrastructure, retaining existing trees, hedges and other landscape features wherever possible and incorporating high quality - ideally native – planting as an integral part of any scheme.
17. There are no protected trees within the school site as a whole. The site proposed for development is located at the rear of the southerly extent of built development and close to an existing 2 storey building. The new development will take up an area of lawned open space next to the tennis/football pitches. Site compound and access would be required during construction. This may be near trees on the eastern boundary of the school. A condition can ensure protection of these trees as part of a construction method statement.
18. There is no clear hard landscaping proposed in the form of paths to the building. These details can be secured by condition.

Environmental Health:

19. Core Strategy Policy CP3 requires that new development should be of a high quality of design that does not cause significant detriment to the amenities of adjoining land users and their quality of life. The proposals are not introducing new development in terms of the land use, and as such, the day-to-day operations on site will remain the same as at present. The use of the site will remain unchanged.
20. In order to ensure that the existing residential amenities of surrounding occupiers are protected during construction, condition 5 relates to permitted hours of work during construction, and condition 6 requires the submission of a construction method statement.

Ecology:

21. MDD LP Policy TB23, Biodiversity and Development requires development proposals to incorporate new biodiversity features or enhance existing. Condition 10 is therefore recommended requiring such details to be submitted for approval and installed prior to the first use of the building.

Sustainable Design and Construction:

22. Core Strategy Policy CP1 requires development to contribute towards the goal of achieving zero carbon development by including on-site renewable energy features and minimising energy and water consumption. This is amplified by MDDLDP policies CC04: Sustainable design and construction and CC05: Renewable energy and decentralised energy networks and the Sustainable Design and Construction Supplementary Planning Document (May 2010).
23. However, matters relating to energy efficiency measures in this instance would be covered under Building Regulations due to the minor nature of the proposals which would result in less than 1000sq.m of additional floorspace on the site.

Fire:

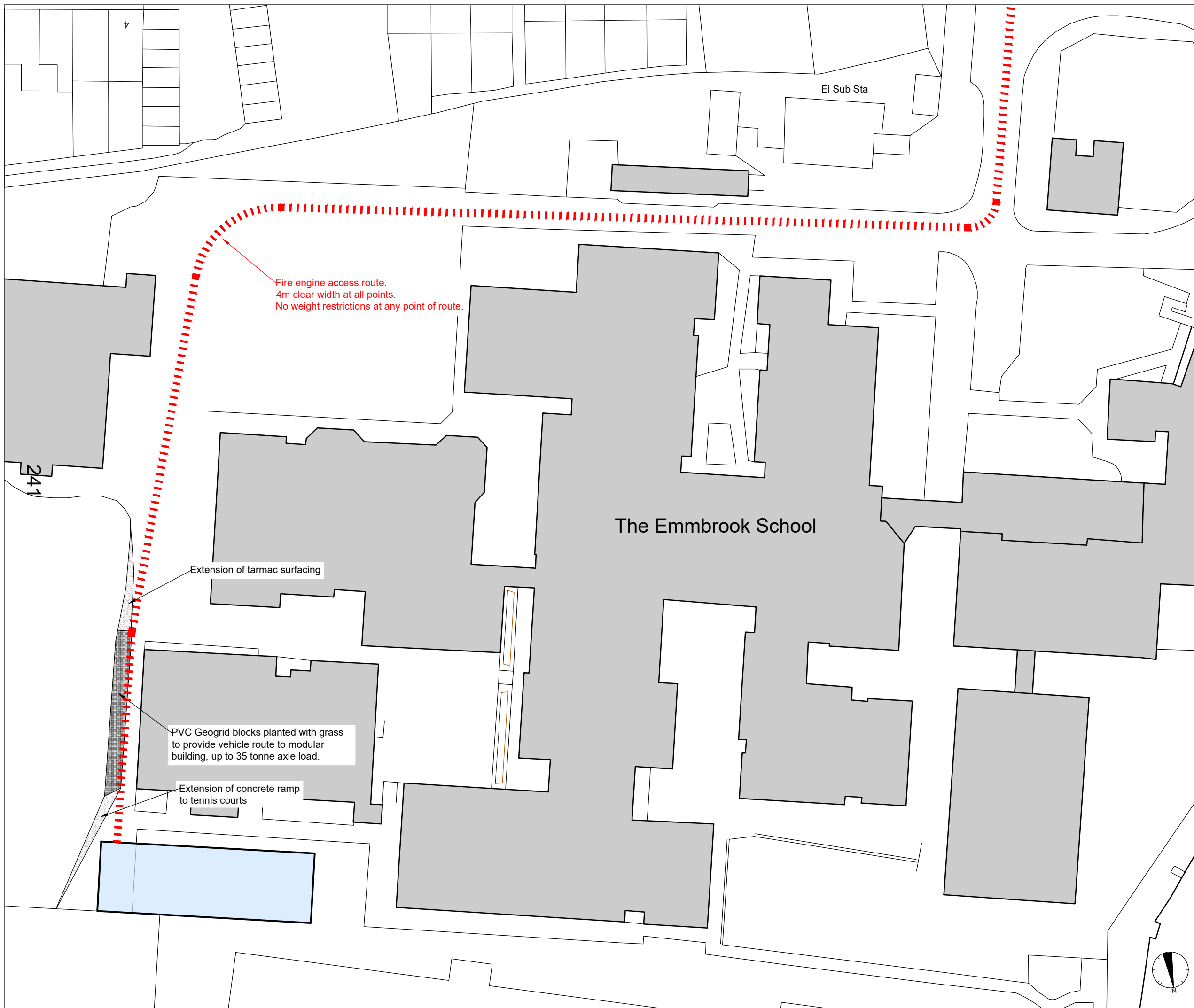
24. Royal Berkshire Fire and Rescue Service have commented on this scheme. They have indicated that a vehicular access for a fire engine needs to be provided. The applicant has provided such a plan, which involves the construction of some new hardstanding. The Fire and Rescue Service have indicated that this is acceptable. They have also indicated that it is WBC policy that sprinklers are provided. This is also raised by Cllr Imogen Shepherd-Dubey. There is no Planning policy basis for this and therefore a condition will be attached to the condition notice recommending the installation of sprinklers.

CONCLUSION

25. The proposal would facilitate a larger dining hall for the School, which is currently not fit for purpose, by moving sixth formers to a purpose built structure. It would not give rise to concerns relating to traffic impacts, or to the protection of the existing residential amenities of the nearest residents, trees or flood issues. The proposal is therefore considered to accord with relevant policies contained within the NPPF as well as WBC's adopted Core Strategy and as such is being recommended for conditional approval.

The Public Sector Equality Duty (Equality Act 2010)
--

<i>In determining this application the Council is required to have due regard to its obligations under the Equality Act 2010. The key equalities protected characteristics include age, disability, gender, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief. There is no indication or evidence (including from consultation on the application) that the protected groups identified by the Act have or will have different needs, experiences, issues and priorities in relation to this particular planning application and there would be no significant adverse impacts upon protected groups as a result of the development.</i>



Fire engine access route.
4m clear width at all points.
No weight restrictions at any point of route.

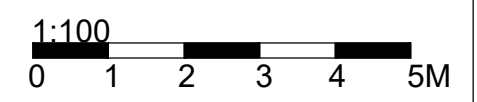
Extension of tarmac surfacing

PVC Geogrid blocks planted with grass
to provide vehicle route to modular
building, up to 35 tonne axle load.

Extension of concrete ramp
to tennis courts

The Emmbrook School

El Sub Sta



Rev	Date	Description	By	Checked
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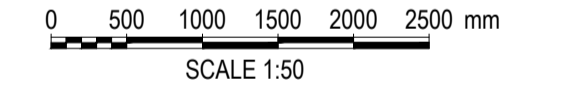
Client:	Wokingham Borough Council
Project:	Emmbrook 6th Form Building
Title:	Landscaping and Access
Drawn by:	JW
Date:	26/4/22
Scale:	1:100@A3
Drawing Ref:	220014-2-102
Revision:	

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 Discrepancies to be reported for confirmation.
 To be read in conjunction with all additional relevant drawings, specifications and manufacturer's instructions.
 All products identified are 'or similar approved'



243



Rev	Date	Amendments	By	Chk
P01	19.04.22	1st Issue	SG	MH

Drawing Status:

SALES



Rollalong Ltd.
 Woolsbridge Industrial Park,
 Three Legged Cross,
 Wimborne, Dorset.
 BH21 6SF
 www.rollalong.co.uk

Project Title:
**EMMBROOK SCHOOL
 MODIFIED HCC**

Drawing Title:
**OFFIC/STUDY/WC's
 ELEVATIONS**

Contract No.: **603380** Project No.: - - -

Drawing No.: **603380-ES-ELEV-RLG-002** Rev. **P01**

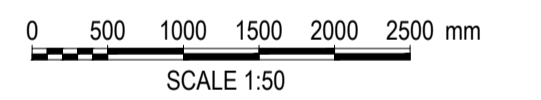
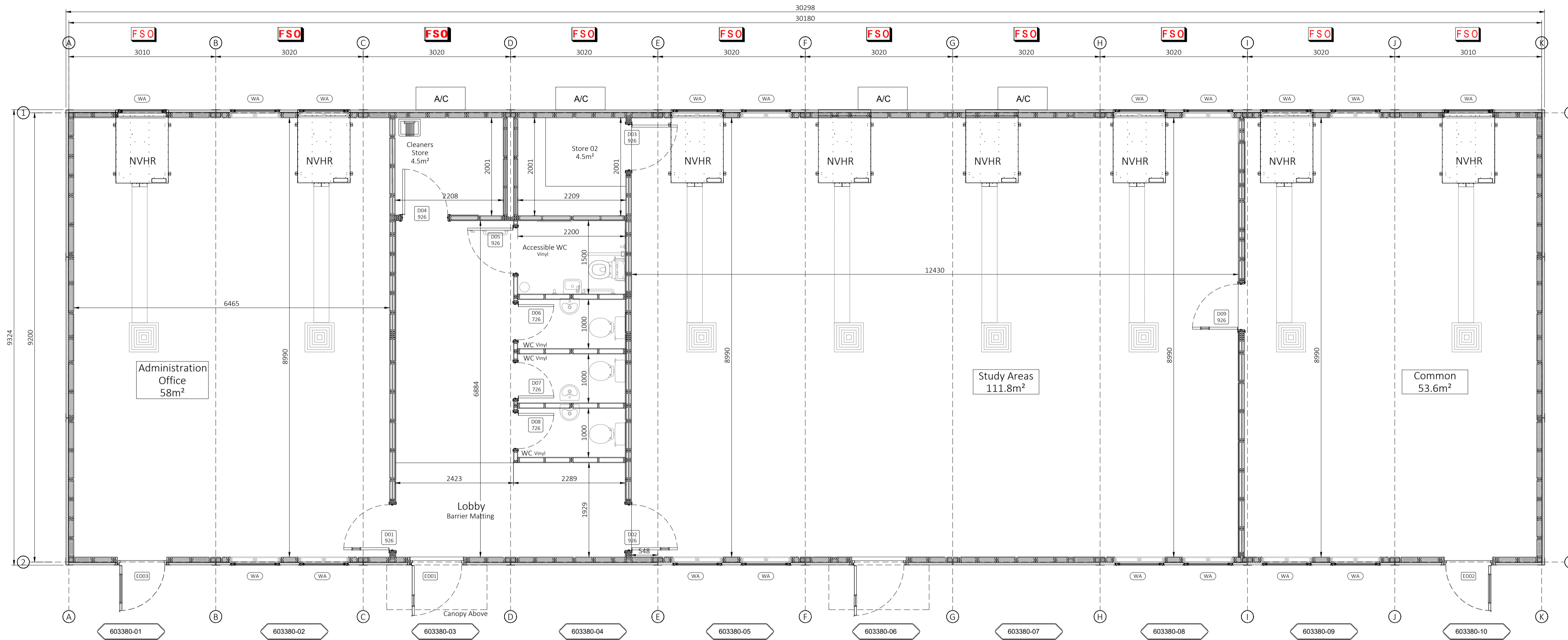
Date: 19.04.2022 Scale: 1:50 @ A2

By: SG Checked: MH Approved: -

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 Discrepancies to be reported for confirmation.
 To be read in conjunction with all additional relevant drawings, specifications and manufacturer's instructions.
 All products identified are 'or similar approved'

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Rev	Date	Amendments	By	Chk
P02	15.03.22	ADDITIONAL NVHR ADDED TO STUDY AREA . 2no. A/C BASES ADDED	SG	RES
P01	14.03.22	COMMENT BOX	SG	RES

Drawing Status:

SALES



Rollalong Ltd.
 Woolsbridge Industrial Park,
 Three Legged Cross,
 Wimborne, Dorset.
 BH21 6SF
 www.rollalong.co.uk

