

MEMBERS' UPDATE

Planning Committee – 25 September 2015

Site Address: Land West of Old Wokingham Road, Crowthorne
Application No: F/2014/1561, Pages 11-66.

Update on Bracknell Forest Planning Application

Bracknell Borough Council's Planning Committee will consider the application for the access on Thursday 17 September. Bracknell Forest's application has been recommended for conditional approval.

Parking numbers:

Members requested details of parking ratios. There are to be 255 spaces and 116 dwellings. This equates to 2.2 spaces per dwelling. There are an additional 71 garage spaces provided which if are counted in the parking ratio, this results in 2.8 spaces per dwelling

Drainage Condition:

An agreed wording for the amalgamated drainage condition has not yet been reached. It is recommended that members agree that a drainage condition is required for the site and that the final wording is to be delegated to the HoDM.

Change to wording of condition 25

Prior to commencement of development (with the exception of tree and vegetation clearance) a sustainability plan detailing the proposed development's sustainable connections to the existing network infrastructure shall be submitted to and approved by the Local Planning Authority. The plan shall contain details of routes, surfacing, connection points and other necessary detail to promote cycling and pedestrian use. Once agreed the plan shall be carried out in accordance with the approved detail.

Final Plan Numbers for condition 3:

Drawing number	Revision	Title
		Application Layout Plans
071104-BEW-07	A	Location Plan
071104-BEW-01	J	Planning Layout
071104-BEW-02	J	Information Layout
071104-BEW-03	H	Storey Heights Layout
071104-BEW-04	H	Tenure Layout
071104-BEW-05	H	Unit Types Layout
071104-BEW-06	H	Architectural Characters Layout

		Streetscene Plans
071104-BEW-SS01	B	Illustrative Streetscene 01
071104-BEW-SS02	B	Illustrative Streetscene 02
071104-BEW-SS03	B	Illustrative Streetscene 03
071104-BEW-SS04	B	Illustrative Streetscene 04
071104-BEW-SS05	D	Illustrative Streetscene 05
071104-BEW-SS06	A	Illustrative Streetscene 06
071104-BEW-SS06	A	Illustrative Streetscene 07
		Perspective Plans
071104-BEW-PER02	A	Perspective View 02
		House Floor Plans & Elevations – Plantation Street Character Area
071104-BEW-B-S-E1		House Type B - Proposed Elevations
071104-BEW-B-S-P1		House Type B - Proposed Floor Plans
071104-BEW-C-S-E1		House Type C - Proposed Elevations
071104-BEW-C-S-P1		House Type C - Proposed Floor Plans
071104-BEW-D-S-E1		House Type D - Proposed Elevations
071104-BEW-D-S-P1		House Type D - Proposed Floor Plans
071104-BEW-H-S-E1		House Type H - Proposed Elevations
071104-BEW-H-S-P1		House Type H - Proposed Floor Plans
071104-BEW-J-S-E1	B	House Type J - Proposed Elevations
071104-BEW-J-S-P1	B	House Type J - Proposed Floor Plans
		House Floor Plans & Elevations - Woodland Edge Character Area
071104-BEW-B-W-E1		House Type B - Proposed Elevations
071104-BEW-B-W-P1		House Type B - Proposed Floor Plans
071104-BEW-C-W-E1	A	House Type C - Proposed Elevations
071104-BEW-C-W-P1	A	House Type C - Proposed Floor Plans
071104-BEW-D-W-E1		House Type D - Proposed Elevations
071104-BEW-D-W-P1		House Type D - Proposed Floor Plans
071104-BEW-F-W-E1	A	House Type F - Proposed Elevations
071104-BEW-F-W-P1	A	House Type F - Proposed Floor Plans
071104-BEW-H-W-E1	A	House Type H - Proposed Elevations
071104-BEW-H-W-E2		House Type H - Proposed Elevations
071104-BEW-H-W-P1	A	House Type H - Proposed Floor Plans
071104-BEW-J-W-E1	A	House Type J - Proposed Elevations
071104-BEW-J-W-P1		House Type J - Proposed Floor Plans
071104-BEW-B1-W-E1	A	Apartment Block 1 - Proposed Elevations - Sheet 1
071104-BEW-B1-W-E2	A	Apartment Block 1 - Proposed Elevations - Sheet 2
071104-BEW-B1-W-E3	A	Apartment Block 1 - Proposed Elevations - Sheet 3
071104-BEW-B1-W-E4	A	Apartment Block 1 - Proposed Elevations - Sheet 4
071104-BEW-B1-W-P1	A	Apartment Block 1 - Proposed Floor Plans - Sheet 1
071104-BEW-B1-W-P2	A	Apartment Block 1 - Proposed Floor Plans - Sheet 2
071104-BEW-B1-W-P3	A	Apartment Block 1 - Proposed Floor Plans - Sheet 3
		House Floor Plans & Elevations - Woodland Cluster Character Area

