

MEMBERS' UPDATE
Planning Committee – 30 April 2015

Site Address: Land north of Cutbush Lane, Shinfield
Application No: RM/2014/2561, Pages 19-50.

Correction to report pp. 28. para.11

Affordable housing 'up to' should be removed and replaced with *'including 35% affordable housing within SDLs'*

Separation standards set out in pp 32, paragraphs 40 and 41 – these meet the councils standards.

Plan Numbers to be attached to condition 1:

Description	Drawing No	Rev
HOUSETYPE PORTFOLIO		
RESIDENTIAL STREETS CHARACTER AREA		
House types		
TYPE E ELEVATIONS	13-1957-RS-E-001	A
TYPE E FLOOR PLANS	13-1957-RS-E-002	A
TYPE E ELEVATIONS	13-1957-RS-E-003	A
TYPE E ELEVATIONS	13-1957-RS-E-004	
TYPE E FLOOR PLANS	13-1957-RS-E-005	
TYPE F ELEVATIONS	13-1957-RS-F-001	A
TYPE F FLOOR PLANS	13-1957-RS-F-002	A
TYPE F ELEVATIONS	13-1957-RS-F-003	
TYPE F FLOOR PLANS	13-1957-RS-F-004	
TYPE G1 ELEVATIONS	13-1957-RS-G1-001	A
TYPE G1 FLOOR PLANS	13-1957-RS-G1-002	A
TYPE G1 ELEVATIONS	13-1957-RS-G1-003	
TYPE G1 FLOOR PLANS	13-1957-RS-G1-004	
TYPE G2 ELEVATIONS	13-1957-RS-G2-001	A
TYPE G2 FLOOR PLANS	13-1957-RS-G2-002	A
TYPE G2 ELEVATIONS	13-1957-RS-G2-003	
TYPE G2 FLOOR PLANS	13-1957-RS-G2-004	
TYPE J ELEVATIONS	13-1957-RS-J-001	A
TYPE J FLOOR PLANS	13-1957-RS-J-002	A
TYPE J ELEVATIONS	13-1957-RS-J-003	
TYPE J FLOOR PLANS	13-1957-RS-J-004	
TYPE K ELEVATIONS	13-1957-RS-K-001	A
TYPE K ELEVATIONS	13-1957-RS-K-002	A
TYPE K FLOOR PLANS	13-1957-RS-K-003	A
TYPE K ELEVATIONS	13-1957-RS-K-004	

TYPE K ELEVATIONS	13-1957-RS-K-005	
TYPE K FLOOR PLANS	13-1957-RS-K-006	
TYPE L ELEVATIONS	13-1957-RS-L-001	B
TYPE L FLOOR PLANS	13-1957-RS-L-002	B
TYPE L ELEVATIONS	13-1957-RS-L-003	
TYPE L FLOOR PLANS	13-1957-RS-L-004	
TYPE L ELEVATIONS	13-1957-RS-L-005	A
TYPE L FLOOR PLANS	13-1957-RS-L-006	A
TYPE L ELEVATIONS	13-1957-RS-L-007	
TYPE L FLOOR PLANS	13-1957-RS-L-008	
TYPE L ELEVATIONS	13-1957-RS-L-009	B
TYPE L ELEVATIONS	13-1957-RS-L-010	B
TYPE L FLOOR PLANS	13-1957-RS-L-011	B
TYPE L ELEVATIONS	13-1957-RS-L-012	
TYPE L ELEVATIONS	13-1957-RS-L-013	
TYPE L FLOOR PLANS	13-1957-RS-L-014	
TYPE L ELEVATIONS	13-1957-RS-L-015	A
TYPE L FLOOR PLANS	13-1957-RS-L-016	A
TYPE L ELEVATIONS	13-1957-RS-L-017	
TYPE L FLOOR PLANS	13-1957-RS-L-018	
TYPE L ELEVATIONS	13-1957-RS-L-019	
TYPE L FLOOR PLANS	13-1957-RS-L-020	
TYPE M ELEVATIONS	13-1957-RS-M-001	B
TYPE M ELEVATIONS	13-1957-RS-M-002	
TYPE M FLOOR PLANS	13-1957-RS-M-003	B
TYPE M ELEVATIONS	13-1957-RS-M-004	
TYPE M ELEVATIONS	13-1957-RS-M-005	B
TYPE M FLOOR PLANS	13-1957-RS-M-006	
GARAGES FLOOR PLANS & ELEVATIONS	13-1957-RS-GAR-001	
GARAGES FLOOR PLANS & ELEVATIONS	13-1957-RS-GAR-002	
GARAGES FLOOR PLANS & ELEVATIONS	13-1957-RS-GAR-003	
GARAGES FLOOR PLANS & ELEVATIONS	13-1957-RS-GAR-004	
GARAGES FLOOR PLANS & ELEVATIONS	13-1957-RS-GAR-005	
STREET SCENES	13-1957-RS-SS-001	D
STREET SCENES	13-1957-RS-SS-002	D
STREET SCENES	13-1857-RS-SS-003	A
RURAL EDGE CHARACTER AREA House types		
TYPE A ELEVATIONS	13-1957-RE-A-001	A
TYPE A ELEVATIONS	13-1957-RE-A-002	A