Project Title:
**EMMBROOK SCHOOL
 MODIFIED HCC**

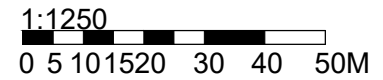
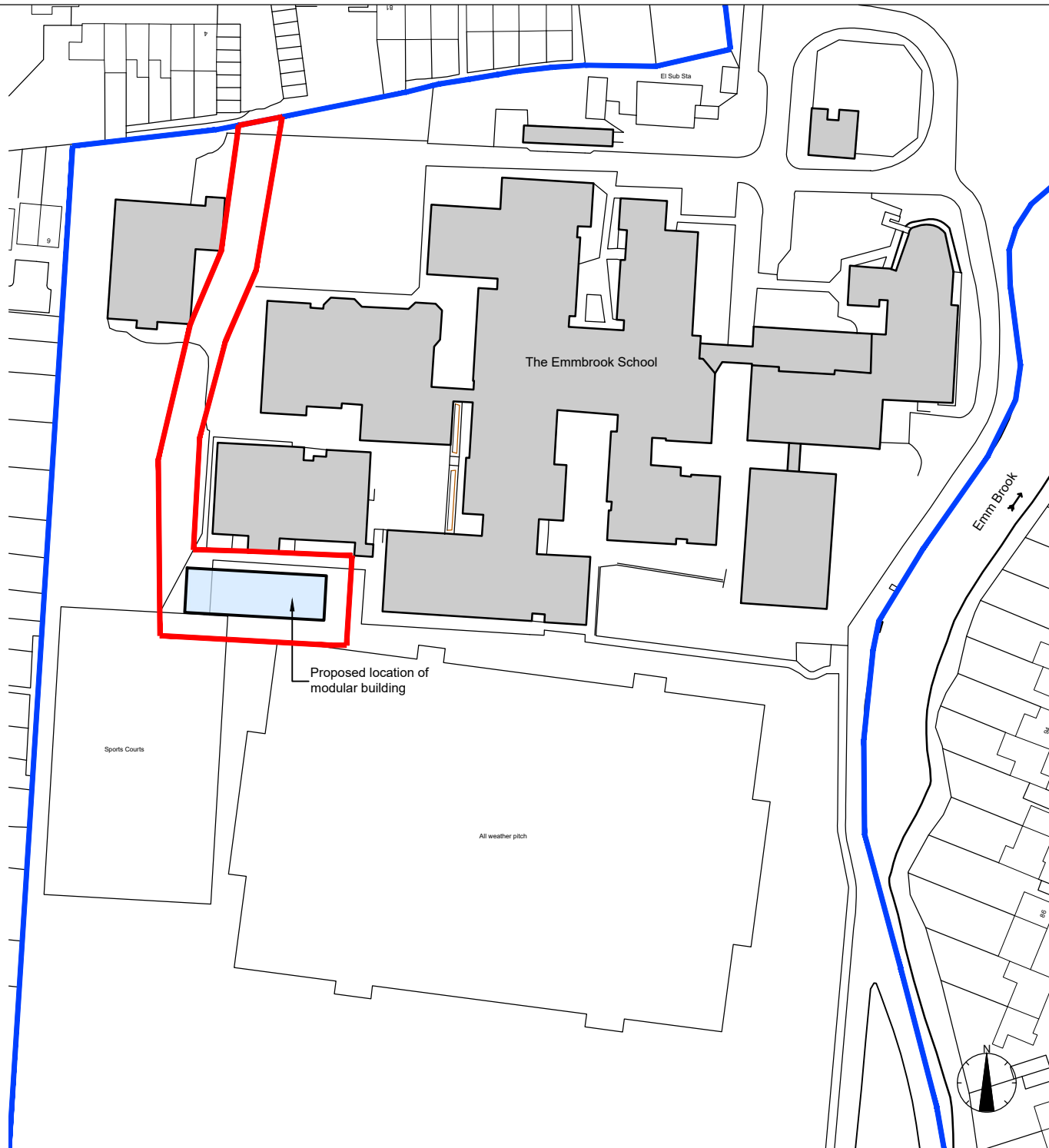
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**OFFICE/STUDY/WC's
 LAYOUT**

Contract No.:	Project No.:
603380	
Drawing No.:	Rev.
603380-ES-GA-RLG-001	P02
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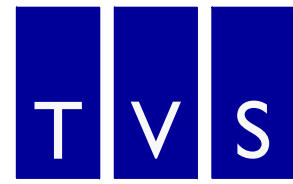
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Rev	Date	Description	By	Checked
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Client:	Wokingham Borough Council
Project:	Emmbrook 6th Form Building
Title:	Site Plan
Drawn by:	SM
Date:	01/02/22
Scale:	1:1250@A4
Drawing Ref:	220014-2-101
Revision:	

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Application Number	Expiry Date	Parish	Ward
220571	13/05/2022	Wargrave	Remenham, Wargrave and Ruscombe

Applicant	Wokingham Borough Council
Site Address	The Piggott Church Of England School, Wargrave Road, Wargrave, Wokingham, RG10 8DS
Proposal	Full application for the proposed erection of a single storey modular classroom unit to provide 4 no. classrooms plus additional offices and WC facilities for a temporary period of five years.
Type	Full
Officer	Adriana Gonzalez
Reason for determination by committee	Applicant is WBC

FOR CONSIDERATION BY	Planning Committee on Wednesday, 11 May 2022
REPORT PREPARED BY	Assistant Director – Place

SUMMARY
<p>The proposed development relates to the temporary provision of a single storey modular classroom building on the site of Piggott C of E School, which is a WBC state funded secondary school. Permission is sought for a temporary period of 5 years in order to assist the school with accommodating an additional 30 pupil intake in September 2022, and to help alleviate existing timetabling pressures arising from a classroom shortage on the site.</p> <p>The proposal would be compatible with its immediate surroundings in the context of the school setting. The building's location, scale and design would respect the character and appearance of the countryside setting and would not result in any harmful impact on the openness of the Green Belt. Likewise, it would not give rise to concerns relating to parking or traffic impacts, or to the protection of existing residential amenities of nearest properties. Paragraphs 1-32 provide further details to these material considerations, and subject to conditions 1-11, the application is recommended for approval as it accords with relevant national and local planning policies.</p>

PLANNING STATUS
<ul style="list-style-type: none"> • Green Belt • Countryside • Bat Roost Habitat Suitability • Green Route Enhancement Area • Flood Zone 2 – northern part of the site • Potentially Contaminated Land Consultation Zone • Nuclear consultation zone – AWE Special Case Zone

RECOMMENDATION

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

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 and drawings numbered 220015-1-101 received by the local planning authority on 23/02/2022; and 220015-2-101 Rev C; 220015-3-101 Rev B; 220015-2-102 Rev C; 220015-3-101 Rev A received by the local planning authority on 01/04/2022; and 603379-PS-ELEV-RLG-003 Rev P01 received by the local planning authority on 27/04/2022. 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. **External materials** - The development hereby permitted shall be constructed in accordance with the material schedule provided by email received on 27/04/22. Development shall not be carried out other than in accordance with the so-approved details.

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

4. **Drainage details** – No development shall take place until details of the surface water drainage system have been submitted to and approved in writing by the Local Planning Authority. The details shall include how the site currently drains and will be drained after proposed development, with consideration to SuDS methods including details of how surface water runoff from the new building will be managed, and approvals for drainage system connection if necessary. The approved scheme shall be implemented prior to the first occupation of the development and shall be maintained in the approved form for as long as the development remains on the site.

Reason: To prevent increased flood risk from surface water run-off. Relevant policy: NPPF Section 14 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Core Strategy policy CP1 and Managing Development Delivery Local Plan policies CC09 and CC10.

5. **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.

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

Relevant policy: Core Strategy policies CP3 & CP6.

6. **Travel Plan** – Within 6 months of the commencement of the development an updated Travel Plan for the school shall be submitted to and approved in writing by the local planning authority. The travel plan shall take into account the development hereby approved and shall include a programme of implementation, with proposals to promote sustainable travel patterns at the school, and provide for periodic review. The updated travel plan shall be fully implemented, maintained and reviewed as so approved.

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

7. **Parking to be provided** – No part of any building(s) hereby permitted shall be occupied or used until the vehicle parking spaces have been provided in accordance with the approved plans. The vehicle parking spaces 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.

8. **Cycle details** – Prior to the occupation of the development hereby permitted details of secure and covered bicycle storage/ parking facilities shall be submitted to and approved in writing by the local planning authority. The cycle storage/ parking shall be implemented in accordance with such details as may be approved before occupation of the building hereby permitted, and shall be permanently retained in the approved form for the parking of bicycles and used for no other purpose.

Reason: In order to ensure that secure weather-proof bicycle parking facilities are provided so as to encourage the use of sustainable modes of travel. Relevant policy: NPPF Section 9 (Sustainable Transport) and Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

9. **Ecological Enhancements** – Prior to the first use of the building hereby approved, details of ecological enhancements shall be submitted and approved by the local planning authority. The details as approved shall be implemented in accordance with the approved details and retained as approved thereafter.

Reason: To incorporate biodiversity in and around developments in accordance with paragraph 175 of the NPPF.

10. **Development to be removed after temporary period** – The modular building hereby permitted shall be removed and the land restored to its former condition on or before

the expiration of 5 years from the date of this permission, in accordance with a scheme of work that shall have first been submitted to and approved in writing by the local planning authority.

Reason: The type of building is not one that the Local Planning Authority is prepared to approve other than for a limited period, having regard to the materials and type of structure proposed. Permission is only given because of the demonstrated educational need. Relevant policy: Core Strategy Policies CP1, CP2 and CP3.

11. **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.

Informatives:

1. Whilst the development does not fully accord with the policies contained within the adopted development plan, material considerations and the particular circumstances as they relate to this case, warrant a different decision being taken. The reasons for this are set out in the officer report.
2. The applicant is reminded that this approval is granted subject to conditions which must be complied with prior to the development starting on site. Commencement of the development without complying with the pre-commencement requirements may be outside the terms of this permission and liable to enforcement action. The information required should be formally submitted to the Council for consideration with the relevant fee. Once the details have been approved in writing the development should be carried out only in accordance with those details.
3. 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.
4. 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.
5. The applicant is advised that the fitting of a sprinkler system should be considered at the premises prior to the operation of the building as approved.
6. The requisite Travel plan would need to comply with the latest national and local guidance:
 - 1) NPPF Section 9 (Sustainable Transport)
 - 2) The Essential Guide to Travel Planning (DfT, March 2008)
 - 3) Delivering Travel Plans Through the Planning Process (DfT, April 2009)

- 4) A Guide on Travel Plans for Developers (DfT)
 5) Making Residential Travel Plans Work (DfT, June 2007) All accessible at:
<http://www.dft.gov.uk/pgr/sustainable/travelplans/>
<https://www.gov.uk/government/policies/improving-local-transport>

Also:

WBC Transport Plan 3 and Active Travel Plan 2011 – 2026

WBC Workplace Travel Plan Guidance and Residential Travel Plan Guidance

Documents, covering workplace travel plans and residential travel plans provide local guidance and are available on the Borough's website.

7. 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		
Application Number	Proposal	Decision
173325	Application for a certificate of lawfulness for the proposed erection of 1.8m fencing plus erection of gates	Approved 04/01/2018
130552	Proposed installation of external catering unit in school playground	Approved 26/06/2013
122320	Proposed erection of a two-storey modular building to form maths classrooms, science lab, toilets, changing rooms, offices and fitness suite	Approved 27/03/2013
111314	Proposed erection of two-storey Sixth Form Centre with changes to car parking, hardstanding, relocation of cycle shelter and removal of temporary PE building	Approved 21/09/2011
102033	Proposed siting of additional cycle compound (adjacent to existing cycle compound)	Approved 02/11/2010
020052	Proposed erection of two storey pavilion and multi sports hall for Cricket Academy with new access road and parking for 40 cars	Approved 13/11/2002
001955	Proposed single storey extension to school to link two buildings plus internal alterations	Approved 18/10/2000
980548	Proposed Installation Of New Pitched Roofs Over Existing Design Block	Approved 02/07/1998

SUMMARY INFORMATION	
Site Area	10.8 hectares
Existing number of pupils	1555
Proposed number of pupils	+30 (1585 total)
Existing number of teaching staff	180
Proposed number of teaching staff	+1 (181 total)
Existing parking spaces	124
Proposed parking spaces	+3 (127 total)
Proposed additional floorspace	325 sqm

CONSULTATION RESPONSES	
Royal Berkshire Fire and Rescue	No objection
Thames Water	No objection
WBC Drainage	No objection subject to condition (4)
WBC Education (School Place Planning)	No comments received
WBC Environmental Health	No comments received
WBC Highways	No objection subject to conditions (6 & 7)
WBC Trees & Landscape	No objection
WBC Cleaner & Greener	No comments received
WBC Property Services	No comments received
WBC Sports Development	No comments received
WBC Health & Wellbeing	No comments received

REPRESENTATIONS

Town/Parish Council: Wargrave PC – No objection
 Twyford PC – State they have no comments

Local Members: No comments received

Neighbours: No comments received

APPLICANTS POINTS
<ul style="list-style-type: none"> The proposed modular building is a much needed facility that will provide additional teaching accommodation for new pupils, as well as additional classrooms to assist with effective timetabling to improve the education of existing pupils. The building will be designed for accessibility and will be fully wheelchair accessible.

