

Agenda Item 83.

Application Number	Expiry Date	Parish	Ward
222367	10/02/2023	Woodley	Bulmershe and Whitegates;

Applicant	Mr Hardeep Hans
Site Address	Library Parade, Crockhamwell Road, Woodley, Wokingham, RG5 3LX
Proposal	Full application for the proposed creation of a mixed use building consisting of the retention of the existing 3 no. retail stores at ground floor level and the addition of 16 no. apartments on new first, second and third floor levels, including the erection of three and four storey rear extensions with associated car parking, cycle and bin stores, following partial demolition of the existing building.
Type	Full
Officer	Adriana Gonzalez
Reason for determination by committee	Major application (>10 dwellings)

FOR CONSIDERATION BY	Planning Committee on Wednesday, 8 February 2023
REPORT PREPARED BY	Assistant Director – Place and Growth
RECOMMENDATION	<p>APPROVAL subject to conditions and Informatives & completion of S106 legal agreement to secure the following:</p> <ul style="list-style-type: none"> - Affordable Housing - Employment Skills Plan

SUMMARY

The application relates to the Library Parade building within Woodley Town Centre. The proposal seeks to convert the existing first floor offices and extend the existing building to provide 16 residential units – a mix of 5 x 2-bed and 11 x 1-bed apartments – whilst retaining the existing retail units at ground floor. Parking will be from the rear whilst access to the flats will be from the front and rear of the site.

The proposal involves a satisfactory outcome on traffic and parking grounds because of its town centre location. The proposed changes to the built form are considered in keeping with the street scene in terms of scale, mass and design, whilst improving the public realm and one of the main entrances to the town centre precinct. In the context of a dense town centre location, there is also adequate resident and neighbour amenity. Whilst there is a loss of office floor space in the town centre, this is outweighed by the provision of residential dwellings.

The NPPF is clear that where a development does not result in significant harm and is sustainable, it should be supported. The location of the development is considered to be highly sustainable and would allow easy and safe access to facilities and services. The proposal would provide public benefits by securing a policy compliant provision of onsite affordable housing (5 units) as well as securing an employment skills plan. It is also noted

that securing the delivery of such suitable and sustainable sites, is far more preferable than accepting unsatisfactory, less sustainable sites elsewhere in the borough.

Officers are therefore recommending the application for approval, subject to the conditions listed and a S106 legal agreement to secure onsite affordable housing and the employment skills plan.

RELEVANT PLANNING HISTORY		
Application Number	Proposal	Decision
160309	Full application for the proposed change of use of part of first floor from Gymnasium (Use Class D2) to office (Use Class B1)	Approved 17/03/2016
100497	Proposed erection of 3 air conditioning condenser units onto rear wall facing goods yard	Approved 23/09/2010
F/2008/1536	Change of use of first floor from A1 (Offices) to Yoga & Pilates Studio (D2)	Approved 20/08/2008
F/2004/3622	Proposed change of use of unit on first floor from A2 (professional and financial services) to D2 (assembly and leisure) to be used as a fitness centre	Approved 17/02/2005

DEVELOPMENT INFORMATION	
Site Area	771sqm
Proposed units	16 residential units (ground floor retail to be retained)
Proposed density - dwellings/hectare	160 dwellings/ha
Number of affordable units proposed	5
Previous land use	Retail (ground floor) and B1 Office (first floor)
Existing parking spaces	18 spaces
Proposed parking spaces	10 car spaces (5 for residential units & 5 for retail units) + 21 cycle spaces
Retail floor space	331sqm (to be retained)
Office floor space	319sqm
CONSTRAINTS	Major Development Location – Woodley Woodley Town Centre Primary shopping area Potentially contaminated land consultation zone Affordable Housing threshold

CONSULTATION RESPONSES	
Thames Water	No objection
National Grid	No response received
Southern Gas Networks	No objection
SSE Power Distribution	No objection
NHS Wokingham CCG	No response received

Crime Prevention	No response received
Royal Berkshire Fire & Rescue	No objection
WBC Biodiversity	No objection
WBC Economic Prosperity and Place (Community Infrastructure)	No objection subject to onsite affordable housing being secured
WBC Planning Policy	No objection
WBC Drainage	No objection subject to condition
WBC Education (School Place Planning)	No response received
WBC Environmental Health	No objection subject to conditions
WBC Highways	No objection subject to conditions
WBC Trees & Landscape	Objection (further details below)
WBC Cleaner & Greener (Waste Services)	No response received
WBC Green Infrastructure	No response received
WBC Economic Development (Skills and Employment)	No objection subject to employment skills plan contributions being secured
WBC Property Services	No response received
WBC Sports Development (Places and Neighbourhoods)	No response received
WBC Health and Wellbeing	No response received
WBC Community Safety	No response received

REPRESENTATIONS

Town/Parish Council: Objection on the following grounds:

- Overlooking impact onto Beechwood Primary School (**see para 51**)
- Proposal removes existing car park provision for occupants of the retail units (**see para 60**)
- Unwelcome 'wind tunnel' effect between the development and neighbouring buildings (**see para 25**)

Local Members: Cllr Shirley Boyt raised objections on the following grounds:

- Overdevelopment of the site (**see para 25-29**)
- Overbearing impact on neighbouring buildings (**see para 55-56**)
- Inadequate parking (**see para 60-61**)
- Loss of amenity to nearby residences (**see para 45-57**)
- Requests that the application is listed to be heard at Planning Committee should officers are minded to recommend approval (**this is a major application**)

Neighbours: 25 letters of objections from local residents on the following grounds:

- Inadequate parking available for those who live and work in the area and for the new flats and ground floor retail (**see para 60-61**)
- Overdevelopment (**see para 25-29**)
- Extra traffic into precinct area when car park charges are due to increase (**see para 71**)
- Potential structural problems for existing building due to increase in floor levels (**not a material consideration in planning terms**)
- Overlooking onto flats above Lidl building (**see para 47**)

- Overlooking onto Beechwood Primary School (**see para 51**)
- Insufficient space for delivery lorries to existing shops to manoeuvre (**see para 66**)
- Access to car park very dangerous for pedestrians (**see para 70**)
- 'Wind tunnel' effect between the development and neighbouring buildings (**see para 25**)
- Woodley's central road infrastructure is close to breaking point at peak times (**see para 71**)
- Owner does not live in the area and is not affected by such detrimental additions (**not a material planning consideration**)
- Disruption to small businesses (**ground floor retail units are proposed to be retained**)
- Loss of light upon flats above Lidl building (**see para 54**)
- Loss of future value of flats above Lidl building (**not a material planning consideration**)
- Noise nuisance from construction works (**see para 81**)
- Site boundary encroaches onto walkway to Beechwood School and Ambleside Centre (**red line plan submitted shows development entirely within site boundaries**)
- Loss of privacy to rear garden and living room of Beechwood bungalow (**see para 50**)
- Loss of light to patio area of Beechwood bungalow (**see para 53**)

Woodley Town Centre Partnership Fennelly raised concerns about the number of car parking spaces allocated; potential inconvenience to businesses in the vicinity (**see para 60-61**).

PLANNING POLICY

National Planning Policy Framework (NPPF)

National Design Guide

National Planning Practice Guidance

Core Strategy (CS)

CP1 – Sustainable Development

CP3 – General Principles for Development

CP5 – Housing Mix, Density and Affordability

CP6 – Managing Travel Demand

CP9 – Scale and Location of Development Proposals

CP13 – Town Centres and Shopping

CP15 – Employment Development

CP17 – Housing Delivery

Management Development Delivery Local Plan (MDD)

CC01 – Presumption in Favour of Sustainable Development

CC02 – Development Limits

CC03 – Green Infrastructure, Trees and Landscaping

CC04 – Sustainable Design and Construction

CC06 – Noise

CC07 – Parking

CC10 – Sustainable Drainage

TB05 – Housing Mix
 TB07 – Internal Space Standards
 TB12 – Employment Skills Plan
 TB15 – Major Town, and Small Town/District Centre development
 TB16 – Development for Town Centre Uses
 TB20 – Service Arrangements and Deliveries for Employment and Retail Use
 TB21 – Landscape Character

Other

Borough Design Guide Supplementary Planning Document
 CIL Guidance + 123 List
 Affordable Housing Supplementary Planning Document
 Sustainable Design and Construction Supplementary Planning Document
 Woodley Design Statement

PLANNING ISSUES

Description of Development:

1. The proposal involves the partial conversion and change of use of an extensions to the existing Library Parade building, to accommodate 16 residential units (5 x 2-bed and 11 x 1-bed apartments). The existing ground floor retail units are to be retained. More specifically, it comprises the following:
 - Retention of the ground floor retail units
 - Change of use of the first floor from Class B1 offices to comprise 5 x 1-bed residential units
 - Demolition of existing roof and addition of two floor levels to the main building to accommodate 4 x 2-bed & 4 x 1-bed residential units
 - Erection of a three storey extension to the rear to accommodate 2 x 1-bed & 1 x 2-bed residential units
 - Erection of a four storey extension to the rear to accommodate lift shaft and staircase
 - Provision of 10 car parking spaces including 2 disabled spaces and six EV charging points, cycle parking store and two separate bin stores within the existing car park at the rear
 - Alterations to the existing car park access and changes to the existing boundary treatments at the rear
 - Internal works to suit

Site Description and its Surroundings:

2. The proposal site comprises a 1980's two storey building located within the Woodley Town Centre, which currently hosts 3no retail units at ground floor and offices above. There is an existing access and car parking area to the rear of the building. The building addresses Library Parade and is located in a prominent location at an entranceway into the town centre. It therefore functions as a focal point within the area.
3. The building sits opposite to a three storey mixed use building with a Lidl supermarket on the ground floor, a surgery and residential uses on the first and second floors respectively. A public car park exists to the east of the site and two single storey

buildings to the south-east of the site, comprising of the public library and Citizen's Advice Woodley. Immediately to the south is a residential bungalow and the Beechwood Primary School further to this. To the west is another three storey mixed use building facing the main shopping precinct. There are no listed buildings on or adjoining the site, it is not located within a Conservation Area, and is not within an area of high flood risk.

