

# **MEMBERS' UPDATE**

## **Planning Committee – 15 September 2016**

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**Site Address: Shinfield Eastern Relief Road**

**Application No: 162004, Pages 13-30.**

### Listing request:

Councillor Pollock requested that the application be referred to Committee due predominantly to about the noise impacts of the road. He has requested that should the Committee be minded to approve, then a condition should be applied requiring:

- 1) the noise impact of the road to be monitored after opening; and
- 2) if it transpires that the actual noise impacts are worse than is presented in the noise modelling, then further mitigation is provided.

Note :- The original condition requiring the provision of noise mitigation (condition 21 - see appendix A) and did not include provisions for review post road opening. It required approval of a scheme for implementation thereafter.

### Wet Weather:

The noise modelling has been undertaken in accordance with adopted national guidance. There is no relevant guidance on the potential change in noise level as a result of a wet road surface contained in either of the two principal reference documents in the UK that relate to road traffic noise – the Calculation of Road Traffic Noise (CRTN), published by the Department of Transport and the Welsh Office in 1988 and the Design Manual for Roads and Bridges HD213/11, published by the then Highways Agency in 2011. There is however some evidence from European sources to suggest that wet road conditions may result in a higher overall noise level (maybe by 1-2 dBA).

That said, when considering the weight to be placed on this evidence, it is important to remember that wet roads are likely to be present only for a relatively small proportion of the time. It is also important to note that during wet weather events residents are unlikely to be using their gardens and will likely have their windows shut; such that the impact of the higher overall noise level would unlikely be perceptible.

### Mature Tree Planting:

At this time, all tree planting that has occurred along the southern section of the ERR are saplings. At the time of drafting the Committee report, officers were in the process of securing mature tree planting in this location. Revised drawings have now been received.

The previous planting proposals for the section of road that runs broadly parallel with the Oatlands Road residential area comprised:

1. Small copses/woodlands in the damp pasture fields at the bottom of the road embankment comprised of fast growing willow and alder.
2. Tree and shrub planting on the road embankment of Hawthorn, Holly, Field Maple, Wild Cherry, Rowan planted as transplants and whips, with a small number of individual standard size trees.

There was a high reliance on the use of transplants and whips for quick establishment which can often typically overtake standard trees in their speed of growth over a 5-10-year period.

However, in view of the concerns of the local residents of Oatlands Road and that of WBC planning officers with regard to the initial impact of this planting, it is now proposed to provide additional groups of trees on the embankment of Field Maples, Alders, Rowan and Wild Cherry species planted as feathered and heavy standard (12-14cm girth – approx. 3m tall) size that will provide some more initial impact at the time of planting. In addition, it is proposed that groups of specimen Hazel shrub between 125 and 150cm tall are planted to provide additional initial screening.

Condition amendment:

Following receipt of revised planting plans (see above), the following plans listed in condition 2 should be superseded as follows:

- Drawing 61032241-H-DR-3000-05 (Planting Plan Sheet 5 of 10) Rev 1 should be superseded by Drawing 61032241-H-DR-3000-05 DHA 05 (Planting Plans) Rev 2; and
- Drawing 61032241-H-DR-3000-06 (Planting Plan Sheet 6 of 10) Rev 1 should be superseded by Drawing 61032241-H-DR-3000-06 DHA 06 (Planting Plans) Rev 2.

Additional condition:

Notwithstanding the details of noise mitigation and landscaping hereby approved, the southern section of the road shall not be opened for use to traffic until such time as a scheme for monitoring the operational noise impact of the road upon the Oatlands Road properties has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the monitoring of the road shall occur within 6 months of the opening of the road and no later than 8 months from the opening of the road the results of the monitoring shall be submitted to and approved in writing by the Local Planning Authority. Should the monitoring demonstrate that the Oatlands Road properties are experiencing noise environments in excess of the 3dBLA10,18h (the significance criteria adopted in the Environmental Statement) no later than 12 months from the opening of the road further measures of noise mitigation shall be implemented in accordance with a scheme of mitigation that has first been submitted to and approved in writing by the Local Planning Authority.

Reason: To enable the Local Authority to protect noise sensitive properties from the impacts of the road.