PLANNING POLICY		
National Policy	NPPF	National Planning Policy Framework
Adopted Core Strategy DPD 2010	CP1	Sustainable Development
	CP2	Inclusive Communities
	CP3	General Principles for Development
	CP6	Managing Travel Demand
	CP7	Biodiversity
	CP9	Scale and Location of Development Proposals
	CP11	Proposals outside development limits (including countryside)

	CP12	Green Belt
Adopted Managing Development Delivery Local Plan 2014	CC01	Presumption in Favour of Sustainable Development
	CC02	Development Limits
	CC03	Green Infrastructure, Trees and Landscaping
	CC04	Sustainable Design and Construction
	CC06	Noise
	CC07	Parking
	CC09	Development and Flood Risk (from all sources)
	CC10	Sustainable Drainage
	TB01	Development within the Green Belt
	TB21	Landscape Character
	TB23	Biodiversity and Development
Supplementary Planning Documents (SPD)	BDG	Borough Design Guide – Section 4

PLANNING ISSUES

Site Description:

1. The Piggott C of E School is a secondary school situated within the Metropolitan Green Belt and countryside between Twyford and Wargrave. The site consists of two large playing fields with a cluster of buildings in the centre.

Description of Development:

2. The proposed development relates to the provision of a temporary single storey, flat roof modular classroom building, to be located within an area currently occupied by one of the existing tennis courts. The building is proposed in order to facilitate the school in accommodating an additional intake of 30 pupils in September 2022, taking the number of pupils from 1555 to 1585, along with one additional member of staff. The building would also help assisting with effective timetabling to improve the education of existing pupils.
3. The proposed building would comprise of four general classrooms along with WC facilities, a staff office room and staff workroom. Permission is sought for a temporary period of 5 years, which would assist the school in addressing an immediate need for additional teaching accommodation to be available in September 2022, whilst designs for long term permanent proposals for the school are being prepared.

Principle of Development:

4. The National Planning Policy Framework has an underlying presumption in favour of sustainable development which is carried through to the local Development Plan. The Managing Development Delivery Local Plan (MDD) Policy CC01 states that planning applications that accord with the policies in the Development Plan for Wokingham

Borough will be approved without delay, unless material considerations indicate otherwise.

5. Paragraph 95 of the NPPF states that it is important that a sufficient choice of school places is available to meet the needs of existing and new communities. It also states that local planning authorities should take a proactive, positive, and collaborative approach to meeting this requirement, and to development that will widen choice in education. It continues to state that great weight should be given to the need to create, expand or alter schools through the preparation of plans and decisions on applications.
6. The application site is located outside the settlement boundary and within the Green Belt and countryside. The NPPF emphasises that the essential characteristics of the Green Belt are its openness and permanence – the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open (paragraph 137). The Piggott School is located in an area of relatively flat, open land which is primarily agricultural in use between Twyford to the south and Wargrave to the north. As present, the built up area of the school is well contained towards the centre of the site. Any development which would result in loss of this open character is considered to be inappropriate, unless very special circumstances have been demonstrated that would outweigh this harm (paragraph 148 of the NPPF).
7. Policy CP12 of the Core Strategy and policy TB01 of the MDD Local Plan also states that permission will not be granted for inappropriate development in the Green Belt and that development will only be permitted where they maintain the openness of, and do not conflict with the purposes of including land in, the Green Belt. Where school sites are located within the Green Belt, then the need for such development must be justified in order to overcome the presumption against inappropriate development.
8. The proposal would not fall within the exemption categories of development for new buildings in the Green Belt (NPPF paragraphs 149-150), and therefore would represent inappropriate development by definition. Notwithstanding, in this case the provision of much needed additional teaching facilities within the school would amount to very special circumstances. The information submitted in support of the application states that due to the increase pupil numbers over the last years, some facilities within the school do not meet the current requirements, with timetabling being very challenging due to shortage in classrooms. The new modular building would offer adequate teaching space to support the additional school intake in September 2022, whilst also assisting with effective timetabling to improve the education of existing pupils. The school should be supported in endeavours that provide improved standards of teaching and learning, which could also facilitate increased provision within the Borough.
9. This view is in line with the Government Policy Statement “Planning for schools development” issued in 2011, which is designed to facilitate the delivery and expansion of state-funded schools through the planning system. It is the Government’s intention that the planning system should operate in a positive manner when dealing with proposals for the creation, expansion and alteration of state-funded schools, and that there should be a presumption in favour of development of state-funded schools. This includes enabling schools to adapt and improve their facilities in response to growing demand. As this outcome is strongly in the national interest, planning decision-makers should support that objective in a manner consistent with their statutory obligations.

10. On the basis of the submitted information, it has been demonstrated the need for additional classrooms to support an increasing demand for pupil accommodation whilst also assisting with effective timetabling at the Piggott School, which can be addressed through the proposed provision of the new modular building on site, in line with Government's aims to facilitate expansion and adaptation of existing schools. The proposal would also bring significant and recognised material social benefits in accordance with the NPPF. These factors amount to very special circumstances sufficient to outweigh the harm caused by reason of the inappropriateness of the new building in the Green Belt.
11. In addition, Core Strategy Policy CP11 indicates that new development should normally be located within the settlement limits; however, essential community facilities that cannot be accommodated within development limits or through the re-use/replacement of existing buildings may be appropriate. The much needed modular classroom building for the school constitutes the provision of an essential community facility that will provide improved teaching spaces for the benefit of both pupils and teachers. It therefore accords with policy CP11.
12. It also accords with Core Strategy Policy CP2 which aims to ensure that new development contributes to the formation of sustainable and inclusive communities through the provision of community facilities (including educational buildings), and that the requirements of children are addressed.

Character of the Area:

13. Policy CP1 of the Core Strategy states that planning permission will be granted for development proposals that *'maintain or enhance the high quality of the environment'*. Policy CP3 of the Core Strategy states that planning permission will be granted if development is *'of an appropriate scale of activity, mass, layout, built form, height, materials and character to the area together with a high quality of design without detriment to the amenities of adjoining land users including open spaces or occupiers and their quality of life'*. R1 and RD1 of the Borough Design Guide requires that development contribute positively towards and be compatible with the historic or underlying character and quality of the local area.
14. Piggott C of E School consists of a number of buildings, which are minimalist and institutional in design and appearance. The proposed modular building would be located on the western side of the main buildings within one of the existing tennis courts. The proposed modular building would be single storey with a flat roof, which facades would comprise of factory finished grey panels with single-ply membrane grey panels for the roof, along with white UPVC windows, which would be reflective of the existing external characteristics of other buildings on the site.
15. Whilst temporary in nature, it is not considered that the building would appear at odds with regards to its design in relation to other buildings located within the school grounds but would seem appropriate for its intended use and compatible in scale and appearance to its surroundings. Details of the external materials will be required to be submitted for approval under condition 3. Furthermore, the height, bulk, massing and sitting of the building would be sensible to its surroundings, as it would adjoin existing buildings/facilities within the school, therefore reducing potential harm from spread of development across the site, nor would it detract from the spatial and visual openness

of the Green Belt, in line with the principles set within policy CP11 of the Core Strategy and TB01 of the MDD Local Plan.

16. It is therefore considered that the proposed temporary modular building would have a minimal visual impact when considered in the context of its immediate surroundings within the school site, as well as the surrounding area. It would also not be visible from public vantage points outside of the site given its location to the rear of the school buildings and as such, the proposal would not be harmful to the character of the surrounding area. Overall, it would meet the requirements of the Core Strategy policies CP1 and CP3, and the principles of the Borough Design Guide.

Residential Amenities:

17. The proposal site is over 300 metres from the nearest residential properties along Wargrave Road and would therefore be well in excess of the Borough design Guide separation distances recommendations. As such, it would not have any impact upon residential amenity in terms of overlooking, overshadowing, overbearing or noise nuisance.

Provision of Playground/Playing Field Space:

18. The proposed modular building would be located on existing hardstanding currently part of one of the tennis courts, therefore there would be a reduction of the tennis courts within the school. Whilst the court is not included in the definition of a playing pitch as stipulated by Sport England, wider sports facilities such as this court are afforded protection through paragraph 99 of the NPPF. This states that existing land should not be built on unless:

“a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or

b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or

c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.”

19. Whilst a reduction in the overall “play space available” would occur as part of the proposed development, it is noted that the two other tennis courts would not be affected, and the submitted Planning Statement refers that the lost tennis court will be reinstated as part of a future phase of works to increase the provision of hard external PE areas within the school. These along with the existing overall provision of indoor/outdoor playing fields within the site, allows the LPA to conclude that there would not be any significant or harmful reduction in the sporting facilities or other outdoor activities available to pupils. Furthermore, the provision of additional classrooms are considered to outweigh the net loss in actual play space to the school, thereby satisfying c) of para 99. No objection is therefore raised in this regard.

Access and Movement:

20. In line with Core Strategy Policy CP6, the proposal includes parking arrangements within the existing car parking areas to the north of the existing school buildings, to

accommodate the parking requirement of an additional 3 parking spaces and 3 relocated spaces on site, along with 20 additional cycle parking spaces. The WBC Highways Officer satisfied with the details provided in this respect and conditions 7 & 8 require that they are in place prior to the first use of the building.

21. Access to the site would remain unaltered and this is considered acceptable.
22. Due to the small increase in pupil intake which the proposal would facilitate, there are no concerns relating to highway safety or traffic impact in accordance with Core Strategy Policy CP6. Any potential construction related traffic matters can be satisfactorily dealt with through the submission of a construction method statement as required by condition 5.
23. In addition, the school has an existing Travel Plan which seeks to promote alternative and more sustainable modes of travel to the site. As the current travel plan is dated June 2011 and does not account for the proposed development, condition 6 recommends that this is updated and submitted for approval within 6 months of the first use of the development.

Flooding and Drainage:

24. Policy CC09 of the MDD Local Plan requires consideration of flood risk from historic flooding, and Policy CC10 of the MDD Local Plan requires sustainable drainage methods and the minimisation of surface water flow.
25. The school site is partially located within flood zone 2, however the area where the new modular building is proposed falls within flood zone 1. Given the building would sit within an area of existing hardstanding with no additional areas of impermeable surfacing required, the proposal represents no additional flood risk or vulnerability. No objections are therefore raised on these grounds.
26. It is proposed that the development would connect into the existing sewer and drainage system on the site, details for which are to be submitted under condition 4.

Landscape and Trees:

27. 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. There are no protected trees on the site nor unacceptable loss of landscape features since the proposed building is to be located within an existing area of hardstanding. The WBC Trees and Landscape Officer has raised no objections to the proposed development.

Environmental Health:

28. The proposal would be for a classroom building located within the school grounds, therefore there are no concerns in terms of land contamination. Furthermore, it would not introduce new development in terms of the land use and as such, day-to-day operations on site will remain the same as present. The use of the site will remain unchanged and although the building would facilitate an increase in the number of

pupils attending the school, this is not considered significant in terms of concerns relating to noise and disturbance arising from the proposal.

29. In order to ensure that the existing residential amenities of nearby occupiers are protected during construction, condition 11 relates to permitted hours of work during construction, and condition 5 requires the submission of a construction method statement.

Ecology:

30. Policy CP7 of the Core Strategy requires the conservation of sites for nature conservation in accordance with national, regional, county, and local biodiversity action plans. 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. Condition 9 is therefore recommended requiring ecological enhancement details to be submitted for approval and installed prior to the first use of the building.

Sustainable Design and Construction:

31. Core Strategy Policy CP1 requires development to contribute towards the goal of achieving zero carbon development by including on-site renewable energy features and minimising energy and water consumption. This is amplified by MDD Local Plan policies CC04: Sustainable design and construction and CC05: Renewable energy and decentralised energy networks and the Sustainable Design and Construction Supplementary Planning Document (May 2010).
32. However, matters relating to energy efficiency measures in this instance would be covered under Building Regulations due to the minor nature of the proposals which would result in less than 1000sq.m of additional floorspace on the site.