TYPE A FLOOR PLANS	13-1957-RE-A-003	A
TYPE A ELEVATIONS	13-1957-RE-A-004	
TYPE A ELEVATIONS	13-1957-RE-A-005	
TYPE A FLOOR PLANS	13-1957-RE-A-006	
TYPE B ELEVATIONS	13-1957-RE-B-001	A
TYPE B ELEVATIONS	13-1957-RE-B-002	
TYPE B ELEVATIONS	13-1957-RE-B-003	
TYPE B FLOOR PLANS	13-1957-RE-B-004	A
TYPE B ELEVATIONS	13-1957-RE-B-005	
TYPE B FLOOR PLANS	13-1957-RE-B-006	
TYPE C ELEVATIONS	13-1957-RE-C-001	A
TYPE C FLOOR PLANS	13-1957-RE-C-002	A
TYPE C ELEVATIONS	13-1957-RE-C-003	
TYPE C FLOOR PLANS	13-1957-RE-C-004	
TYPE D ELEVATIONS	13-1957-RE-D-001	
TYPE D FLOOR PLANS	13-1957-RE-D-002	
TYPE D ELEVATIONS	13-1957-RE-D-003	
TYPE D FLOOR PLANS	13-1957-RE-D-004	
TYPE E ELEVATIONS	13-1957-RE-E-001	A
TYPE E FLOOR PLANS	13-1957-RE-E-002	
TYPE E ELEVATIONS	13-1957-RE-E-003	
TYPE E ELEVATIONS	13-1957-RE-E-004	A
TYPE E FLOOR PLANS	13-1957-RE-E-005	A
GARAGES FLOOR PLANS & ELEVATIONS	13-1957-RE-GAR-001	
GARAGES FLOOR PLANS & ELEVATIONS	13-1957-RE-GAR-002	
STREET SCENES	13-1957-RE-SS-001	D
STREET SCENES	13-1957-RE-SS-002	D
THE AVENUE CHARACTER AREA House types		
TYPE H1 ELEVATIONS	13-1957-TA-H1-001	A
TYPE H1 FLOOR PLANS	13-1957-TA-H1-002	A
TYPE H1 ELEVATIONS	13-1957-TA-H1-003	
TYPE H1 FLOOR PLANS	13-1957-TA-H1-004	
TYPE H2 ELEVATIONS	13-1957-TA-H2-001	A
TYPE H2 FLOOR PLANS	13-1957-TA-H2-002	A
TYPE H2 ELEVATIONS	13-1957-TA-H2-003	
TYPE H2 FLOOR PLANS	13-1957-TA-H2-004	
TYPE J ELEVATIONS	13-1957-TA-J-001	A
TYPE J FLOOR PLANS	13-1957-TA-J-002	A
TYPE J ELEVATIONS	13-1957-TA-J-003	