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**Site Address: Arborfield Garrison and Adjoining Land (Parcel T)**  
**Application No: 161536, Pages 35-61.**

Highways Clarification (P 45 and 58 – Proposed Parking Spaces)

Total 267 parking spaces provided (excluding Garages), which equates to 2.1 spaces per dwelling. Should you include garages into this calculation the overall parking would total 351 spaces, equating to 2.76 spaces per dwelling.

In line with the Council's Parking Standards Study Report, the development has been assessed using the Council's Parking Calculator, which identifies that the scheme requires 214 allocated spaces and 41 unallocated. The 214 allocated spaces comply with the standard, whilst the level of unallocated and visitors exceeds the Council's guidance by 12 spaces.

	<b>Number</b>	<b>Ratio of 127 Units</b>
Allocated	214	1.69
Unallocated / Visitor	53	0.42
<b>SubTotal</b>	<b>267</b>	<b>2.1</b>
Garages	84	0.66
<b>Total</b>	<b>351</b>	<b>2.76</b>

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**Site Address: Land West of Finchampstead Road and Adjacent to Sand Martins Golf Course, Finchampstead, RG40 3JT**  
**Application No: 161292, Pages 71-92.**

Clarification:

The proposed stables would consist of three stables and a field shelter. The stable block would have a width of 14.4 metres and each stable would have a depth of 3.6 metres. The field shelter would have a depth of 6.1 metres. The stable block would have a pitched roof with a maximum height of 3 metres, and each stable would have a roof light above.

Additional Information:

Representations:

Local Members: Cllr Stanton has emailed expressing his concerns on the following:

- Access onto Finchampstead Road for horse riders is concerning as Finchampstead road is a fast road; (see para 17-18 of Committee Report),

- Some of the facilities are close to the houses in McCarthy Way, causing an impact to the living amenity of those residents; *(see para 14-16 of Committee Report)*,
- Concerns of environmental health issues relating to manure, smell, flies and noise; and *(see para 15-16 and 29-31 of Committee Report)*,
- If lighting is considered, then this should not cause nuisance to nearby residents. *(see para 32 of Committee Report)*

#### Local Residents:

4 Additional objections have been received to the application on the basis of the following:

- The application sets a precedent for residential development; *(see para 5-13 of Committee Report)*
- The siting of the stables is considered unacceptable in respect of residential amenity; *(see para 29-31 of Committee Report)*
- The proposal does not accord with local plan policies; *(see para 5-7 of Committee Report)*
- The location of manure to the right of the stables would potentially result in harm to the visitors of Sand Martins Golf Course, what can be done to ensure that the manure is managed appropriately so that members of the Golf Course are not troubled?;
- There is an extensive badger population in the local area which has damaged the Golf Course Road.

#### Manure:

The proposal is for the keeping of 3 (three) horses on a site which is in within designated countryside. The amount of manure which would be present on site from 3 horses is considered not to be significantly harmful in comparison to the existing use of the site for the grazing of an unlimited number of cows. Due to the limited scale of the proposed use it is not considered appropriate to attach a condition requiring a manure management plan.

#### Badgers:

It is acknowledged that there are badger setts in the local area. The proposal is not considered to result in any harm to the local badger population as it would not remove any foraging habitat. The proposed post and rail fencing would be similar to the existing boundary treatment and the amount of physical development would not result in any significant disturbance to the protected species. The site would largely remain unaltered and would provide suitable conditions for badgers to continue to access and use the site.

#### Amendment to Condition 4

The development shall not commence until the vehicular access has been surfaced with a permeable and bonded material across the entire width of the access for a distance of 10 metres measured from the carriageway edge.

*Reason: As adequate parking and turning provision to facilitate the keeping of a greater number of horses has not been demonstrated. Relevant policy: Core strategy policy CP6.*

## Amendment to Condition 9

No more than 3 (three) horses at any one time shall be kept and allowed to graze on the application site.

*Reason: As adequate parking and turning provision to facilitate the keeping of a greater number of horses has not been demonstrated. Relevant policy: Core strategy policy CP6.*

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**Site Address: Unit 21, Suttons Park Avenue, Earley**  
**Application No: 161666, Pages Insert page 93 - 130**

## Additional Information

Promotional leaflet – A leaflet by the owners of Suttons Business Park has been sent to some of the members. This sets out the benefits of the scheme as well as responses from neighbours from the consultation carried out by the applicant.