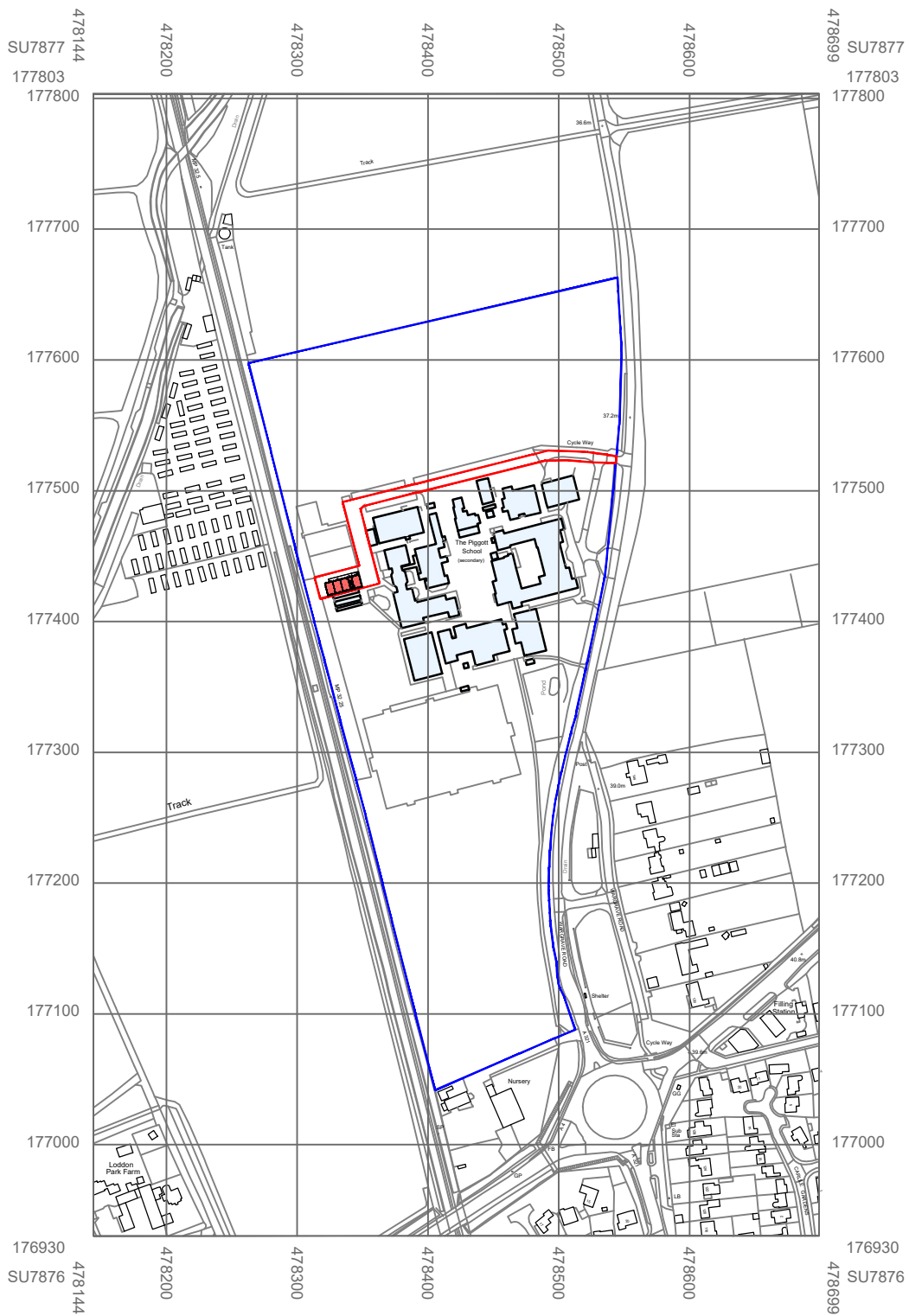
CONCLUSION

33. The proposal would provide acceptable on-site temporary classroom facilities that would address an immediate need for the provision of additional teaching space for the school, and this amounts to “very special circumstances” in the context of supporting this development within the Green Belt. The new building would be compatible with its immediate surroundings in terms of its location, scale and design, and would not result in any visual or spatial detriment to the openness of the Green Belt nor the character and appearance of the countryside. Subject to appropriate conditions, no harmful impact would occur with regard to neighbouring amenity, highways, drainage and biodiversity. The proposal would therefore accord with relevant national and local planning policies and is therefore recommended for approval.

The Public Sector Equality Duty (Equality Act 2010)

In determining this application the Council is required to have due regard to its obligations under the Equality Act 2010. The key equalities protected characteristics include age, disability, gender, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief. There is no indication or evidence (including from consultation on the application) that the protected groups identified by the Act have or will have different needs, experiences, issues and priorities in relation to this particular planning application and there would be no significant adverse impacts upon protected groups as a result of the development.

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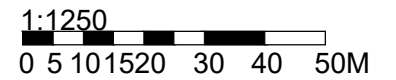
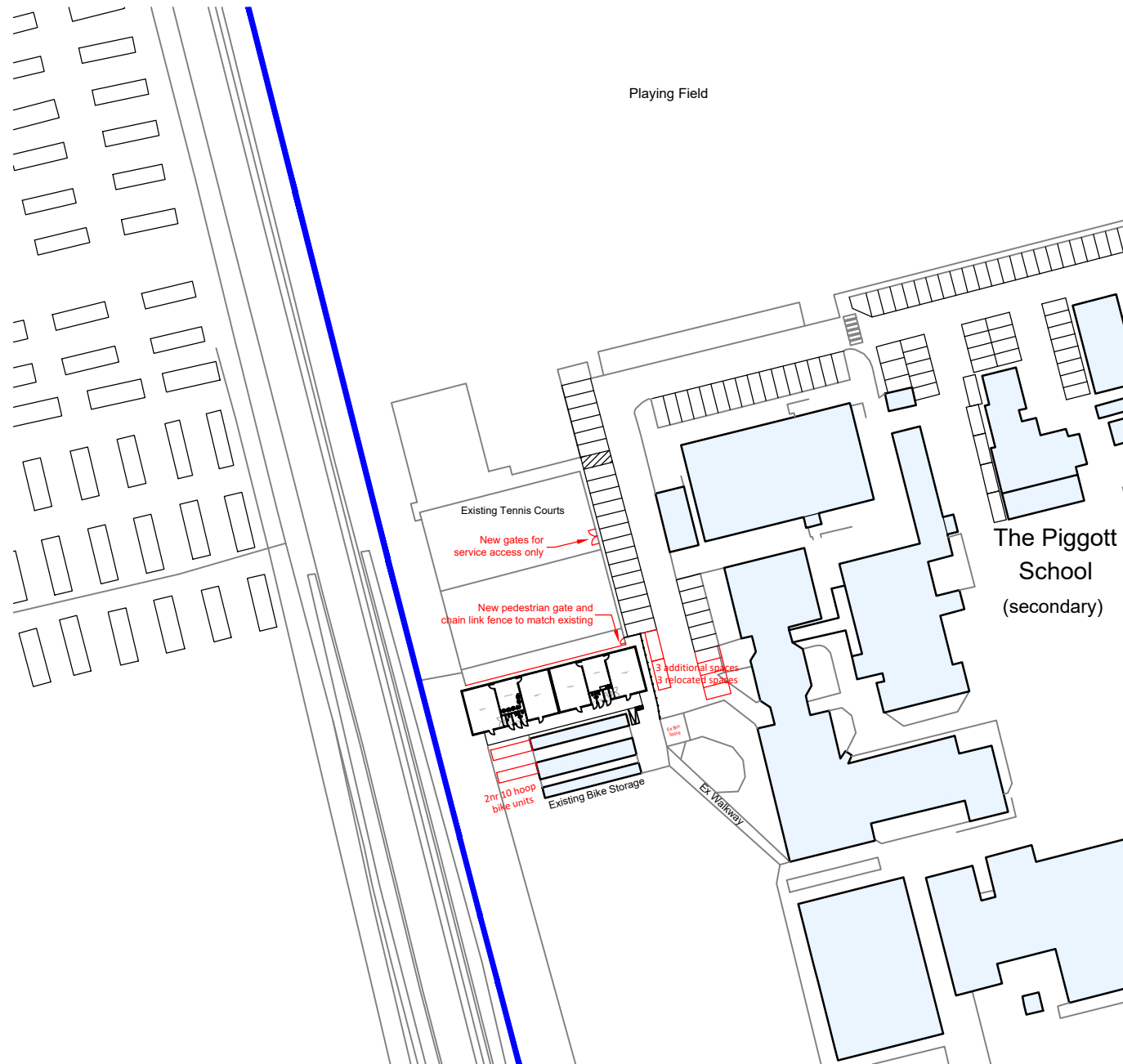
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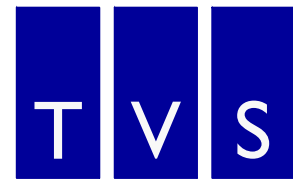
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Project:	The Piggott School	Date	01/02/22			
Title:	Location Plan	Scale:	1:5000@A4			
Drawn by	SM	Drawing Ref:	220015-1-101	Revision:		

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Rev	Date	Description	By	Checked
C	1/4/22	Minor Amendments	JW	JW
B	14/03/22	Modular size increased	SM	JW
A	10/03/22	Proposed gates added	SM	JW



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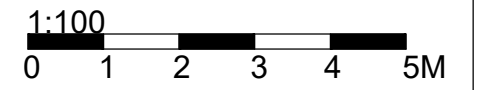
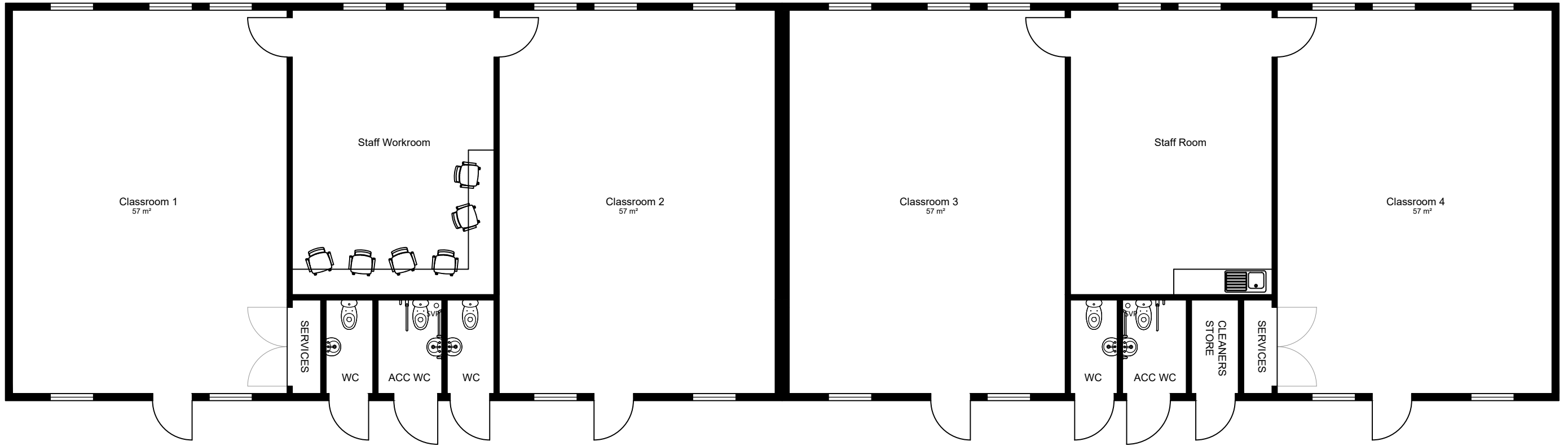
Client:	Wokingham Borough Council
Project:	The Piggott School - Expansion
Title:	Proposed Site Plan
Drawn by	SM
Date	01/02/22
Scale:	1:1250@A4
Drawing Ref:	220015-2-101
Revision:	C



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Rev	Date	Description	By	Checked
B	1/4/22	Minor Amendments	JW	JW
A	14/03/22	Modular size increased	SM	JW