071104-BEW-A-C-E1		House Type A - Proposed Elevations
071104-BEW-A-C-P1		House Type A - Proposed Floor Plans
071104-BEW-B-C-E1		House Type B - Proposed Elevations
071104-BEW-B-C-P1		House Type B - Proposed Floor Plans
071104-BEW-C-C-E1		House Type C – Proposed Elevations
071104-BEW-C-C-P1		House Type C - Proposed Floor Plans
071104-BEW-D-C-E1	A	House Type D - Proposed Elevations
071104-BEW-D-C-P1	A	House Type D - Proposed Floor Plans
071104-BEW-F-C-E1	A	House Type F - Proposed Elevations - Sheet 1
071104-BEW-F-C-E2	A	House Type F - Proposed Elevations - Sheet 2
071104-BEW-F-C-P1	A	House Type F - Proposed Floor Plans
071104-BEW-G-C-E1	A	House Type G - Proposed Elevations
071104-BEW-G-C-P1	A	House Type G - Proposed Floor Plans)
071104-BEW-H-C-E1	A	House Type H - Proposed Elevations
071104-BEW-H-C-P1	A	House Type H - Proposed Floor Plans
071104-BEW-J-C-E1		House Type J - Proposed Elevations
071104-BEW-J-C-E2		House Type J - Proposed Elevations
071104-BEW-J-C-P1	A	House Type J - Proposed Floor Plans
071104-BEW-AA-C-E1		House Type AA - Proposed Elevations
071104-BEW-AA-C-P1		House Type AA - Proposed Floor Plans
071104-BEW-AB-C-E1		House Type AB - Proposed Elevations
071104-BEW-AB-C-P1		House Type AB - Proposed Floor Plans
071104-BEW-AC-C-E1	A	House Type AC - Proposed Elevations
071104-BEW-AC-C-P1	A	House Type AC - Proposed Floor Plans
071104-BEW-AD-C-E1		House Type AD - Proposed Elevations - Sheet 1
071104-BEW-AD-C-E2	A	House Type AD - Proposed Elevations - Sheet 2
071104-BEW-AD-C-P1	A	House Type AD - Proposed Floor Plans
071104-BEW-AE-C-E1	A	House Type AE - Proposed Elevations
071104-BEW-AE-C-P1	A	House Type AE - Proposed Floor Plans
071104-BEW-AF-C-E1	A	House Type AF - Proposed Elevations
071104-BEW-AF-C-E2		House Type AF - Proposed Elevations
071104-BEW-AF-C-P1	B	House Type AF - Proposed Floor Plans
071104-BEW-AG-C-E1	A	House Type AG - Proposed Elevations
071104-BEW-AG-C-P1	A	House Type AG - Proposed Floor Plans
		Ancillary Plans
071104-BEW-GAR01		Garage Type 1 - Proposed Elevations & Plan
071104-BEW-GAR02		Garage Type 2 - Proposed Elevations & Plan
071104-BEW-GAR03		Garage Type 3 - Proposed Elevations & Plan
071104-BEW-GAR04		Garage Type 4 - Proposed Elevations & Plan
071104-BEW-GAR05		Garage Type 5 - Proposed Elevations & Plan
071104-BEW-SH01		Garden Shed - Proposed Elevations & Plan
071104-BEW-CB01		Proposed Car Barns
		Other Plans
BEW18827-09	J	Landscape Masterplan
BEW18827-12-Sheet 1	I	Sections Through Landscape Buffer
BEW18827-12-Sheet 2	I	Sections Through Landscape Buffer

