

Agenda Item 69.

Development Management Ref No	No weeks on day of committee	Parish	Ward	Listed by:
152354	8/13	Earley	Bulmershe and Whitegate	Major application

Applicant Mr C Hall, Standard Life Assurance Ltd.
Location Units 62 – 67, Suttons Business Park, Reading **Postcode** RG6 1AZ
Proposal Full application for the proposed redevelopment of site and the erection of new building for B2 use including office space and storage areas, plus associated car parking and landscape works.
Type Small Scale Major
PS Category 9
Officer Graham Vaughan

FOR CONSIDERATION BY Planning Committee on 11th November 2015
REPORT PREPARED BY Head of Development Management and Regulatory Services

SUMMARY

The application site is within a major development location in the settlement of Earley and on Suttons Business Park. The park is well established and is designated a Core Employment Area in the development plan. The site was occupied by three semi-detached offices (containing 6 units) with some landscaping however the site has since been cleared. It is bordered by the access road through the site, the railway and the A3290.

The application is for full permission for the redevelopment of the site to erect one single building for a B2 use including ancillary office and storage areas. The redevelopment would also create car parking, service yard and an additional storage building as well as landscaping works. The main building would be two storeys in height and would have a typical industrial appearance. The storage building, which would be used to house chemicals would be single storey and of similar appearance.

The proposal would increase B use floor space in the Borough and as the office units had been vacant for some time, the loss of them is not considered to be significantly harmful. It is considered all other aspects would be satisfactorily mitigated through the use of conditions and therefore, the scheme is compliant with the development plan and is recommended for conditional approval.

PLANNING STATUS

- Major development location
- Contaminated land consultation zone
- Core Employment Area
- Sand and gravel extraction

RECOMMENDATION

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

A. Conditions and informatives:

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).

2. This permission is in respect of the submitted application plans and drawings numbered '30693-PL-100A', '30693-PL-101C', '30693-PL-102A', '30693-PL-103B', '30693-PL-104B', '30693-PL-105C' and '30693-PL-106', received by the local planning authority on 26th August 2015. The development shall be carried out in accordance with the principles of 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 carried out in accordance with the application form and associated details hereby approved.

3. Prior to the erection of the building 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

4. 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 conditions 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 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:
 - o human health
 - o property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
 - o adjoining land
 - o groundwaters and surface waters
 - o ecological systems
 - o 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 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 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 in the approved remediation scheme, a verification report (referred to in PPS23 as a validation 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 condition A, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of 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 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 off-site receptors in accordance with policy. Relevant Policy: Core Strategy Policy CP3

5. No development shall commence until a programme of archaeological work (which may comprise more than one phase of work) has been implemented in accordance with a written scheme of investigation, which has been submitted to and approved in writing by the local planning authority.
Reason: The site is identified as being of archaeological potential. Investigation is required to allow preservation and recording of any archaeological features or artefacts before disturbance by the development. Relevant policy: National Planning Policy Framework Section 12 (Conserving and Enhancing the Historic Environment) and Managing Development Delivery Local Plan policy TB25
6. No development shall take place until full details of the Drainage System have

been submitted to and approved by the Local Planning Authority. These shall include:

- I. Full calculations demonstrating acceptable performance of the proposed drainage system including appropriate allowance for climate change;
- II. Full details of all components of the proposed drainage system including dimensions, locations and gradients, invert and cover levels and drawings as appropriate;
- III. Evidence substantiating why discharge to ground is not possible at the site and justifying discharge to the surface water sewer. If discharge to the surface water sewer is justified, correspondence with Thames Water confirming agreement in principal to discharge to their surface water drainage system for this type of development;
- IV. Details of the ownership and maintenance responsibilities and activities of the proposed drainage system.

The system shall be implemented in accordance with the approved details and thereafter maintained as such.

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

7. No development 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

8. No building shall be occupied until a Travel Plan has been 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 4 (Sustainable Transport) and Core Strategy policy CP6.

9. The development hereby approved shall be carried out in accordance with the landscaping details as agreed in plan DLA-1645-(02)-05 received by the Local Planning Authority on 26th August 2015. 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

10. The development hereby approved shall be carried out in accordance with the cycle parking details as agreed in plan 30693-PL-101C received by the Local Planning Authority on 26th August 2015. Prior to the occupation of the development hereby permitted detailed designs of the 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 4 (Sustainable Transport) and Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

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

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

12. No building shall be occupied until the vehicular access has been surfaced with a permeable and bonded material across the entire width of the access for a distance of 20 metres measured from the carriageway edge.