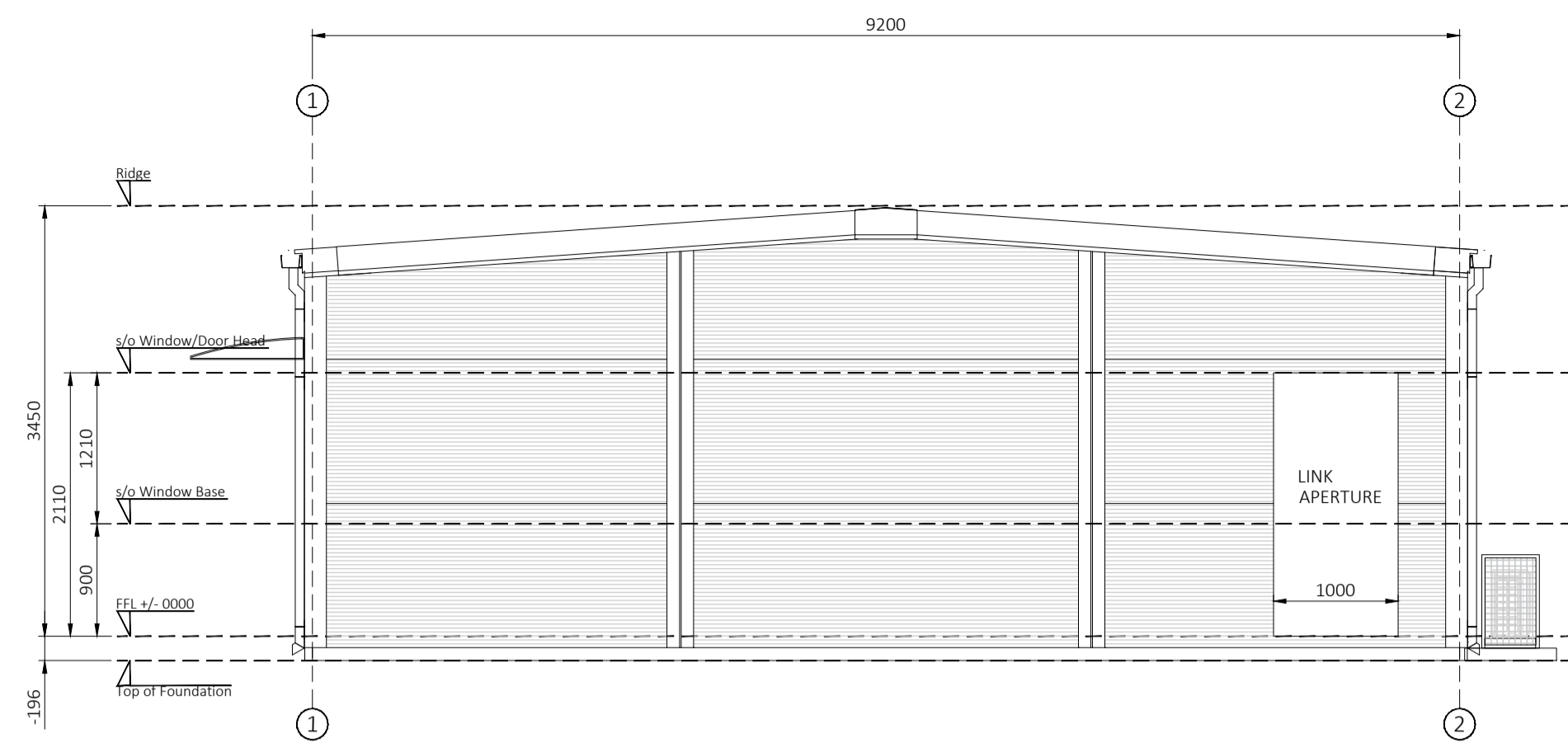


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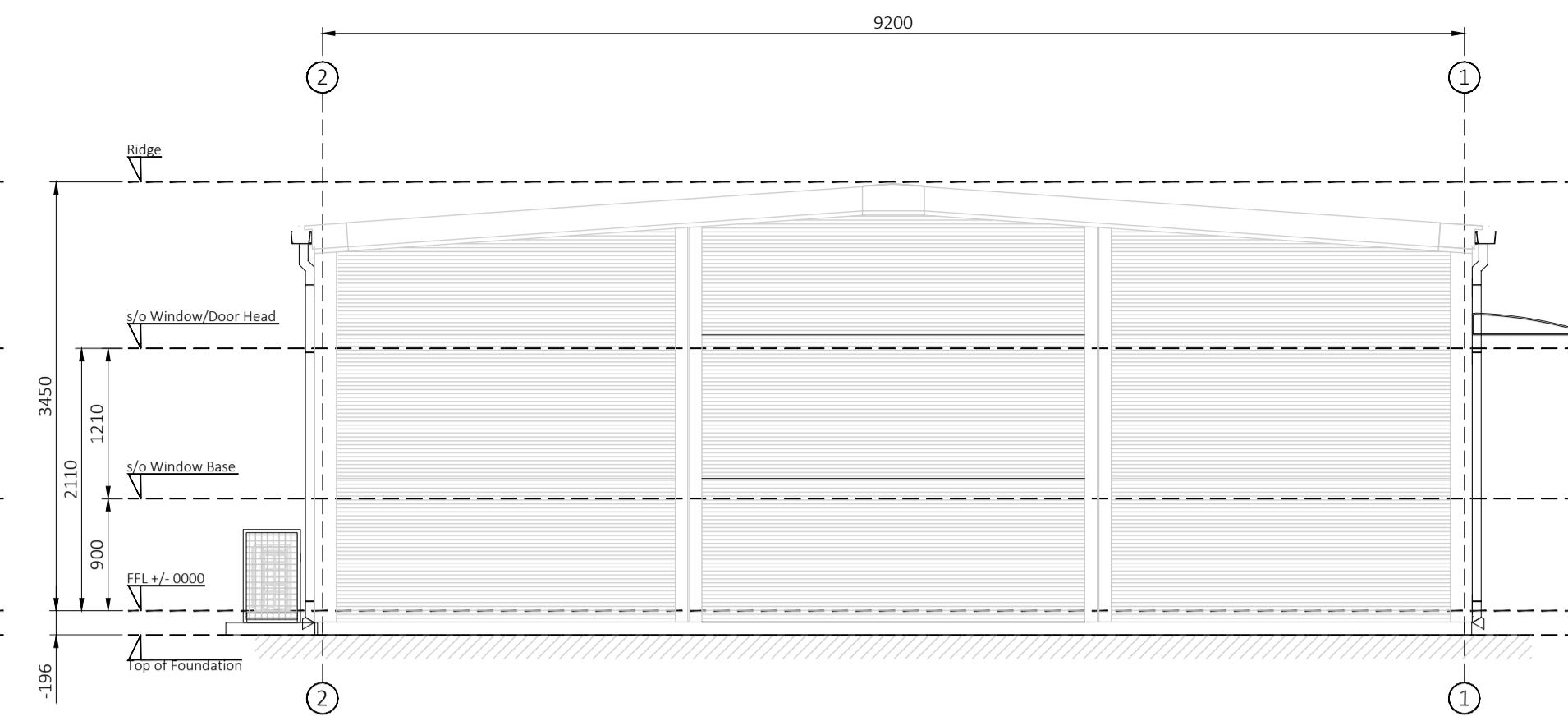
Client:	Wokingham Borough Council
Project:	The Piggott School - Expansion
Title:	Floor Plans
Drawn by:	SM
	14/02/22
Scale:	1:100@A3
Drawing Ref:	220015-3-101
Revision:	B

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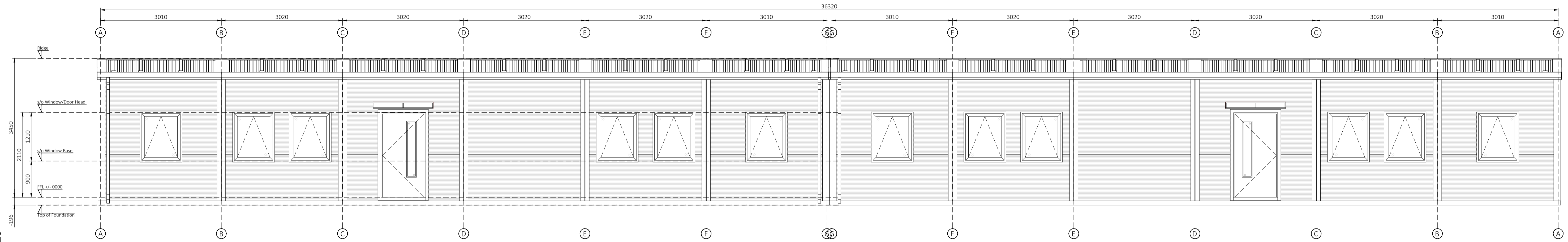
This drawing is copyrighted and is not to be reproduced without permission.
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 All dimensions to be checked prior to commencement of works.
 Discrepancies to be reported for confirmation.
 To be read in conjunction with all additional relevant drawings, specifications and manufacturer's instructions.
 All products identified are 'or similar approved'



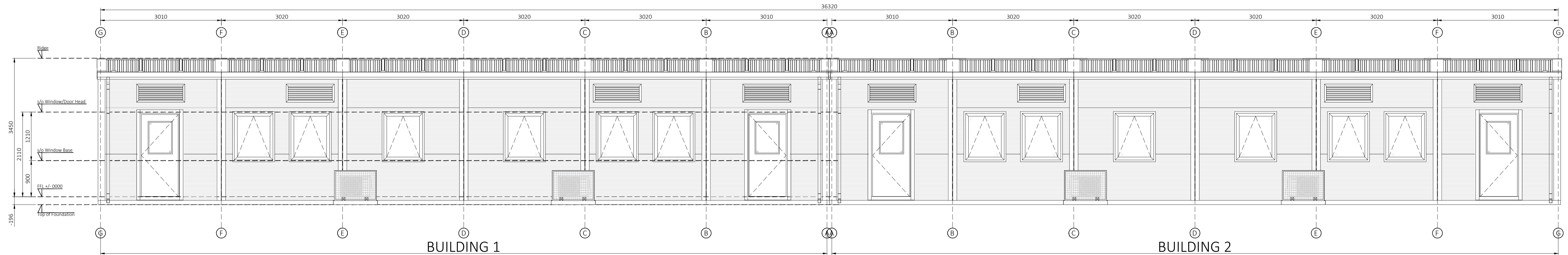
Gable End View 1



Gable End View 2



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BUILDING 1

BUILDING 2

P1	19.04.22	Initial Issue	SG	MH
Rev	Date	Amendments	By	Chk

Drawing Status:

PRELIMINARY
R ROLLALONG
 PERMANENT MODULAR CONSTRUCTION

Rollalong Ltd.
 Woolsbridge Industrial Park,
 Three Legged Cross,
 Wimborne, Dorset.
 BH21 6SF
 www.rollalong.co.uk

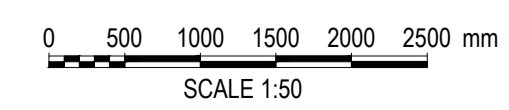
Project Title: PIGGOTT SCHOOL
 MK II TYPE 4 MODIFIED

Drawing Title: DOUBLE CLASSROOM
 WITH STAFF ROOM

Contract No.: 603379 Project No.: - - -

Drawing No.: 603379-PS-ELEV-RLG-003 Rev. P01
 Date: 19.04.2022 Scale: 1:50 @ A2

By: SG Checked: MH Approved:



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PLANNING REF : 220571
PROPERTY ADDRESS : Po Box 8250
: Reading
: RG6 9SZ
SUBMITTED BY : Twyford Parish Council Twyford Parish Council
DATE SUBMITTED : 06/04/2022

COMMENTS:
No comment.

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PLANNING REF : 220571
PROPERTY ADDRESS : Council Office
: Pavilion, Recreation Road, Wargrave, Wokingham
: RG10 8BG
SUBMITTED BY : Wargrave Parish Council
DATE SUBMITTED : 22/03/2022

COMMENTS:

Wargrave Parish Council had no objection to this application.

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Agenda Item 106.

Application Number	Expiry Date	Parish	Ward
211508	13/08/2021	Wokingham	Evendons;

Applicant	Mr Schneck
Site Address	Rosa Building, Mulberry Business Park, Fishponds Road, Wokingham, RG41 2GY
Proposal	Full planning application for the proposed raising of existing roof of Rosa Building to create 11 no. apartments to the second floor.
Type	Full
Officer	Mark Croucher
Reason for determination by committee	Major application. More than 10 dwellings proposed.

FOR CONSIDERATION BY	Planning Committee on Wednesday, 11 May 2022
REPORT PREPARED BY	Assistant Director – Place

SUMMARY
<p>The principle of converting this office building to residential flats has already been established by prior approval applications refs: 162289, 191254, 210769. This current application seeks approval to remove the building's roof and create a second floor to accommodate an additional 11 residential units over and above those granted under prior approval.</p> <p>In design terms, the proposal would remove the existing shallow pitched roof and replace it with an additional floor that would be set back from the elevations. The additional floor would not be out of character with the surrounding buildings in the area and would be reflective of other permissions in the area to add additional residential floors as part of office to residential conversions.</p> <p>Adequate car and cycle parking facilities would be accommodated on site and the proposal would protect the amenities of future occupants within this and other neighbouring buildings. The proposed flats would comply with Nationally Described Space Standards and the proposal would not have an adverse impact on protected species.</p> <p>There would be no impact on existing trees and a condition is recommended to secure a detail soft and hard landscaping scheme.</p> <p>It has been demonstrated that it is unviable to provide affordable housing and an external third-party consultant has confirmed this. The S106 agreement will have clause ensuring that an affordable housing contribution is delivered should the final profitability of the development make it viable.</p>

PLANNING STATUS
<ul style="list-style-type: none"> • Major development location • Contaminated land consultation zone • Affordable Housing Thresholds • Bat Roost Habitat Suitability

- Core Employment Areas
- Scale and Location of Development Proposals
- 7km Thames Basin Heaths SPA Mitigation Zones
- Nuclear Consultation Zone – AWE 12km zone

RECOMMENDATION

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

A. Completion of a legal agreement for an Employment Skills and a deferred payment mechanism for affordable housing provision should the profitability of the scheme allow it.

B. Conditions and informatives:

Conditions:

Time limit

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

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

Approved details

2. This permission is in respect of the submitted application plans and drawings numbered: JW828-100 Rev A, JW828-103, JW828-104, JW828-105, JW828-109 and JW828-110 received by the local planning authority on 30.04.2022 and 17.05.2022 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.

External materials

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

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

Noise attenuation measures

4. No development shall take place until a scheme for protecting the proposed dwellings of the approved development from external noise and internal noise shall be submitted, for written approval, to the Local Planning Authority. The development shall not be occupied until the noise mitigation measure identified in the approved

scheme, have been fully implemented. The noise mitigation measures shall be retained and maintained thereafter.

Reason: To protect future residents from noise from noise from industrial/commercial external sources and internally from the floor below.

Parking to be provided

5. No part of any building(s) hereby permitted shall be occupied or used until the vehicle parking space has been provided in accordance with the approved plans and parking strategy, setting out unallocated spaces and electric vehicle charging points. The vehicle parking space shall be permanently maintained and remain available for the parking of vehicles at all times in accordance with the approved details.

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.

Cycle parking to be provided

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

Reason: In order to ensure that secure weather-proof bicycle parking facilities are provided so as to encourage the use of sustainable modes of travel. Relevant policy: NPPF Section 9 (Sustainable Transport) and Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

Surface Water Drainage

7. Before the development hereby permitted is commenced details of the proposed drainage and existing drainage for the site have been submitted to and approved in writing by the LPA. The details shall include how the site currently drains and will be drained after conversion with consideration to SuDS. Development should not increase flood risk within site or elsewhere and also employ SuDS Hierarchy.

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

Landscaping details

8. Prior to the commencement of the development, a Tree Condition Survey and full details of both hard and soft landscape proposals shall be submitted to and approved in writing by the local planning authority. These details shall include, as appropriate, proposed finished floor levels or contours, means of enclosure, car parking layouts, other vehicle and pedestrian access and circulation areas, hard surfacing materials and minor artefacts and structure (e.g. furniture/outdoor seating, planters, balcony screens, refuse or other storage units, signs, external lighting, external services, planting design etc). Soft landscaping details shall include planting plan, specification (including cultivation and other operations associated with plant and grass establishment), schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate, and implementation timetable. All hard and

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

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

Decentralised energy

9. Prior to the commencement of development a scheme for generating 10% of the predicted energy requirement of the development from decentralised renewable and/or low carbon sources (as defined in the glossary of Planning Policy Statement: Planning and Climate Change (December 2007) or any subsequent version) 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.