BEW18827-12-Sheet 3	I	Sections Through Landscape Buffer
BEW18827-12-Sheet 4	I	Sections Through Landscape Buffer
13-139-002	G	Drainage Strategy
13-139-003	E	Proposed Site Access
13-139-004	F	Proposed Site Layout – Refuse Vehicle Analysis
13-139-005	F	Proposed Site Layout – Car Park Analysis
13-139-008	D	Detailed Planning Levels Strategy
13-139-009	B	Proposed Final Cycle Route Provision
13-139-012	A	Proposed Emergency Access Vehicle Analysis
13-139-017	B	Proposed Improvements Nine Mile Ride Roundabout
CDS065425-ECO-103	4	Addendum Arboricultural Impact Assessment

Site Address: Hill Farm, Jouldings Lane, Farley Hill
Application No: F/2015/0767 (151328), Pages 67 - 132.

Additional Information

A Transport Advisory Note (TAN) has been produced on behalf of a local residents group. Members have received a copy of this from the group. The following comments are provided by the Highways Authority:

The Transport Advisory Note (TAN) submitted on behalf of the local community does not contain sufficient evidence to counteract the Traffic Generation figures provided within the applicant's Transport Statement. Therefore based on the assessment of those figures which is referred to in the report, the increase in traffic is not considered to be significant to warrant a change in highway recommendation.

The TAN refers to deficiencies at the junction of Jouldings Lane with Church Road however the Highway Authority (HA) considers the junction to be suitable to accommodate the increase in traffic. Reference is also made to the 60mph speed limit; however due to the nature of the road vehicles speeds are much lower than this.

The TAN supports the view of the Council that due to the proximity of the A327 (to the east) the proposed routes to the majority of feeder sites that would serve the application site are suitable. It refers to 'pinch points' between Jouldings Lane and A327, however as referred to within the committee report, the likelihood and frequency of large vehicles meeting at this point are considered low and would also likely be at low speed.

There have been no recorded accidents within the vicinity of the site in the last three years. Therefore there is little evidence that supports the highway safety concerns set out within the TAN.

The TAN focuses on concerns relating to vehicles travelling to the west of the application site along Church Road and beyond. As referred to within the committee report, there are a low number of feeder sites in this direction (at Beech Hill) and

therefore the percentage of the total additional traffic that would be travelling this way cannot be considered as significant. The TAN argues that there would be a severe impact however for the reasons above the HA does not agree with this conclusion.

The TAN refers to the standard of Swallowfield Street/Basingstoke Road junction (which would need to be used to access sites in Beech Hill). However, as the percentage of traffic associated with the proposed use would be minimal compared to the total traffic using this junction, there would not be a material impact at this junction. In addition the TAN has not presented any actual vehicle speed data to relate to the level of visibility that is available.

The TAN also refers to the 18 tonne weight limit that applies to Church Road. This signed weight limit is not related directly to the capacity of the road or bridge, and the restriction does not relate to vehicles accessing sites via Church Road. See figure 1 below.

Figure 1



Weight limit on Church Road stating 'except for access'.

As this is an 'except for access' weight limit it does not prohibit larger vehicles using Church Road to access the existing uses on the site and indeed other businesses/uses in the vicinity of the area. The Council's Traffic & Road Safety Team has confirmed that the weight limit on Church Road is an 'environmental weight limit' and is not due to the need to protect a weak structure or due to the standard of the road. When travelling in this direction the applicant will be aware of the road conditions and would therefore be unlikely to use vehicles that would be problematic to manoeuvre over the bridges and bends.

Consideration has been given to photographic evidence within the TAN consisting of heavy braking and damage to verges and walls however the circumstances of these photographs are not known and therefore it cannot be assumed that these relate specifically to HGV movements from the farm.

Reference has also been made within the TAN to recommendation of refusal of ADP applications in other local authority areas. However the circumstances of these sites and their local road conditions are different to Hill Farm and therefore little weight can be added to the assessment of this application. For example the proposed ADP refused in Cornwall (PA14/03296) included the lease of an existing farm to an Energy company for 20 years. The highway network adjacent to the farm was narrow lanes with passing places and due to the heavy tourism in the area which the farm is located in, there was a perceived increase in potential conflict between farm vehicles and cars towing caravans. Whereas the ADP in Devon, whilst there being very similar highway issues being raised for Cornwall and Hill Farm, was not refused on highway grounds by the Planning Authority or the Planning Inspector through the appeal process.