TYPE J FLOOR PLANS	13-1957-TA-J-004	
GARAGES FLOOR PLANS & ELEVATIONS	13-1957-TA-GAR-001	
GARAGES FLOOR PLANS & ELEVATIONS	13-1957-TA-GAR-002	
GARAGES FLOOR PLANS & ELEVATIONS	13-1957-TA-GAR-003	
STREET SCENES	13-1957-TA-SS-001	D
Planning Layouts		
LOCATION PLAN	13-1957-000	
PLANNING LAYOUT	13-1957-001	P
COMPLIANCE PLAN	13-1957-002	G
OPEN SPACE AREAS	13-1957-005	F
NEW PARAMETERS PLAN	13-1957-007	G
PARKING STRATEGY PLAN	13-1957-008	F
STOREY HEIGHTS	13-1957-009	E
EXTERNAL FINISHES	13-1957-011	D
EXTERNAL ENCLOSURES	13-1957-012	E
BIN & CYCLE STRATEGY	13-1957-013	E
HARD SURFACING	13-1957-014	F
CHARACTER AREAS PLAN	13-1957-015	C
EXTERNAL ENCLOSURES DETAILS	13-1957-016	
LANDSCAPE STRATEGY	MCA3114/01	B
Highways and Drainage		
Proposed Level Sheet 1 of 4	32873/001/002-1	B
Proposed Level Sheet 2 of 4	32873/001/002-2	B
Proposed Level Sheet 3 of 4	32873/001/002-3	B
Proposed Level Sheet 4 of 4	32873/001/002-4	B
Proposed Road Long Sections Sheet 1 of 2	32873/001/003	B
Proposed Road Long Sections Sheet 2 of 2	32873/001/008	
Highway Adoption Strategy	32873/C/SK001	P3

Additional conditions:

Development shall not commence until the works identified under planning application ref: VAR/2015/0950 have been implemented in accordance with the Peter Brett Associates Technical Note dated 19/02/15 unless otherwise agreed in writing by the Local Planning Authority.

Prior to the first occupation of any dwelling, a Parking Management Strategy for the management of on-street parking shall be submitted to and approved in writing by the local planning authority. The development shall be implemented in accordance with the agreed strategy thereafter.

Reason: to ensure satisfactory development and in the interests of sustainable travel in accordance with Wokingham Borough Core Strategy Policies CP1, CP6 and CP19.

Site Address: Grazeley Primary School, Grazeley
Application No: F/2014/2662, Pages 51-68.

Games area :

The national standards BB103 (updated June 2014) do not include a minimum size for a new games MUGA for existing schools. The school has an existing shortfall in overall play space provision. The level of play space for the site has increased and any betterment of this situation is considered to add weight in favour of the proposal.

Car parking provision:

For the avoidance of doubt the car parking provision proposed on site is in excess of what would be required to mitigate for the development. The car parking proposed will lead to a solution for an existing parking problem.

Ecological update:

On receipt of additional mitigation strategies and survey information the Borough Ecologist has withdrawn their holding objection to the proposal subject to conditions detailed below:

Additional Ecological condition 22:

22. The mitigation and contingency measures contained within the submitted Reptile Mitigation Strategy (Ecoconsult Ltd, Ref Grazeley CE School, March 2015) shall be implemented in accordance with the approved plan unless otherwise approved in writing by the local planning authority.

Reason: To ensure that reptiles, protected under the Wildlife and Countryside Act 1981 (as amended), are not adversely impacted upon as a result of the development.

Additional Ecological Condition 23:

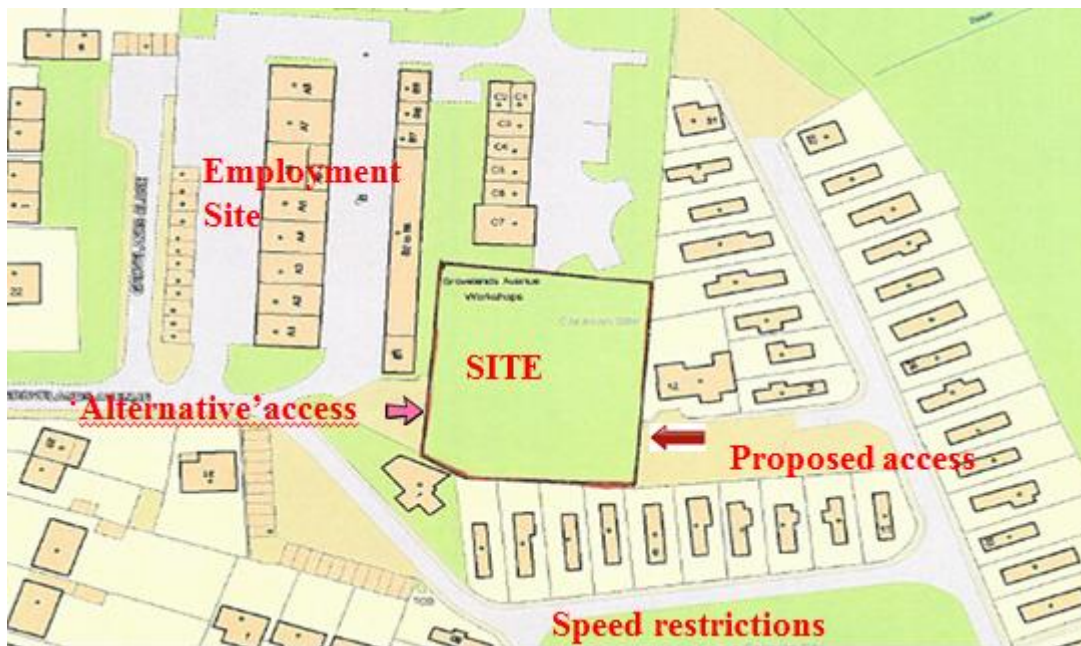
23. The mitigation and contingency measures contained within Section 2 of the submitted Great Crested Newt Method Statement (Ecoconsult Ltd, Ref Grazeley CE School, April 2015) shall be implemented in accordance with the approved plan unless otherwise approved in writing by the local planning authority.

Reason: To ensure that great crested newts, a European Protected Species, are not adversely impacted upon as a result of the development.

Additional ecological informative

'Should any bats or evidence of bats be found prior to or during the development, all works must stop immediately and an ecological consultant contacted for further advice before works can proceed. All contractors working on site should be made aware of the advice and provided with the contact details of a relevant ecological consultant.'

Site Address: Grovelands Avenue Workshops, Grovelands Park, Winnersh
Application No: F/2014/2611, Pages 69- 87



Annotated drawing to assist identification of matters referred to in report

Alternative access

Members have asked whether an alternative temporary access during the construction phase could be secured through the adjoining employment site (see drawing above). The following comments have been received from Property Services:

“This site was originally part of the who Council depot site at Grovelands Avenue I believe, and was earmarked for an extension of the C-Block when funds permitted. The access is currently thought the Grovelands site but about 8 years ago I had a developer dump spoil in front of the access – there was a rumour of travellers eyeing up the site. It stayed that way until last year when Estates won a capital bid to upgrade the estate, and one of the improvements was to move the spoil to the other side of the fence and create this new parking area. You will have seen that the new parking area is well used, not least because B1/B2 has a large number of mini-vans which load and unload daily – the tenant is a sandwich maker.

The estate comprises 24 units, is fully tenanted and very busy with traffic movement at certain points of the day. Also, the parking area is heavily used by food distribution/rep tenants who use the area for loading and unloading throughout the day. The estate operates a one-way traffic system so any vehicles using this access would have to do a horse-shoe round the A-block, and this would be very disruptive to the tenants, and given tenant parking to the front of the B-block, the estate roads are not suitable for larger vehicles. I am afraid therefore that it will not be possible to allow access over the land in question for development purposes.

Under the terms of their leases, the tenants agree to share the access with other tenant on the estate, and the landlord is required to maintain the access for this purpose. There is no ability for the landlord to grant rights over the estate roads for parties who are not tenants on the estate.

Updated Highways and Traffic Comments (*Officer note: This follows discussion with the applicant regarding servicing of the site by refuse vehicles – see recommendation C in main report*)

A turning head has been provided within the site and this is considered suitable for the majority of service/delivery vehicles.
In respect of refuse vehicles a bin collection point has been indicated at the entrance to the site. The Council's Waste Services team have confirmed that they are satisfied with this arrangement with collection from Grovelands Park continuing as per the existing properties.
Conditions to address parking and turning, cycle parking and access are recommended (see below)

Reptile survey

The Council's ecologist now advises:

“At this stage, the Planning Committee can assume likely absence of reptiles on this site and that there is no requirement to secure further protection for reptiles by condition.