Ecology

10. Prior to occupation of the development hereby approved, detail for the biodiversity enhancements measures outlined in the Preliminary Roost Assessment Report by Mountley Group dated May 2021 shall be provided to the local authority for its approval. Once approved the strategy shall be implemented in full unless otherwise agreed by the local authority in writing.

Reason: to ensure that the proposal is in accordance with Section 41 NERC Act re. UK Biodiversity Action Plan Priority Species (Species of Principal Importance) and complies with Planning Policies for Wildlife including CP7 of the Wokingham Borough Core Strategy (2010), and the National Planning Policy Framework which requires consideration of the potential biodiversity gains that can be secured within developments.

Informatives:

1. The development accords with the policies contained within the adopted / development plan and there are no material considerations that warrant a different decision being taken.
2. 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.

3. Records indicate a public sewer beneath or in close proximity to the proposed development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval must be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the options available at this site.

4. The development hereby permitted is liable to pay the Community Infrastructure Levy. As an affordable housing development, a claim for relief can be made. This is a matter for the developer. The Liability Notice issued by Wokingham Borough Council will state the current chargeable amount. Anyone can formally assume liability to pay, but if no one does so then liability will rest with the landowner. There are certain legal requirements that must be complied with. For instance, whoever will pay the levy must submit an Assumption of Liability form and a Commencement Notice to Wokingham Borough Council prior to commencement of development. For more information see - <http://www.wokingham.gov.uk/planning/developers/cil/cil-processes/>

PLANNING HISTORY		
Application Number	Proposal	Decision
Application Site		
210769	Office to residential prior approval	Approved 29.04.2021
191254	Office to residential prior approval	Approved 10.07.2019
162289	Office to residential prior approval	Approved 13.09.2016
Nigra Building, Mulberry Business Park:		
183174	Full planning application for the changes to fenestration, replacement of existing roof to flat roof together with provision of cycle, refuse stores and car parking.	Approved 18.01.2019
183084	Prior approval submission for the conversion of existing office to 43no residential flats.	Approved 11.01.2019
Ilex House, Mulberry Business Park, Fishponds Road		
191907	Prior approval submission for the change of use of the Ground & First Floors from office use (Class B1a) to form 46 Apartments (Class C3).	Approved 03.09.2019
172091	Full application for proposed raising of roof to create a second floor extension for 14 residential flats and the provision of cycling and refuse facilities.	Refused – 30/04/2018 Appeal allowed – 06/03/2019
Indigo House, Mulberry Business Park, Fishponds Road		
210166	Prior approval submission for the proposed change of use from office (Class E(i)) to 30 no. residential dwellings (Class C3)	Approved 12/04/2021

200540	Prior Approval submission for the proposed change of use from office (Class B1) to 54no. residential dwellings (Class C3)	Refused 08.04.2020
193259	Prior Approval submission for a proposed change of use from Office Use (Class B1(a) to 40no. residential dwellings (Class C3).	Refused 04.02.2020
193281	Prior Approval submission for a proposed change of use from Office Use (Class B1(a) to 14no. residential dwellings (Class C3)	Refused 04.02.2020
182428	Application for Prior Approval for the proposed change of use from office to 30no. residential dwellings	Approved 30.10.2018
210166	Prior approval submission for the proposed change of use from office (Class E(i)) to 30 no. residential dwellings (Class C3)	Approved 12/04/2021
200540	Prior Approval submission for the proposed change of use from office (Class B1) to 54no. residential dwellings (Class C3)	Refused 08.04.2020
193259	Prior Approval submission for a proposed change of use from Office Use (Class B1(a) to 40no. residential dwellings (Class C3).	Refused 04.02.2020
193281	Prior Approval submission for a proposed change of use from Office Use (Class B1(a) to 14no. residential dwellings (Class C3)	Refused 04.02.2020

SUMMARY INFORMATION	
For Commercial	
Site Area	0.30 Ha
Existing units	Nil (34 allowed under prior approval)
Proposed units	11
Existing density – dwellings/hectare	NIL
Proposed density - dwellings/hectare	150 dph (including 34 units allowed prior approval)
Number of affordable units proposed	Nil
Previous land use	Offices
Proposed Public Open Space	Nil
Existing parking spaces	53
Proposed parking spaces	53

CONSULTATION RESPONSES	
Internal	
WBC Drainage	Recommend approval with no conditions
WBC Environmental Health	Recommend approval with no conditions
WBC Highways	Recommend approval with no conditions

WBC Tree & Landscape WBC Employment Skills Plan	No objection subject to condition. Employment Skills Plan required.
External	
Thames Water Utilities Ltd	No objection with regard to waste water network and sewage treatment works. Measures for surface water drainage should follow NPPF advice (details forwarded to the applicant).
Southern Gas Networks	No objection – Details of gas infrastructure network provided (details forwarded to the applicant).
SEE Power Distribution	No objection - Details of high and low voltage mains provided (details forwarded to the applicant).
Natural England	No Comment

REPRESENTATIONS

Town/Parish Council: Objection:

- The flats are below minimum standards for size.
- There is no amenity area.
- There is only bike storage in open air, it would be desirable to be secure and covered.
- There should be solar panels on the roof.
- That there should have been affordable housing within the development.

Local Members: No comments received

Neighbours: 1 objection which is summarised as follows:

- Overlook neighbouring property.
- Loss of privacy.

APPLICANTS POINTS
<p>The application scheme accords with the objectives of the revised NPPF, and also the Development Plan by promoting the effective use of under-utilised land and buildings, by way of using the airspace above the existing building to provide for new homes achieved through an upward extension.</p> <p>The proposal offers a dwelling mix which is appropriate for the context, and goes towards meeting the Borough’s current and future housing needs. Therefore, the principle of residential development is acceptable in this location.</p> <p>The proposed roof extension is considered appropriate in terms of its massing, scale and overall design and would not result in a detrimental impact on the character and appearance of the established street scene or the wider area.</p>

The application would not have a harmful impact on the amenities of the adjacent properties or existing occupiers in terms of overshadowing, loss of outlook or privacy, light or any increased sense of enclosure.

The proposed flats have been designed to meet the national and local residential standards on matters of internal layout criteria, and also offer good accessibility to public transport and services whilst providing appropriate off street car parking and cycle storage in accord with sustainable development principles.

Accordingly, the development proposal is sustainable development should be granted planning permission in accordance with paragraph 11 of the NPPF.

PLANNING POLICY		
National Policy	NPPF	National Planning Policy Framework
Adopted Core Strategy DPD 2010	CP1	Sustainable Development
	CP2	Inclusive Communities
	CP3	General Principles for Development
	CP5	Housing mix, density and affordability
	CP6	Managing Travel Demand
	CP7	Biodiversity
	CP9	Scale and Location of Development Proposals
	CP15	Employment Development
	Adopted Managing Development Delivery Local Plan 2014	CC01
CC02		Development Limits
CC03		Green Infrastructure, Trees and Landscaping
CC04		Sustainable Design and Construction
CC05		Renewable energy and decentralised energy networks
CC06		Noise
CC07		Parking
CC09		Development and Flood Risk (from all sources)
CC10		Sustainable Drainage
Supplementary Planning Documents (SPD)		TB05
	TB07	Internal Space standards
	TB11	Core Employment Areas
	TB12	Employment Skills Plan
	TB21	Landscape Character
	TB23	Biodiversity and Development
	BDG	Borough Design Guide – Section 4

PLANNING ISSUES

Description of Development:

1. Proposed raising of existing roof of Rosa Building to create 11no. apartments to the second floor. The roof form will match the current style and form of the building. The proposed flats will comprise of a mix of studio, 1 bedroom and 2 bedroom units. All of the upper floor units under this permission will have a balcony.
2. The site is within Mulberry Business Park and is situated approximately 1 mile south west of Wokingham town centre within an established modern commercial estate that runs along Molly Millars Lane.
3. The building is surrounded by a car park and the access to the site is off Oaklands Park. A cycle rack will be situated in the north east corner of the site.
4. The building comprises a 1980's detached pavilion style office building of steel framed construction with brick elevations under a pitched roof. Immediately to the south of the site is the "Ilex" building a similar pavilion style office building which has been converted to residential apartments under Part O of the GPDO and also, importantly, has received permission, via an appeal, to create an extra floor of development similar to that proposed now for this site. Other office buildings adjacent to the application also have permission to be converted into residential flats, including Indigo House to the east.

Principle of Development:

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

8. The application site is within a Core Employment Area and Core Strategy policy CP15 resists the loss of offices within such locations. The development does not result in the loss of office space as it is for the erection of an additional storey.
9. The ground and first floor of the building benefits from a permitted change under Class O from offices to 34 residential units under the prior approval ref: 210769. At the time of writing this report, the change of use of the lower floors had not been implemented and must be completed by 27.04.2024 (within 3 years).
10. This proposal seeks to simply provide an additional floor and does not result in any change of use to the remainder of the building. The applicant remains at liberty to utilise the remainder of the building within its current lawful Class E (office) use or implement prior approval for the subsequent change of use of the remainder of the building to residential. Either way, the physical extension and introduction of residential units on the 2nd floor is considered compatible with both possible uses at lower floor and is acceptable in principle. The same approach has been taken for the neighbouring buildings at Ilex House and Indigo House.
11. The principle of development is acceptable for the reasons set out.

Character of the Area:

12. The application site is within the Mulberry Business Park. Several other commercial buildings close by are in the process of being converted into residential apartments and therefore a residential building in this location will not be wholly out of context. As stated, the office to residential conversion for this site has been established.
13. The application scheme seeks to extend the building at roof level, and the extra storey has been designed to ensure that its overall massing and scale would respect the proportions of the lower floors of the building, the recently extended neighbouring Ilex House and also the street scene more generally.
14. The height of the resulting building would relate satisfactorily to the character and appearance of the area and would accord with the new height of the neighbouring Ilex House.
15. The development would utilise materials and design features to tie into the existing vernacular of the building and existing office to residential conversion.
16. There are some small trees and planting are located around the edge of the site and this will partially soften the appearance of development. A proposed bike rack located in the northeast corner will be partially screened by existing landscaping and will not be overtly prominent in the street scene.

Access and Movement:

Highway Safety / Traffic Impact:

17. The vehicle access on site will remain the same and there are no known highway safety implications with the junction onto Oaklands Park / Fish Ponds Road. Visibility is good in either direction and the speed limit is 30mph. The council's Highway Officer has

considered the application and raised no objection regarding highway safety of traffic impacts.

Parking:

18. There will be sufficient parking capacity on the site. Whilst this permission is for 11 flats, the development overall will have a total of 45 units. This would comprise of 37no 1 bedroom flats and 8no 2 bedroom flats. There is a car park with 53 spaces and if all parking spaces are unallocated, this would result in over supply of 8 spaces when assessed against the council parking standards. Condition 5 is recommended to ensure parking is delivered and maintained in accordance with the council's standards.
19. The development would also include cycle parking for 80 bicycles. The cycle rack will be located in the north east corner of the site and condition 6 is recommended to ensure this is provided.

Sustainability:

20. The site is within sustainable settlement limits where the principle of new dwellings is acceptable. The site will be approximately 500m from Lidl and there are other shops and services near-by. There are several bus stops along Molly Millars Close with services for 3 different routes. Wokingham Train Station is approximately one mile away and accessible by footpaths.

Flooding and Drainage:

21. The site is located in Flood Zone 1 where the risk of fluvial flooding is low. There is no increase to the footprint of the building. The Council's Drainage Officer raises no objection to this proposal, advising:

'most of the changes are internal and external related with elevation, however the proposed changes have no increase of impermeable area on the site, the surface water generated will stay at the same amounts and there is no increase of flood risk.'

22. In respect of foul water, this matter would be dealt with by Thames Water or by local sewerage authority and applicant has been advised to check whether there is enough capacity to accommodate 11 new apartments. An informative is also recommended in this respect.
23. Subject to compliance with the above surface water drainage condition, the proposal accords with MDD Local Plan Policy CC10 in respect of flooding and drainage issues.

Landscape and Trees:

24. The site is located within the Wokingham Settlement Area and within the Mulberry Business Park, which is a Core Employment. In recent years, interest has been shown in reusing the commercial office spaces as residential apartments and has identified that while the trees and shrubs around the site edges, to Fishponds Road frontage and around the building, have been poorly managed they still contribute to the character of the area.

25. No landscape information, in the form of a Tree Survey or Landscape Strategy, has been submitted to support this application. The submitted Design and Access Statement indicates that no trees would be removed as part of the proposal and that planting areas will be retained as existing.
26. While the Council's Tree & Landscape Officer raises no objection to the application in principle, she has suggested a review of the existing landscaping including the existing trees along Fishponds Road adjacent to the application site in addition to considering whether there is an opportunity to provide for improvements to the existing landscape and potential new amenity space (dealt with in the Amenity Space for Future Occupiers section of this report below) by replacing some of the existing parking spaces around the site with additional soft landscaping.
27. In line with the above comments, a condition is recommended to secure full details of both hard and soft landscape proposals for the development. Subject to compliance with the above condition, the proposal would both mitigate the impact of the development and enhance the green infrastructure of site in accordance with Core Strategy Policies CP1 and CP3 and MDD Local Plan policy CC03.