It is also worth reiterating that under the existing agricultural uses on Hill Farm, the vehicles being proposed for use with the ADP could well be used now with no restrictions, as well as increases in other permitted development agricultural uses.

The HA have undertaken a full assessment of the data provided within both the application and the residents generated documentation. We have balanced all the existing and proposed uses on the site and assessed the local highway network for capacity and safety and included a review of the last three years accident data.

A further note, prepared by Farley Hill AD Group, was received by the Council during a meeting between officers and Parish Cllrs on Monday 14th September 2015. Reference is made to a detailed calculation spreadsheet.

The document sets out observations in which the vehicle movements identified within the applications Transport Statement (TS) have been made. The source data has been obtained from TS revision 4 and Hill Farm Traffic Analysis revision A and a review of the data has been assessed against perceived errors with weights of laden vehicles, volume of laden vehicles and estimated crop yields.

The applicant has also responded to the Farley Hill AD Group statement with regards to the following which is summarised below:

- Net load capacity of tractor trailers – This has recently been increased in the UK meaning that tractors weighing over 6 Tonnes can be used without impact to the net carrying capacity of the trailer.
- Density of feedstocks – Modern trailers have extensions to the trailer sides that increase the height for lower density crops such as silage. The volume of an 18T trailer increases to nearly 40 cubic metres (m³) meaning there would be no significant limitation in terms of volume
- Maidenhead Crop Yield - This has nothing to do with the actual tonnages and transport required to feed the AD plant. If yields are low then additional feedstock will be bought on the open market as part of the required 22,573 Tonnes being imported to Hill Farm that year
- Feedstock Sources and Yields. The yield is irrelevant to the transport argument as the vehicle movements depend strictly on the tonnages brought

in to Hill Farm. Farmers close to Hill Farm are expressing a growing interest in providing rented land. This means the land bank will probably become more compact with time.

This has been considered by the Highways Authority and the recommendation remains the same.

Changes to Conditions/informatives

Add the following to condition 13:

Viii) a scheme for ensuring construction vehicles avoid Farley Hill School start and finish times.

Replace condition 24 with the following:

No vehicle deliveries of feedstock to supply the AD Plant hereby approved shall be taken in to the site between the following times 08:45-09:30hrs and 14:45-15.30hrs on weekdays during term times.

Reason: To safeguard residential amenities and to ensure traffic movements are not occurring at the same time as the start/finish time of Farley Hill School. Relevant policy: Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policies CC06 and TB20

As a result of this change, it is recommended informative 4 is removed.

Alter condition 12 to read:

The use hereby approved 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 **15** metres measured from the carriageway edge.

Add additional informative:

The applicant is advised that condition 2 should be used to agree the paint colour of the proposed AD plant. It is recommended a typical agricultural green colour is used.

Further Information

The applicant has provided the following information regarding the amount of storage provided by the lagoon:

Regarding your question about the digestate lagoon, this has been sized to a capacity of 22 weeks of plant operation. The closed period for application of high nitrogen material to agricultural land only applies where the land is situated in an NVZ. There are maps on the EA website that show these zones. The attached guidance from DEFRA gives details of the closed periods. The guidance also gives details of situations such as frozen or waterlogged ground when application is prohibited. The clip below gives the precise dates for different soil and crop types:

4. Closed periods for organic manures with a high readily available N content

Organic manures that contain high readily available nitrogen (eg slurry, poultry manure and liquid digested sludge) present a significant risk of polluting water if spread on the land at the wrong time of the year. The Regulations therefore set a 'closed period', when those types of manure must not be spread.