Reason: To avoid spillage of loose material onto the highway, in the interests of road safety. Relevant policy: Core Strategy policy CP6.

13. 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.

14. The existing vehicular access to the site shall be stopped up and abandoned, and the footway and/or verge crossings shall be re-instated within one month of the completion of the new access 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.

15. The development hereby approved shall be carried out in accordance with the details as agreed in 'Energy Statement – QODA October 2015' received by the Local Planning Authority on 21st October 2015.

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, Managing Development Delivery Local Plan policy CC05 & the Sustainable Design and Construction Supplementary Planning Document.

16. The development hereby approved shall be carried out in accordance with the details as agreed in 'Employment and Skills Plan' received by the Local Planning Authority on 26th August 2015.

Reason: To ensure training opportunities are available for local workers.

Relevant policy: Managing Development Delivery Local Plan policy TB12

17. 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 gates or barriers shall be erected unless set back a distance of at least 18 metres from the highway boundary and so as to open away from the highway.

Reason: To ensure that vehicles do not obstruct the highway whilst waiting for gates or barriers to be opened or closed, in the interests of road safety. Relevant policy: Core Strategy policies CP3 & CP6.

18. The main building 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].

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

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. The applicant is advised there are no available public mains in the area to provide suitable water supply for firefighting. Further correspondence should be carried out with Berkshire Fire and Rescue on this matter.
3. Thames Water recommends that petrol/oil interceptors are fitted in all car parking/washing/repair facilities.
4. 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.
5. The Head of Technical Services 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.

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. 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.
8. The requisite Travel plan would need to comply with the latest national and local guidance:
 - 1) NPPF Section 4 (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.

PLANNING HISTORY	
20839	6 industrial/office units conditionally approved on 8 th May 1984
37685	Change conditions 8 and 9 of 37685 to allow unrestricted business use (B1) conditionally approved on 26 th June 1991
A/1997/66768 (Units 64 and 65)	Erection Of Non-illuminated Sign conditionally approved on 16 th January 1998
A/2012/0429 (Suttons Business Park)	Advertisement consent for the erection of various illuminated and non-illuminated signs to include 1no freestanding site directory sign and 11free standing directional signs conditionally approved on 15 th May 2012

SUMMARY INFORMATION	
Site Area	0.68 hectares
Existing office units	6
Proposed office units	1

Existing parking spaces	96
Proposed parking spaces	55

CONSULTATION RESPONSES

Berkshire Archaeology	No objection subject to condition (5)
Crime Prevention Design Advisor	No comments received
National Grid	No comments received
Environment Agency	No comments – refer to standard advice
Royal Berkshire Fire and Rescue	No objection subject to informative (2)
Southern Gas Networks	No comments received
SSE Power Distribution	No comments received
Network Rail	No objection
Thames Water	No objection subject to informative (3, 4)
Highways	No objection subject to conditions (7, 8, 10 – 14, 17) and informatives (5 – 8)
Biodiversity	No objection subject to condition
Tree and Landscape	No objection subject to condition (9)
Environmental Health	No objection subject to condition (4)
Drainage	No objection subject to condition (6)
Waste Services	No comments received
Earley Town Council	No objection
Local Members	No comments received

REPRESENTATIONS

None received

APPLICANTS POINTS

- Brownfield site
- Current buildings are not fit for purpose and had been vacant for some time
- Redevelopment would create jobs
- Responds successfully to the character of the area

PLANNING POLICY

National Policy	NPPF	National Planning Policy Framework
Adopted Core Strategy DPD 2010	CP1	Sustainable Development
	CP3	General Principles for Development
	CP6	Managing Travel Demand
	CP7	Biodiversity
	CP9	Scale and Location of Development Proposals
	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
	CC09	Development and Flood Risk
	CC10	Sustainable Drainage
	TB11	Core Employment Areas
	TB12	Employment Skills Plan
	TB21	Landscape Character
Supplementary Planning Documents (SPD)	BDG	Borough Design Guide – Section 7
	WPSS	Wokingham Parking Standards Study Report October 2011
	SDC	Sustainable Design and Construction