Environmental Health:

28. Policy CC06 and Appendix 1 of the MDD Local Plan requires that development protect noise sensitive receptors from noise impact. Policy CP3 of the Core Strategy aims to protect neighbouring amenity. Core Strategy Policy CP3 states that development proposals should not result in a detriment to the amenities of adjoining land users including open spaces or occupiers and their quality of life.
29. WBC Environmental Health have assessed the application and raise no objection in principle. The development does not involve breaking any new ground.
30. The information submitted does not address noise from existing industrial / commercial external sources nor insulation protection from the first floor below for the future residents. As such, a condition 4 is recommend to secure details of noise attenuation measures to ensure satisfactory coexistence between the residential use and the commercial uses of the wider area.

Residential Amenities:

31. Core Strategy Policy CP3 states that development proposals should not result in a detriment to the amenities of adjoining land users including open spaces or occupiers and their quality of life. The Council's Borough Design Guide (BDG) stipulates that a minimum back-to-back distance of 30m should be provided between new flatted developments and 15m back-to-flank for developments over 2 storeys to maintain privacy and limit the sense of enclosure.
32. Whilst the area is part of the Mulberry Business Park, neighbouring buildings have been permitted to change from office to residential. This includes Ilex House immediately to the south and Indigo House to the east.
33. The building has 'T' shape footprint and the section of the building to the south, adjacent to Ilex House, has no windows in it and therefore will not impact the flats in Ilex House.

34. Another section of the south elevation would be set back from Ilex House and this would measure 17.5 metres to the side of the neighbouring building. There are no 2nd storey windows in the nearest section of Ilex House to the Rosa Building. Whilst there are ground and first floor windows in the neighbouring building, they would not be at the same level and this reduces the potential for direct overlooking. This relationship has been established under the various prior approvals to convert the buildings. An Inspector for an allowed appeal (ref: 172091) also raised no objection to the relationship between Rosa Building and residential occupation of Ilex House.
35. There are no windows in the eastern elevation that face onto Indigo House and therefore no detrimental overlooking would occur.
36. There would be no impact on buildings to the north and east because they are between 36m and 40m away and are commercial premises.
37. A neighbouring resident has objected due to overlooking their property in Blagrove Drive. This dwelling is approximately 70 metres from the application site and the additional storey would be well in excess of the minimum 30 metre separation distance recommended in the Borough Design Guide.
38. Taking into consideration the prior approval applications and site circumstances, there are no objections regarding loss of amenity to neighbouring residents.

Amenity for future occupiers:

39. The proposed 11 flats would meet the National Described Space Standards and provide a suitable standard of accommodation. This is set out in the table below.

Flat no	Bedrooms	Size (sqm)	National Space Requirement (sqm)
Flat 1	2	66	61
Flat 2	1	50	50
Flat 3	1 (studio)	39	39 (37 if the unit has a shower room rather than bathroom)
Flat 4	2	70	61
Flat 5	1	50	50
Flat 6	1	52	50
Flat 7	2	61	61
Flat 8	2	70	61
Flat 9	2	70	61
Flat 10	1	50	50
Flat 11	2	63	61

40. Whilst there is no specific requirement in policy for flats to have access to outdoor space, each of the 11 units will have access to a balcony.
41. Separation distances to neighbouring buildings has been set out in the previous section. Whilst part of the southern elevation would be located close to Ilex House, this relationship has been established by prior approval applications. The windows to the proposed flats on the southern elevation would also be set back from the façade building due to the recessed balconies and this design feature would provide additional screening.

Ecology:

42. The submitted bat survey found no evidence of bats in the existing building or trees. The site has very limited potential for habitat, being a former office building, surrounded by a car park and within a business park. Notwithstanding this, the ecology information submitted recommends biodiversity enhancements in the form bat boxes, bird bricks and bee bricks. These would be secured by recommended condition 10.

Sustainable Design/Construction:

43. Policy CC05 states that on proposals of 10 dwellings or more, planning permission will only be granted for proposals that deliver a minimum 10% reduction in carbon emissions through renewable energy or low carbon technology.
44. No details of how this can be achieved have been submitted and therefore a condition is recommended to ensure this is provided for the 11 units. An application for a similar conversion at Indigo House demonstrated that a 10% reduction in carbon emissions was possible and therefore the condition is reasonable.
45. A condition for electric charging is recommended to ensure occupants would have the option to drive electric vehicles. 80 cycle stands will also be located on the site to promote cycling.

Community Infrastructure Levy (CIL), Special Protection Area (SPA) & Affordable Housing:

Community Infrastructure Levy:

46. The application is liable for CIL payments because it involves a net increase of 11 new dwellings, payable at a rate of £365/m², index linked.

Special Protection Area:

47. The application site falls outside of the Thames Basin Heaths Special Protection Area 5KM zone and hence does not trigger a requirement for an Appropriate Assessment for an avoidance strategy under the Conservation of Habitats and Species Regulations 2017.

Affordable Housing:

48. Policy CP5 of the Core Strategy, Policy TB05 of the MDD Local Plan and the Affordable Housing SPD specify an affordable housing rate of 30% for any development involving five dwellings or more on previously developed land within Major Development Limits. The total number of units (net) that should be provided as affordable equates to 3.3 units.
49. A Viability Assessment has been submitted with the application. This has been reviewed in detail by an independent consultant on behalf of the council and they have confirmed it is unviable for the development to support an affordable housing contribution. It has been verified that the estimated value of the development when

completed would not exceed to the total cost for the development and the existing land value.

50. The applicant's assessment has not been accepted in its entirety, and the council consider the identified deficit of the scheme to be less than stated. As a result, it is expedient for S106 agreement to contain a deferred payment mechanism which would allow the Council to secure an affordable housing contribution should the profitability of the development exceed an agreed level.
51. Paragraph 58 of the NPPF is clear in that the weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case. The PPG accepts that review mechanisms may be appropriate to ensure policy compliance and optimal public benefits through economic cycles. It is noted that such review mechanisms are not a tool to protect a return to the developer, but to strengthen local authorities' ability to seek compliance with relevant policies over the lifetime of the project.
52. The applicant is the same as the Ilex House office to residential conversion immediately to the south of the site. Whilst each application must be considered on its individual merits, it must be recognised that the council was unsuccessful at an appeal against the failure to secure an affordable housing contribution on the Ilex House scheme. In that case, the Inspector considered it was unviable to do so. There are parallels with the current application and council has determined the proposal consistently with the Inspector's decision for the neighbouring site and based on national guidance available.

Employment Skills:

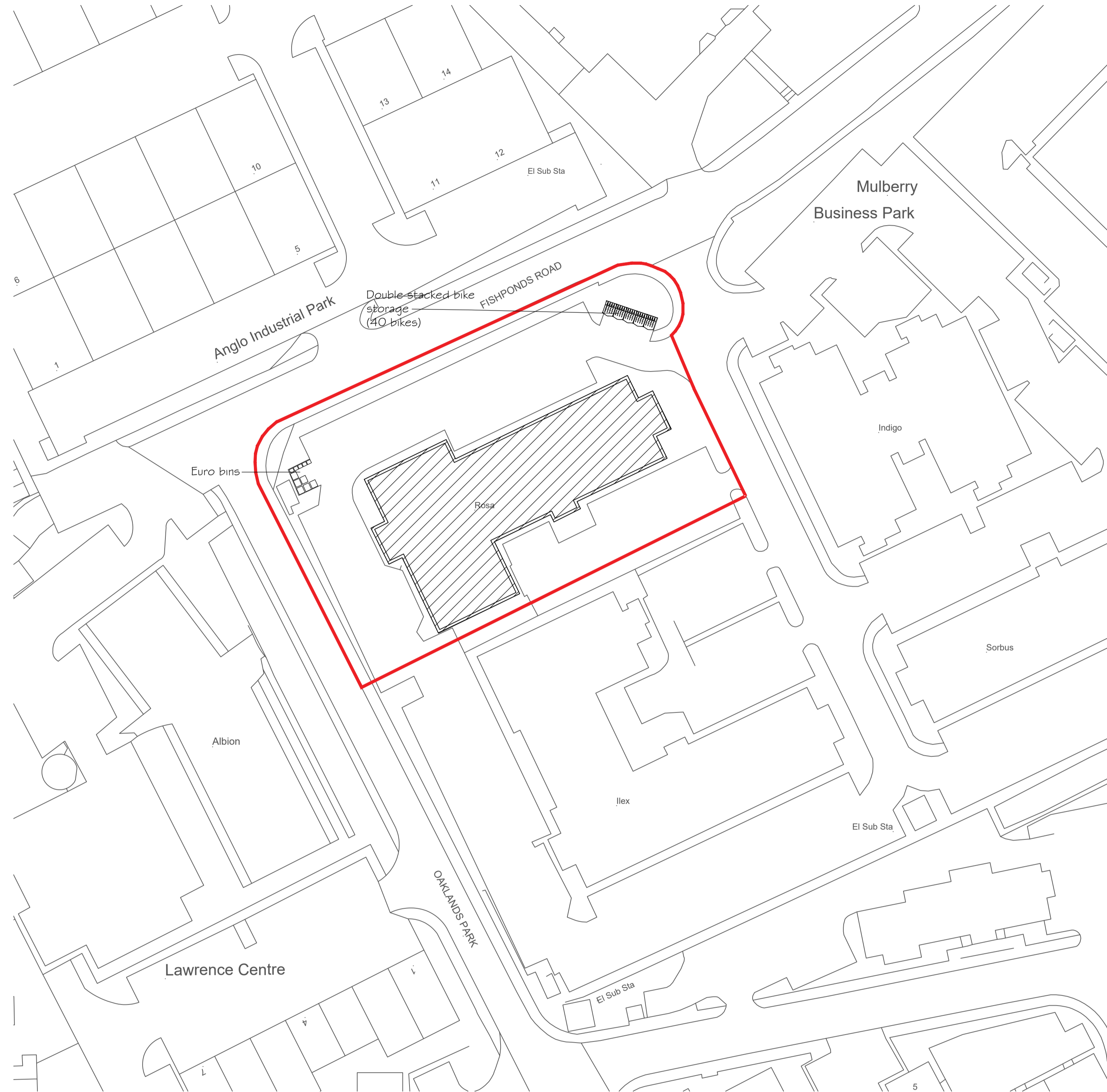
53. Policy TB12 of the MDD Local Plan requires planning applications for all major development (both commercial and residential) in Wokingham Borough to submit an Employment Skills Plan (ESP) with a supporting method statement. The requirements of this ESP are to provide 3 Community Skills Support (e.g. work experience or CSCS training courses) or 1 apprenticeship. Should this not be provided on site, a contribution in lieu of £3,750 is required. This will be secured by a S106 agreement.

CONCLUSION

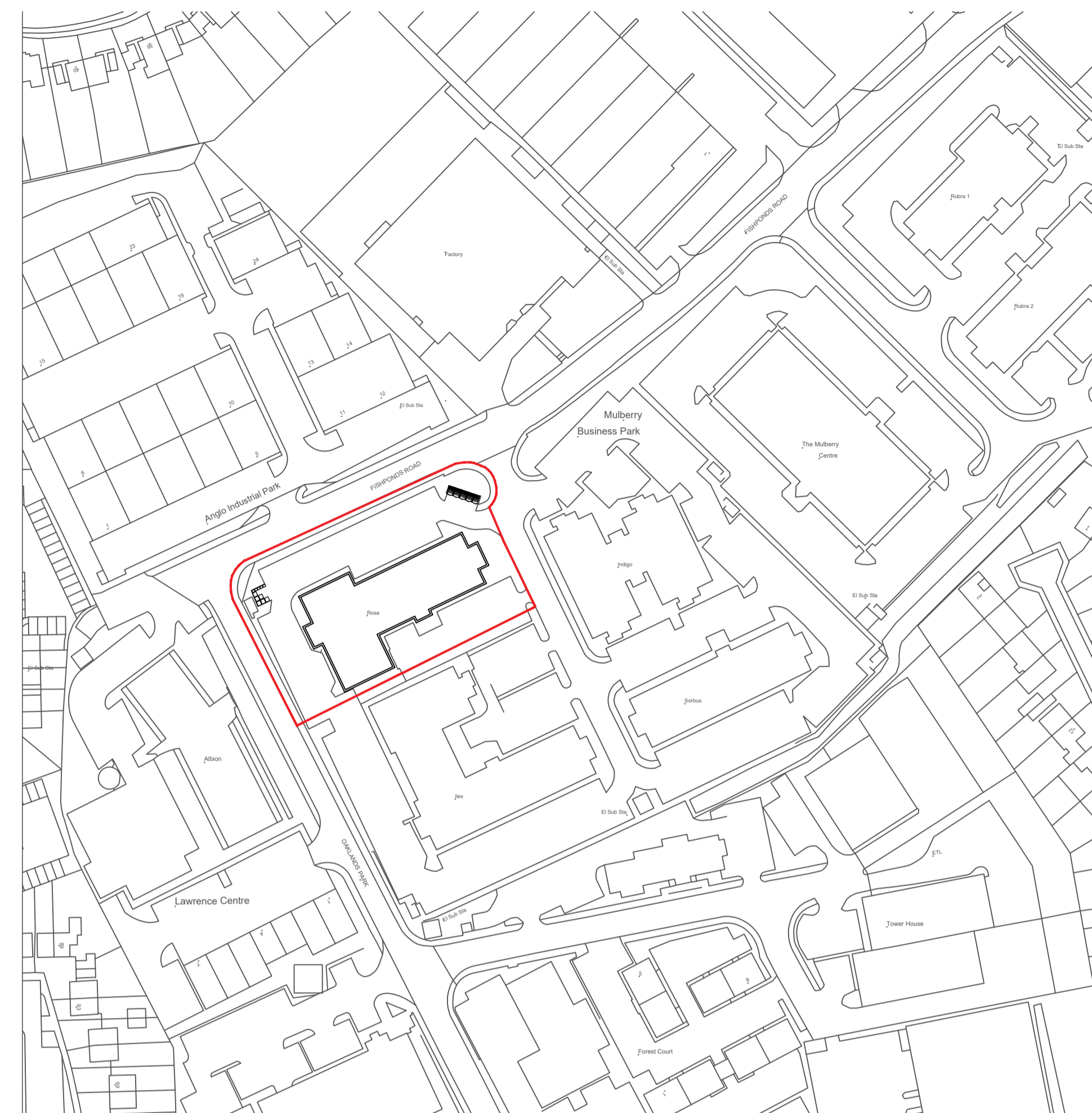
54. The principle of converting this office building to 34 residential flats is already established and the application would provide 11 additional units. Whether the conversion of the remainder of the building to residential occurs or not, the proposal would have a satisfactory impact on the appearance of the building and additional improvements to soft landscaping measures are secured via condition. The development will be in keeping with other office to residential conversions in the immediate area. The residential amenity of future occupants in the host building would be acceptable and neighbouring resident's amenity maintained. Adequate car and cycle parking facilities would be provided. As such, the proposal represents a suitable brownfield redevelopment that would be policy compliant subject to adherence to the recommended conditions and obligations in the draft s106 legal agreement.