YOU MUST NOT spread organic manures with a high readily available N content (ie more than 30% of the total N content is in a form that can be readily taken up by the crop) to land in the following periods (dates are inclusive):

	Grassland	Tillage land
Sandy or shallow soils	1 Sep to 31 Dec	1 Aug to 31 Dec
All other soils	15 Oct to 31 Jan	1 Oct to 31 Jan

This means that the actual closed periods range from 15 weeks for grass on heavy soil to 22 weeks for other crops on sandy soil. Given that there are weather conditions that could prevent spreading at the end of a closed period, the lagoon could have to cope with several further weeks of production beyond the above periods.

For Hill Farm the proportion of the rented land that is subject to NVZ restrictions will vary from year to year. While it may be close to zero at the moment, this is unlikely to be the case for the next 20 years of operation. The lagoon has been sized for 22 weeks of production, not as a strict worst case but as a sensible compromise, taking into account that not all the crops will be planted on heavy soil and not all land will be NVZ.

In business terms, the consequences of running out of digestate storage capacity are severe – the plant would have to flare gas until the liquid could be shipped out for spreading, or storage elsewhere. This makes no sense environmentally or financially. Therefore, there is a strong commercial incentive to manage digestate storage efficiently.

Representations received

Queries regarding the amount of representations have been received. This has been checked against the Council's database and it is confirmed that the numbers stated for the first consultation period are correct. However, an administrative error meant that the number quoted for the second consultation period was incorrect with the numbers of objections received rising to 19 (stated as 10 in the report). It is confirmed that all letters received were taken into account in the officer's report.

With regard to the first consultation period, it is noted that one comment is reported to have been sent in, but no confirmation of this exists on the Council's database.

Alteration to report

On page 97, paragraph 25, Farley Hill School is approximately 300 metres away from the digesters and 50 meters from the access.

Site Address: Land at the Manor, bordered by Brookers Hill, Hollow Lane and Church Lane, Shinfield

Application No: RM/2014/2062, Pages 133-159.

Note re: planning history. In referring to the original outline planning application, the committee report (p141) refers to application C/2011/0204. This is an error – the application reference number should read O/2011/0204. Also note appeal reference APP/X0360/A/12/2179141 was refused outline permission by the planning committee on 30/05/2012 (not 30/05/2015 as indicated). The decision notice for the planning committee's decision to refuse the application was issued on 08/06/2012.

Amendments to condition 2 plan numbers – the plans referred to in the report should be updated to the following. Members are advised that the Storey Heights Plan, Units Types Plan, Parking Strategy Plan and Character Areas Plan have been updated to reflect minor changes previously submitted in respect to the Planning Layout. Various house types and garage plans have also been updated to reflect the requirement for suitably proportioned garages and garage doors.

Drawing No	Title	Received by the LPA
Layout Drawings		
793-PL-01 Rev B	Planning Layout	08.09.2015
793-PL-02 Rev C	Information Layout	15.09.2015
793-PL-03 Rev B	Storey Heights Plan	08.09.2015
793-PL-04 Rev B	Unit Types Plan	08.09.2015
793-PL-05 Rev B	Parking Strategy Plan	08.09.2015
793-PL-08 Rev B	Character Area Plan	08.09.2015
793-PL-09 Rev B	Location Plan	21.08.2015
Street Scenes		
793-PL-SS01 Rev A	Proposed Street Scene 01	25.08.2015
793-PL-SS02 Rev A	Proposed Street Scene 02	25.08.2015
793-PL-SS03 Rev A	Proposed Street Scene 03	25.08.2015
793-PL-SS04 Rev A	Proposed Street Scene 04	25.08.2015
793-PL-SS05 Rev A	Proposed Street Scene 05	25.08.2015
793-PL-SS06 Rev A	Proposed Street Scene 06	25.08.2015
House Types		
793-PL-GR-E1 Rev A	Grazely - Elevations	20.08.2015
793-PL-GR-P1 Rev A	Grazely - Floor Plans	20.08.2015
793-PL-HT-E1 Rev A	Hatfield - Elevations	20.08.2015
793-PL-HT-P1 Rev A	Hatfield - Floor Plans	20.08.2015
793-PL-CL-E1 Rev A	Clayton - Elevations	20.08.2015
793-PL-CL-P1 Rev A	Clayton - Floor Plans	20.08.2015