Employment (Page 106) - The net increase in B use (employment) floor space across the Borough is reported. This is advised from the Council's Land Use and Transport Team following the last review of B use floor space. Also noted, is the amount of extant permissions that have not been constructed yet. Whilst this is a changing figure, the results of the monitoring report are the most up-to-date. In any case, the proposal would generate employment on the site where there is currently none occurring and the policy officer has not raised any objections to this.

Traffic - The net internal area for the proposed buildings is 1741m<sup>2</sup> for the retail store and 167m<sup>2</sup> for the drive through coffee restaurant/café. The net internal area is used as this is the area that will actually generate trips to the site. Based on the adopted parking standards and the proposed uses, there is a requirement for 124 spaces. As such, the proposal overprovides by 5 parking spaces.

## Amendments to report:

CIL (Paragraph 40 on P113) should be replaced with the following:

The proposal is for retail space outside of the local centres as defined in policy CP13. Typically, developments of this type in these areas attract CIL payments of £50 per square metre. However, CIL can only be charged in the **increase** in floor space and in this instance, the amount of floor space on the site decreases. As a result, CIL would not be charged for this development in line with adopted CIL procedures.

Summary (P 102) - the existing footprint should read 3794m<sup>2</sup> to reflect the gross external area of the building instead of the net internal area. For clarification, the 1421m<sup>2</sup> referred to at paragraph 7 on page 106 of the report comprises of the retail area only of the units.

Representations (P103) - reference is made to hours of operation. Whilst this is considered at paragraph 24, conditions 29 and 30 also refer

## Conditions:

Condition 2 - plan numbers '30746-PL-102D' and '30746-PL-117C' should be replaced with '30746-PL-102F' and '30746-PL-117F' to reflect updated plans that were received after the report was printed.

Condition 14 - plan numbers 'DLA-1713-L02 Rev 2' and 'DLA-1713-L03 Rev 2' should be replaced with 'DLA-1713-L02 Rev 3' and 'DLA-1713-L03 Rev 3' to reflect updated plans that were received after the report was printed.

Condition 15 - plan numbers 'DLA-1713-L 01 Rev 2' and 'DLA-1713-L 04 Rev 3' should be replaced with 'DLA-1713-L 01 Rev 3' and 'DLA-1713-L 04 Rev 6' to reflect updated plans that were received after the report was printed.

Condition 24- the word 'retail' should be inserted after the word 'total' to ensure that the limit applies to the retail floor space only, rather than the building as a whole which includes other ancillary uses.

Condition 28 - the delivery times should be changed to *07.00 – 22:30 Monday – Saturdays* and *08.00 – 20:00 Sundays, Bank or Public Holidays* to reflect discussions and negotiations with the applicant.

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## **Pre-emptive site visits**

### **Ref: 161596- Land to the West of Thames Valley Park Drive**

Full application for the proposed development of a Park and Ride facility providing approximately 277 vehicular spaces, motorcycle parking and associated vehicular access and landscaping

*Reason: - to assess the impact of the development on the character of the area*

### **Ref: 161452- 1 - 3 Coppid Hill, Barkham Road, Barkham**

Outline application for the erection of 3no 4 bedroom detached dwellings and 1no 2 bedroom bungalow with additional parking for 1 - 3 Coppid Hill (access to be considered)

*Reason: - to assess the impact of the development on the character of the area*

### **Ref: 162328 - Land adjacent to 9 Middlefields, Ruscombe**

Full application for the proposed erection of 2no two bedroom semi-detached dwellings with associated parking

*Reason: - to assess the impact of the development on the character of the area, neighbour amenity and parking provision*

### **Ref: 161631 - Pulleyn Transport, Church Lane, Three Mile Cross**

Full planning application for the demolition of existing office building and erection of a cold store warehouse (B8 use class), with ancillary drivers rest accommodation with associated parking and landscaping, the closing of the existing access with formation of a new means of access

*Reason: - to assess the impact of the development on the character of the area and the highway*