Drainage

The proposed development is located within Flood Zone 1 and has a gross area of less than 1 hectare, therefore National and Local Policy dictates that a full Flood Risk Assessment (FRA) is not required.

Wokingham Borough SFRA1 (Paragraph 6.1.1.5) and Sustainable Design and Constructor Supplementary Planning Document2 (Sustainability Issue 5) states that all development is expected to produce a Surface Water Drainage Strategy in compliance with the most recent guidance, and should involve the introduction of SuDS techniques and take into account climate change. Evidence of this exercise being undertaken has not been provided as part of this application. A surface water drainage strategy is therefore required in order to determine that the development will not exacerbate flood risk.

The applicant has confirmed its intention to undertake and submit the Drainage Strategy.

Revised recommendation:

A) That the Planning Committee authorises the GRANT OF PLANNING PERMISSION by the Head of Development subject to confirmation of satisfactory surface water drainage for the site being demonstrated and in the absence of any adverse issues arising and subject to the conditions set out below:

Conditions as per report plus:

Condition 23: Parking and turning space to be provided 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.

Condition 20: Drainage Condition(s) to be prepared following receipt of satisfactory surface water drainage details

Reason: To ensure that drainage measures are submitted and subsequently managed and maintained appropriately. Relevant Policies: NPPF Core Strategy Policy CP3 and MDD Local Plan policies CC09 and CC10

Condition 24: Access to be provided No building shall be occupied until the access has been constructed 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.

Condition 25: Unallocated spaces: The unallocated parking as indicated on Drg No. 6360/14/2 shall be retained as such and shall not be sold or allocated to a specific person(s) or property

Reason: To provide adequate off-street vehicle parking Relevant policy: Core Strategy policies CP3 & CP6 and Managing Development Delivery Local Plan policy CC07

Amend condition 14 :- Cycle parking - details required Prior to the commencement of the development hereby permitted details of secure and covered bicycle storage/ parking facilities for the occupants of [and visitors to] the development shall be submitted to and approved in writing by the local planning authority. The cycle storage/ parking shall be implemented in accordance with such details as may be approved before occupation of the development hereby permitted, and shall be permanently retained in the approved form for the parking of bicycles and used for no other purpose

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

Additional informatives

The applicant is required to contact the Council's Street lighting engineer in respect of relocation of the existing street lighting column adjacent to the proposed access

The common lizard, slow-worm, grass snake and adder are protected under the Wildlife and Countryside Act 1981 from intentional killing or injury and trade (i.e. sale, barter, exchange, transporting for sale and advertising to sell or to buy). If reptiles are found during works please contact Wokingham Borough Council for advice on how to protect reptiles from harm during works

Councillor Singleton question: If temporary access for construction vehicles through the industrial area cannot be provided, what constraints will there be on their times for access and parking prior to access?

Response: Condition 7 limits construction hours and Condition 8 limits hours of delivery during implementation. Condition 12 requires submission of a Construction Method Statement which covers matters including parking of vehicles for site operatives and visitors.

Site Address: Land adjacent to 1 Anson Walk, Shinfield

Application No: F/2015/0073, Pages 89 - 104.

Changes to Report

At paragraph 8 page 96 of the agenda, after "As there are no side facing windows" insert words "serving habitable rooms".

Additional Plan

The site plan was not included in the main agenda and therefore is attached to the Member's update at appendix 1.

Further Clarification

As per the above, the site plan should clarify the parking situation. To explain further however, as a result of the proposal, there would be four parking spaces provided for the flats and four parking spaces provided for local residents. This would result in

the loss of one parking space for local residents, however the Highways Officer does not object to this as it is considered this parking provision could be accommodated within the existing highway network.