The Public Sector Equality Duty (Equality Act 2010)

*In determining this application the Council is required to have due regard to its obligations under the Equality Act 2010. The key equalities protected characteristics include age, disability, gender, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief. There is no indication or evidence (including from consultation on the application) that the protected groups identified by the Act have or will have different needs, experiences, issues and priorities in relation to this particular planning application and there would be no significant adverse impacts upon protected groups as a result of the development. **(Delete/amend as appropriate: If impacts upon persons with protected characteristics are identified please seek further guidance. The impacts must be detailed in this section, consideration must be given to potential mitigation and all issues given weight in the planning balance).***



Block Plan 1:500



Site Location Plan 1:1250



Notes:
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 dimensions:
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 specification:
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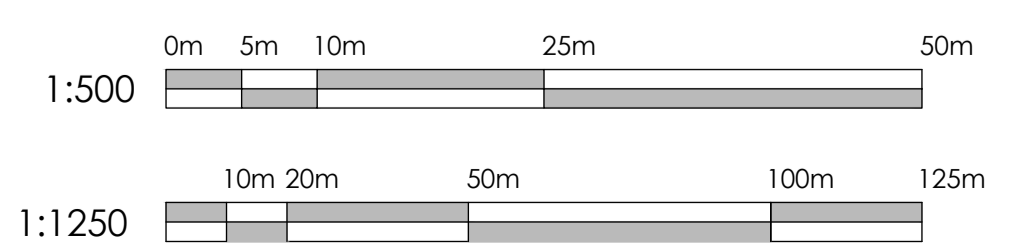
REVISIONS:

PLANNING

client:
 Mr Schneck
project:
 Rosa
 Mulberry Business park
 Wokingham
 RG4 1 2GY
description:
 Site Location and Block Plan



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rl	VAR @A1
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job drwg. no:	rev:
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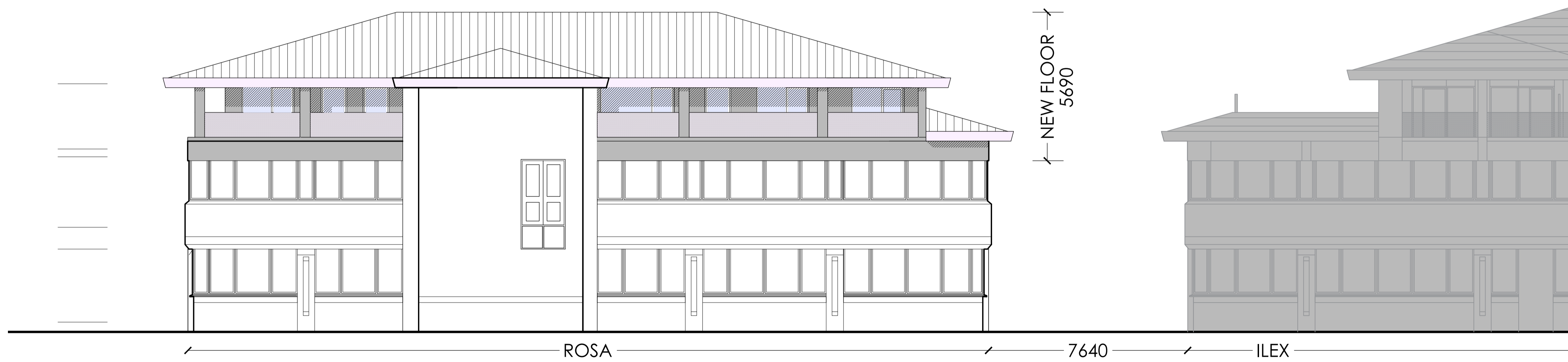
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revisions:

297



proposed rear elevation 1:100



proposed side elevation 1:100

PLANNING

client:
Mr Schneck

project:
Rosa
Mulberry Business Park
Wokingham
RG41 2GY

description:
Proposed Elevations



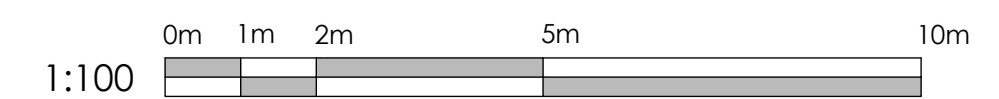
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date: MAR 21 **sheet** of:

job drwg. no.: jw828-110 **rev:** -



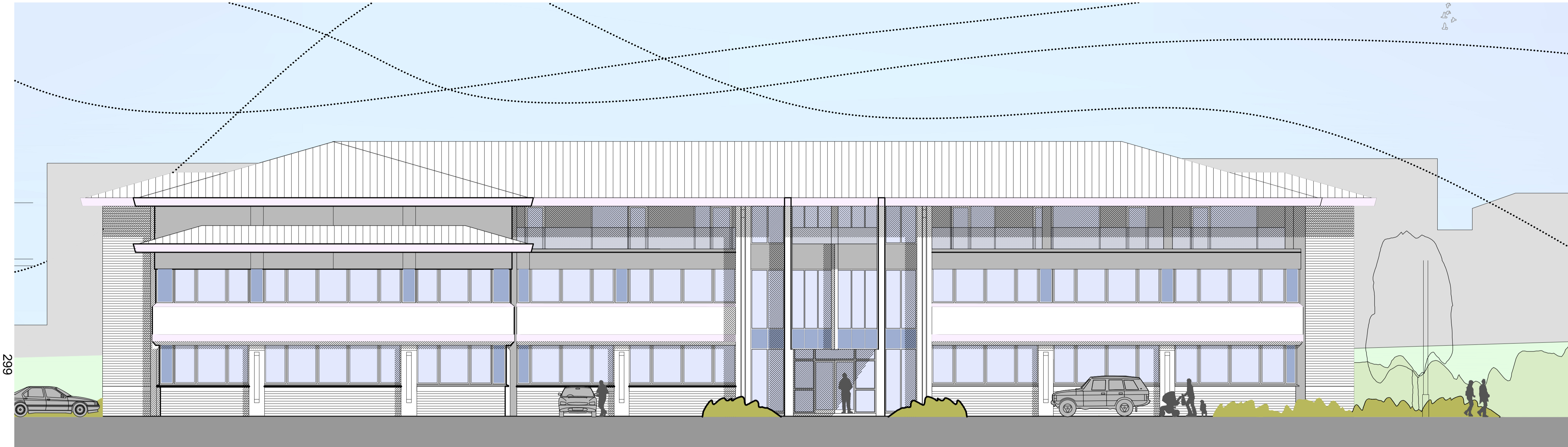
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proposed front elevation 1:100

revisions:



proposed side elevation 1:100

PLANNING

client:
Mr Schneck

project:
Rosa
Mulberry Business Park
Wokingham
RG41 2GY

description:
Proposed Elevations



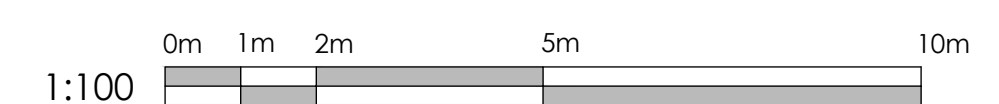
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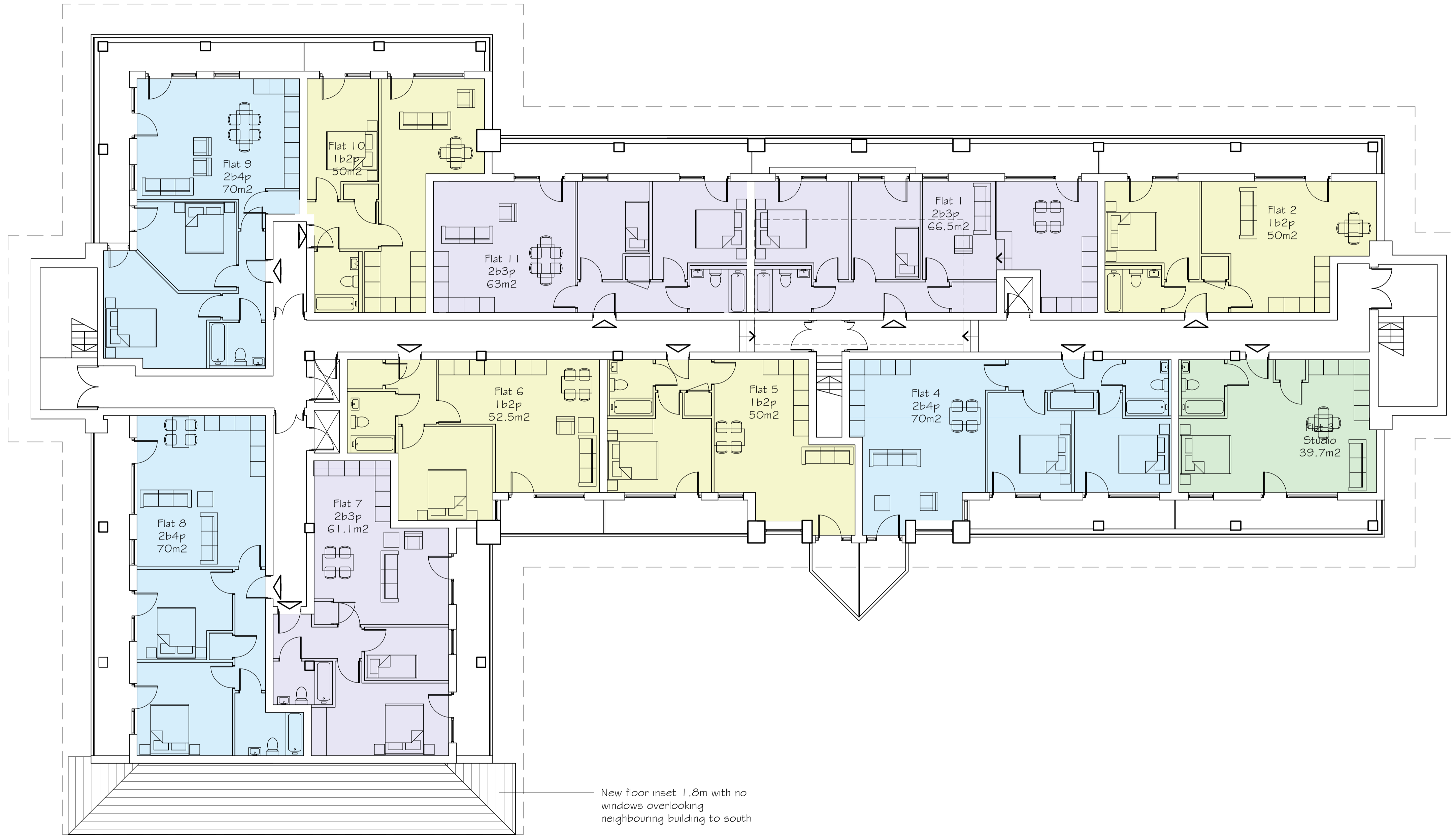
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revisions:

301



PLANNING

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project:
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description:
Proposed Second Floor



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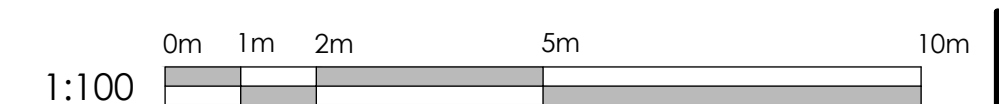
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job drwg. no.: jw828-105 **rev.:** -

proposed second floor plan 1:100



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existing front elevation 1:100



existing side elevation 1:100

existing side elevation 1:100



existing rear elevation 1:100



existing section AA 1:100

revisions:

303

PLANNING

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project:
Rosa
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description:
existing elevations



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