793-PL-CL-C-E1 Rev A	Clayton Corner - Elevations - Brick	20.08.2015
793-PL-CL-C-E2 Rev A	Clayton Corner - Elevations - Render	20.08.2015
793-PL-CL-C-P1 Rev A	Clayton Corner - Floor Plans	20.08.2015
793-PL-LO-E1 Rev A	Longthorpe - Elevations	07.09.2015
793-PL-LO-P1 Rev A	Longthorpe - Floor Plans	07.09.2015
793-PL-LE-E1 Rev A	Leicester - Elevations - Render	20.08.2015
793-PL-LE-E2 Rev A	Leicester - Elevations - Brick	20.08.2015
793-PL-LE-P1 Rev A	Leicester - Floor Plans	20.08.2015
793-PL-LU-E1 Rev A	Lumley - Elevations - Tile	20.08.2015
793-PL-LU-E2 Rev A	Lumley - Elevations - Brick	20.08.2015
793-PL-LU-P1 Rev A	Lumley - Floor Plans	20.08.2015
793-PL-LU-P2 Rev A	Lumley - Floor Plans	20.08.2015
793-PL-MY-E1 Rev A	Mayfair - Elevations - Render	20.08.2015
793-PL-MY-E2 Rev A	Mayfair - Elevations - Brick	20.08.2015
793-PL-MY-P1 Rev A	Mayfair - Floor Plans	20.08.2015
793-PL-MB-E1 Rev A	Marylebone - Elevations	20.08.2015
793-PL-MB-P1 Rev A	Marylebone - Floor Plans	20.08.2015
793-PL-RE-E1 Rev A	Regent - Elevations	20.08.2015
793-PL-RE-P1 Rev A	Regent - Floor Plans	20.08.2015
793-PL-GR-E2 Rev A	Grazely - Elevations	20.08.2015
793-PL-GR-P2 Rev A	Grazely - Floor Plans	20.08.2015
793-PL-HT-E2 Rev A	Hatfield - Elevations	20.08.2015
793-PL-HT-P2 Rev A	Hatfield - Floor Plans	20.08.2015
793-PL-WH-E1 Rev A	Whitehall - Elevations	20.08.2015
793-PL-WH-P1	Whitehall - Floor Plans	20.08.2015
793-PL-LO-E2 Rev A	Longthorpe - Elevations	07.09.2015
793-PL-LO-P2 Rev A	Longthorpe - Floor Plans	07.09.2015
793-PL-MY-E3 Rev A	Mayfair - Elevations	20.08.2015
793-PL-MY-P2 Rev A	Mayfair - Floor Plans	20.08.2015
793-PL-CH-E1 Rev A	Chillingham - Elevations - Render	07.09.2015
793-PL-CH-P1 Rev A	Chillingham - Floor Plans	07.09.2015
793-PL-CH-E2 Rev A	Chillingham - Elevations - Brick	07.09.2015
793-PL-CH-P2 Rev A	Chillingham - Floor Plans	07.09.2015
793-PL-MB-E2 Rev A	Marylebone - Elevations - Render	20.08.2015
793-PL-MB-E3 Rev A	Marylebone - Elevations - Brick	20.08.2015
793-PL-MB-P2 Rev A	Marylebone - Floor Plans	20.08.2015
793-PL-BO-E1 Rev A	Bond - Elevations	20.08.2015
793-PL-BO-P1 Rev A	Bond - Floor Plans	20.08.2015
793-PL-OX-E1 Rev A	Oxford - Elevations	07.09.2015
793-PL-OX-P1 Rev A	Oxford - Floor Plans	07.09.2015
793-PL-OX-E2 Rev A	Oxford - Elevations	07.09.2015
793-PL-OX-P2 Rev A	Oxford - Floor Plans	07.09.2015
793-PL-PO-E1 Rev A	Portland - Elevations - Brick	20.08.2015
793-PL-PO-P1 Rev A	Portland - Floor Plans	20.08.2015
793-PL-PO-E2 Rev A	Portland - Elevations - Render	20.08.2015
793-PL-PO-P2 Rev A	Portland - Floor Plans	20.08.2015
793-PL-GAR01 rev B	Proposed Garage Type 01 - Single	08.09.2015
793-PL-GAR02 rev B	Proposed Garage Type 02 - Double	08.09.2015
793-PL-SH01	Proposed Garden Sheds	25.08.2015

Engineering Plans

Various plans and documents were provided in support of the Reserved Matters

application. Engineering Layouts, Longitudinal Sections, Service Corridor Plan, Lighting Report Street Lighting Plan are now proposed to be excluded from the Reserved Matters approved plans. The details will instead be approved in future through discharge of conditions, the forthcoming s.106 legal agreement re: estate roads or via the Section 38/278 process for highway adoption.