PLANNING ISSUES

Description of Development:

1. The scheme is for the erection of a building for B2 use with ancillary office and storage within Suttons Business Park. The building would be 37 metres in width and 53 metres in length and would have a dual pitched roof with an eaves height of 9.8 metres and a ridge height of 12.8 metres. Parking and a service yard would be provided on the site as well as landscaping works. Also proposed is a storage building which would be 'L' shaped in design, single storey and have a flat roof at a height of 5.0 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 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. The site is located within a major development location and as such the development is acceptable in principle providing that it complies with the policies within the Core Strategy. In regards to Policies CP1 and CP3, it is noted that the proposal would provide a similar type of use to the surrounding area on a brownfield site with suitable transport links and in that respect would be acceptable. However, the proposal site is within a Core Employment Area as stated in Policy CP15 and TB11.
4. Policy CP15 aims to promote development for business, industry or warehousing and states that any changes of use from B1, B2 or B8 uses should not lead to a net loss of B use floor space across the Borough. The buildings had a B1 use but prior to this were approved as a joint B1/B2 use. As such, the increase in size of the proposal would result in a greater level of B floor space in the Borough and in this respect the proposal accords with Policy CP15.
5. It is noted that the buildings were constructed as 'start-up' premises and that policy CP15 states a range of types of buildings, including start-up, expansion

and investment are required across the Borough. However, the applicant has stated the buildings have been marketed for a number of years with very little interest as these types of buildings are of their time and require extensive refurbishment. In the case of one building, units 64 and 65, although refurbishment took place, only one tenant occupied the building and this was Network Rail whilst they carried out work on the railway. The units were advertised rent free during the recession but again this yielded no interest. Given that the other buildings require refurbishment works, little interest has been derived from marketing and that the land is a Core Employment Area, the loss of start-up premises is not considered to have a detrimental impact in terms of policy CP15.

Character of the Area:

6. The existing buildings are low rise, flat roof buildings constructed mainly of glass and brick. They have a typical, industrial park appearance and are set equidistantly around the site. Parking is provided around the buildings but the impact of the hard standing is mitigated by landscaping. In particular there are numerous trees and hedgerows in and around the site as well as a distinctive landscaping strip to the east. This is further helped by open boarded fencing.
7. The proposal would amalgamate the existing built form into a single building which would be larger. Instead of the views past the existing buildings, the proposal would represent greater mass and bulk in one area which would prevent views into the site. Additionally, the bulk and mass of the proposal would be greater than current and would have a pitched instead of a flat roof with a higher ridge. There would also be a change of materials with a greater emphasis on the use of cladding. Notwithstanding this, Suttons Business Park contains numerous sizes, designs and types of buildings. In particular, there are already large buildings in close proximity to the site. As such, the proposal is not considered to conflict with the existing character of the area. Furthermore, with landscaping on the boundaries, the proposal would not have a significantly harmful impact.

Residential Amenities:

8. The proposal would not be located in close proximity to any residential dwellings. With regards to other buildings within Suttons Business Park, the proposal would be of a sufficient distance away to mitigate any impact.

Access and Movement:

9. **Traffic Generation:** A Transport Statement has been submitted with the application and it demonstrates that there will be no significant traffic impact associated with the proposal and even potentially leading to a reduction in vehicle movements. The Highways Officer has considered this statement and agrees with its conclusions. However, a Travel Plan is recommended in order to promote sustainable modes of travel to and from the site by condition (8). Secure, covered cycle storage and shower facilities have been indicated and details can be secured through a condition (10).

10. **Highway Safety and Access:** There are two existing accesses into the site from

Suttons Park Avenue which is public highway. The submitted details indicate that a single access would be provided to Suttons Park Avenue and subject to details being agreed by condition (14); no objection is raised to this. The accesses would need to be stopped up and reinstated with footway alongside the boundary of the site which can be conditioned (14). New footway returns have been provided into the site and these are considered acceptable.