To clarify, paragraph 21 on page 98 of the agenda refers to the Community Infrastructure Levy (CIL). The application is liable for CIL as it would result in new residential dwellings. However, the applicant is providing the properties as affordable units and therefore a legal agreement is required to secure this affordable unit provision. As per standard procedure, this is secured through a section 106 agreement. As such, this is why the application refers to both CIL and section 106 as they are providing different aspects.

The ridge height for the proposal would be 8.4 metres and 8.6 metres for the two 'blocks'. This would be approximately 1.5 metres higher than other ridge heights in the area. However, this would relate only to the peak of the ridge with the main roof form being similar in size and proportion to neighbouring dwellings. Additionally, the ridge height is considered to be typical of residential properties and there is already a mix of ridge heights in the street scene. As such, the ridge height proposed is not considered to be significantly different and therefore does not have a harmful impact.

Additional Condition

Number 14: 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.

Site Address: Green Isle, Wargrave Road, Remenham

Application No: F/2014/2784, Pages 105 - 138.

Corrections to report

Bullet point 1 of the applicant's points on page 110 should be replaced with "The proposal is for an innovative and ambitious project and would be pioneering in house building of local and national significance; in the context of flood mitigation and resilience".

At the start of paragraph 10 on page 113, the words 'striking appearance' should be substituted for 'contemporary appearance'. The agent has stated the following with regards to this: *We would consider the term slightly leading and somewhat subjective. The applicant suggests that when constructed that this building will be no more different than the white rendered houses with grey roofs, which are numerous along this stretch of the river. We would suggest that the term 'striking form' might better lend itself to the brightly coloured Henley Royal Regatta HQ, designed by John Outram, further down the river.*

At the end of paragraph 10 on page 113, the last sentence should read: *As a result, in terms of plot coverage and the fact there is built form already on the island, the proposal is considered to **not** detrimentally impact on the character of the area in this respect.*

With regards to paragraph 24 on page 116, the likely CIL charge is incorrect. The development is CIL liable due to an increase in floor space of 77 m² and the fact it would be for a residential dwelling. As such, the CIL charge should read £28,105. However, the project would be classed as 'self-build' and therefore would be exempt from CIL in any case.

Further Clarification

Paragraph 13 on page 114 of the agenda refers to impact on neighbouring dwellings. For clarification, the 25 metres refers to the existing dwelling and therefore a greater distance to neighbouring properties would occur as a result of the proposal.

The Tree and Landscape Officer confirms that as the willow tree on the site is near the end of its life, its loss is acceptable. A replacement to mitigate this can be agreed through the landscaping plan which would be considered at a conditions stage.

Further Information

The response to the flood risk has been the main driver behind the current design. As a result, the EA have been involved from an early stage and indeed at the pre-application stage the EA have acknowledged that the proposal would result in betterment over the existing. This is due in part to the reduction in footprint but also the shape and design of the building having a minimal impact on the flow of the river.

BACA Architects are leading pioneering projects in terms of flood risk. The proposal would showcase a different approach to flooding with regards to 'wet proofing' the ground floor and therefore enabling it to flood in a worst case scenario. The architects have worked closely with the EA to reach this point and therefore the EA are not objecting to the application. Although a specialised field, significant weight should be placed on the EA consultation response.

Additional Condition and Informative

It is acknowledged that Members raised concern regarding the access on the site visit. It is proposed to firstly put an informative regarding the set back of any gates and also a condition requiring a construction method statement to be submitted to and approved in writing by the Local Planning Authority. It is envisaged this would include aspects such as warning signs on the road to indicate the fact the entrance to a construction site is nearby.

Condition 13 - 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 signs indicating entrance to construction site,
- v) a scheme for recycling/disposing of waste resulting from demolition and construction works.

Informative

The applicant is advised that any replacement gates provided as part of the construction or occupation of the development should be set back a distance of at least 5 metres from the highway boundary to ensure adequate highway safety.

Pre-emptive site visits

F/2015/0430 – Pine Platt, Heath Ride, Finchampstead

Proposed erection of a 5 bedroom dwelling with associated car parking and landscaping following the demolition of the existing dwelling

Reason – To view the site in the context of the streetscene and wider character of the area

Appendix 1 – Site Plan for Anson Walk