P667/3 rev B

Emergency Access

14.09.2015

Condition 8 – details of garages (including integrated garages).

The requirement for the condition is set out in paragraph 46. However, condition 8 is no longer required since acceptable details of garages have now been provided, rendering the condition unnecessary. It is therefore proposed to delete this condition.

~~8) Prior to the commencement of development, full details of garages (including integrated garages) shall be submitted to and approved in writing by the Local Planning Authority. All garages shall be built with minimum internal dimensions of 3m x 6m and with a front opening to allow for a garage door width of at least 2.4m.~~

~~Reason: To ensure that all garages within the site are suitable for the parking of cars, in accordance with the Council's standards set out in the Parking Standards Study Report 2011. Relevant policy: Core Strategy policies CP3, CP4 & CP6.~~

Informative 14 – garage door width requirement.

The informative can be deleted since acceptable details of garage door widths have now been provided, rendering the informative unnecessary

~~14. In the event that there is a discrepancy between the 2.4m minimum garage door width requirement set out in condition 8 and a plan listed under condition 2; details submitted to discharge condition 8 shall include amended plans for that house type to show a minimum 2.4 garage door width.~~

Section 106 legal agreement.

Members are advised that further discussions have taken place with the applicant on the content of the s106. There is agreement in principle that, at minimum, the main spine road and a turning head between units 69 and 81 will be brought forward as adopted highway.

As part of the section 106 process, WBC will also discuss the potential adoption of other estate roads (or parts thereof) with the developer. As outlined in the original report, not all areas are capable of meeting the required standard for adoption. Thus, the s106 agreement will ensure that non-adopted roads are a) built to reasonable standard and b) legally excepted from future adoption, in the event that the developer or future residents were to seek this in future.

Clarification regarding paragraph 39 – movement layout

Minor refinement to the Emergency Access plan have now been provided and demonstrate an acceptable visibility splay for the A327 pedestrian /cycle route from the proposed Emergency Access. Details of this access are included as approved plans within condition 2.

Clarification regarding outline application planning conditions

Members are advised that condition 25 of the Outline planning permission requires a Construction and Environmental Management Plan (CEMP) to be agreed with officers prior to commencement of development. The plan will include the following aspects:

- (a) parking and turning for vehicles of site personnel, operatives and visitors;
- (b) loading and unloading of plant and materials;
- (c) piling techniques;
- (d) storage of plant and materials;
- (e) programme of works (including measures for traffic management and operating hours);
- (f) provision of boundary hoarding and lighting;
- (g) protection of important trees, hedgerows and other natural features;
- (h) protection of the aquatic environment in terms of water quantity and quality;
- (i) measures to control discharge of surface water and prevent increased localised risk of flooding;
- (j) details of proposed means of dust suppression and noise mitigation;
- (k) details of measures to prevent mud from vehicles leaving the site during construction;
- (l) haul routes for construction traffic on the highway network; and
- (m) monitoring and review mechanisms.

Members are also advised that condition 26 restricts construction and delivery working hours. No works may be undertaken outside of the following hours:

- 0800 - 1800 on Mondays to Fridays (inclusive);
- 0800 - 1300 on Saturdays; and
- On Sundays and on public holidays

Site Address: Land East of Basingstoke Road, Spencers Wood
Application No: RM/2015/1019, Pages 167-218.

Update to condition 1 (approved plans) as follows:

Site Layout Plan, ref. 23719 SL-01 should be **Rev. H** – not Rev. G as listed in the Committee report.

Site Address: Hatch Gate Farm, Lines Road, Hurst
Application No: F/2015/1235 (150544), Pages 219 - 242.