11. The proposed access has been designed to accommodate an articulated lorry, if required. Security gates have been indicated and these are set back to enable a lorry to pull clear of the main carriageway. A turning area has been indicated within the service yard and this is considered acceptable subject to a condition requiring it to be kept clear for this purpose (13).
12. **Parking:** The proposal includes 55 car parking spaces (including 3 disabled spaces located near to the main entrance) and 5 motorcycle spaces. The level of parking has been assessed against the Council's parking guidance and is considered acceptable. The layout of the parking area is also considered to be of sufficient standard.
13. **Sustainability:** Secure, covered cycle storage is indicated and a Travel Plan would also help ensure other transport modes than the private car would be used.
14. **Construction:** Due to the proximity to the public highway, it is considered a condition requiring details of how construction traffic would be minimised is required (7).

Flooding and Drainage:

15. The site is located in Flood Zone 1 however as it is greater than a hectare in size a Flood Risk Assessment is required. The submitted FRA shows that the site is at low risk from flooding but to ensure flood risk would not increase as a result of the proposal, a surface water drainage strategy is required. The Council's drainage consultant has considered the FRA and agrees with its recommendations. As such, no objection is raised subject to detailed designs of the surface water drainage strategy being agreed at conditions stage.

Landscape and Trees:

16. The site originally contained the buildings, hardstanding, trees and some grassed areas however this has now been cleared. As the site is within a business park, there are opportunities for landscaping but the area is clearly dominated by office buildings. As such, the proposal to replace three buildings with one is not considered to have a harmful impact on the landscape. The loss of the trees however should be mitigated for and whilst this would be to the edge of the site, there is sufficient room to accommodate betterment in terms of trees. As such, the Tree and Landscape Officer recommends a landscaping scheme be agreed by condition (9).

Environmental Health

17. Due to the former uses, the land is potentially contaminated and a report into this

has been submitted with the application. The Environmental Health Officer has considered this report and recommended a condition to ensure remediation of the site takes place (4).

Ecology:

18. An Ecology Report has been submitted with the application and concludes that due to the dominance of hard standing and buildings the site is of low ecological value. However, due to the risk to nesting birds any vegetation removal should occur outside of breeding season. The Ecology Officer agrees with this assessment and recommends a condition requiring this to be carried out. However, as the trees on the site have already been removed, this is not considered necessary. No issues are raised in respect of any other protected species.
19. The Ecology Office also notes that the development would result in the loss of all the semi-improved grassland within the site however considers it is not significant enough to warrant special mitigation or compensation.

Sustainability:

20. In line with Policy CC04 of the MDD, proposals for non-residential development over 100 square metres should as a minimum achieve the mandatory BREEAM requirements but seek to achieve higher. The applicant has stated a 'Very Good' rating could be achieved and, as such, a condition requiring this is considered necessary (18).
21. Policy CC05 requires non-residential proposals of more than 1,000 square metres gross floor space to deliver a minimum 10% reduction in carbon emissions through renewable energy or low carbon technology. An Energy Statement has been submitted which states how this would be achieved through the use appropriate fixtures and fittings within the building and through PV solar panels and air source heat pumps outside the building. As such, it is considered necessary to condition that the development is carried out in accordance with this statement (15).

Community Infrastructure Levy:

22. As the proposal is for the construction of office space, it would not be CIL liable development.

Archaeology:

23. Due to potential archaeological remains in the area, the Council's archaeological consultant has recommended a condition (5) be placed requiring the approval of a written scheme of investigation prior to development occurring on site.

Employment Skills:

24. Policy TB12 of the MDD requires major applications to demonstrate how they can encourage the use of local skills and employment. Whilst this typically works best with larger residential schemes, the applicant has put forward a scheme to

provide a work placement during the construction of the proposal. The Economic Sustainability Team has assessed this and agrees with the scheme and therefore a condition requiring it to be carried out is considered appropriate (16).

CONCLUSION

The application is considered to be acceptable in principle as the loss of the offices is not considered to have a harmful impact to the extent it would warrant refusing the application and given the nature of the proposed replacement use within a Core Employment Area. The resultant building would be in keeping with the character of the area and subject to conditions, no harmful impacts would occur with regards to highways, or drainage. As such, the proposal is considered to accord with local and national planning policy and is therefore recommended for approval.

CONTACT DETAILS

Service	Telephone	Email
Development Management and Regulatory Services	0118 974 6428 / 6429	development.control@wokingham.gov.uk

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