Changes to Conditions

Replace condition 8 with the following:

No development shall take place until full details of the Drainage System(s) have been submitted to and approved in writing by the Local Planning Authority. These shall:

- be consistent with the drainage proposals presented in FRA and Drainage Strategy letter (dated 15 September 2015), supporting MicroDrainage calculations (dated 15 September 2015) and drawing 35133!4001!001(C) Proposed Surface Water Drainage Strategy.
- include demonstration that the 1 in 100 year plus climate change event can be drained from the new pond to the drainage ditch at the greenfield runoff rate via a permanent, non-manual outfall in order to ensure the pond has the capacity to attenuate successive storm events.
- include full details of all components of the proposed drainage system including source control,
- conveyance, storage, flow control and discharge. Details shall include dimension, locations, reference to storm simulation files, gradients, invert and cover levels and drawings as appropriate. This shall be identified for all catchments.
- include full details of the maintenance and/or adoption proposals /agreements for the development covering every aspect of the proposed drainage system.

The submitted details shall be implemented as approved and thereafter maintained unless agreed in writing by the Local Planning Authority.

Reason: To ensure the development would not have an adverse impact on flood risk for the surrounding area. Relevant Policy: MDD Local Plan Policy CC09 and CC10

Clarification

The proposal would be constructed in phases and it is envisaged cattle shed 1 and the workshop building would be constructed first. The other cattle sheds would follow over a likely period of three years.

The existing buildings at Allanbay Farm accommodate 345 cattle. The proposed yard at Hatch Gate Farm, once all phases are complete, could accommodate an additional 400 cattle above the existing level. As such, the cattle could easily be accommodated on Hatch Gate Farm. There are a number of reasons this is required, primarily however, Belcher Farms have been served notice to vacate the land at Allanby Farms. Additionally, the existing buildings at both Allanbay and Hatch Gate Farm are in need of updating to comply with legislation regarding cattle. As such, the move to Hatch Gate Farm presents a very good opportunity to do this.

Site Address: Pine Platt Heath Ride, Finchampstead RG40 3QJ
Application No: F/2015/0430 (151781), Pages 243 - 273.

Additional condition

13. 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 and no burning of materials shall take place on the site during the construction period.

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.*

Changes to wording of report

The following changes are made to the report with additions in **bold** and deletions struck through:

The first sentence of the first paragraph of the Summary should read "*The proposal seeks planning permission for the erection of a new detached 5 bedroom dwelling (with a footprint of 175.1 sq m and floorspace of 324.3 sq m) following the demolition of the existing bungalow (footprint: 73.4 sq m).*"

The first sentence of the second paragraph of the Summary should read "*The application site is located within settlement limits on the edge of the countryside where it sits within a linear strip of residential development along the ~~unmade~~ unadopted road.*"

The sixth bullet point of the Representations section should read "*Incorrect name given to neighbouring property (Officer note: the footprint of the dwelling shown appears consistent with that observed on site visit so this anomaly, presumably as a result of slightly old OS maps, is not an issue. **It is confirmed that the dwelling referred to as 'The Wokings' on the plans is herein referred to by its current name 'Heath Cottage'.***)

The eleventh bullet point of the Representations section should read "*Narrow gap to side boundary (east) with access drive to ~~Rosslea~~ **Rusticott** leading to concerns over encroachment of fencing (Paragraphs 8, 14)"*

The first sentence of paragraph 4 should read "*The application site is located within Heath Ride which is an ~~unmade~~ **unadopted, tarmacked** residential road with a distinct verdant character.*"

The second sentence of paragraph 33 to read as follows: “*As the proposal is for the erection of a replacement dwelling it would be liable to the council’s Community Infrastructure Levy charging schedule (£365 per square metre) for the net increase in floor space, which, as per the submitted CIL form is to be 326.6 square metres (to be checked with reference to the plans).*”

Pre-emptive site visits

Meeting of 14 October

150066 - Land adjacent to Norton Road, Wokingham

Proposal: Erection of 9 residential units following demolition of existing industrial unit

Reason – To view the site in the context of the character of the area.

F/2015/1336 - Land adjacent to Remenham Place (Arcadian Waters), Remenham Hill, Remenham

Proposal: One dwelling in the green belt

Reason – To view the site in the context of the green belt.

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