Principle of Development:

4. Section 38(6) of The Planning and compulsory purchase Act 2004 requires that applications for planning permission be determined in accordance with the Development Plan unless material considerations indicate otherwise. In this case the Development Plan comprises the Core Strategy (CS) and the Managing Development Delivery Local Plan (MDD), which are read alongside the NPPF.
5. The MDD 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.
6. Policy CC02 of the MDD Local Plan sets out the development limits for each settlement as defined on the policies map. Policy CP9 of the CS sets out that development proposals located within development limits will be acceptable in principle, having regard to service provisions associated with the major, modest and limited categories.
7. The application site is located within a major development location and within a settlement boundary; as such, the principle of the development is acceptable providing it complies with local and national policy and there are no other material considerations which dictate otherwise. CS policy CP3 states that development must be appropriate in terms of its scale of activity, as layout, built form height, materials and character to the area in which it is located and must be of a high quality design without detriment to the amenities of adjoining land uses and occupiers.

Loss of office floorspace:

8. Policy CP13 of the CS requires the protection of retail centres, with paragraph 4.67 aiming to maintain the range of activities so that they are at the heart of sustainable communities. Proposals leading to the loss of town centre uses (including offices) will not be allowed unless it is substantiated that there is no deficiency in the catchment. Policy CP15 of the CS states there should not be any overall net loss of Class B floorspace within the borough.
9. Policy TB15 of the MDD Local Plan indicates that development should be of a scale and form that is compatible with the retail character of the centre and its role in the hierarchy of retail centres; that it retains or increases the provision of A1 (shops) uses in primary shopping frontages; that it contributes to the provision of day and evening/night-time uses and is compatible with other uses; and enhances vitality and viability. It also states the Council will support the provision of self-contained dwellings in vacant or under used units above ground-floor town centre uses where a suitable/appropriate level of amenity for occupants can be provided.
10. The proposal change of use of the first floor to residential would result in a modest loss of 319sqm or 100% of the above ground office floorspace of the building. The

supporting Planning Statement mentions there have been difficulties with attracting tenants for the offices and consequently the use has become dormant and unviable. The loss of office floorspace requires consideration of whether (a) it would impact the range of activities in the town centre; and (b) it would impact upon the quantum and range of employment floorspace across the borough.

11. In relation to the first question, the proposals would retain the ground floor retail, so there would be no policy conflict in that regard. There would be a modest loss of town centre use in the form of office floor space. However, this would be replaced by 16 residential units in an accessible location, and this is supported by policy TB15 of the MDD Local Plan, where there is an intent to provide day and evening/night-time uses. It would also arguably introduce more people into the town centre to contribute to its vitality and viability.
12. Moving to the second question, the proposal would lead to the modest loss of 319sqm of B1 employment floorspace. This is a relatively modest reduction in the context of policy CP15, and based on the latest monitoring information, unlikely to lead to a net loss of employment B use floorspace across the borough. The Central FEMA (Functional Economic Market Area) Economic Development Needs Assessment (EDNA) report (October 2016) identifies a recommended net office space requirement for 2013-2036 of at least 93,305m² based on the labour supply approach (although this study has not factored in the allocated Science Park south of the M4) and this suggests the need to retain existing floorspace, not only in town centres.
13. Nonetheless, the Assessment indicates that the rise in the level of floorspace to meet forecast employment growth in the Borough over the Plan period is not being met through the intensification of use brought about through the redevelopment of existing employment areas and new allocations, as envisaged by paragraph 4.70 of the Core Strategy. The floorspace is also continually eroded by Class O office conversions, thereby undermining the intent of the policy.
14. The site is outside any Core Employment Area, as defined in policy CP15; however, it maintains an alternative site and size of employment land within the borough. While the principle of seeking to maintain a variety of employment floorspace provision is an important consideration, it is noted that the site is located close to the Core Employment Areas of Headley Road East and Winnersh Triangle, both of which provide higher quality and more appropriately located office development.
15. The WBC Planning Policy Officer has raised no objections to the proposed development or modest loss of town centre use. On the basis of the above and on balance, the small loss of office floorspace is not objected to in principle.

Retail frontage:

16. Policy TB15 of the MDD Local Plan states that Class A1 uses should be retained in the primary frontage and A3 uses in secondary shopping frontages. The site is within a primary retail frontage. The proposal would retain the existing retail units at ground floor, so that it would not alter the provision of A1 (shops) along this primary shopping frontage. No objection is therefore raised.

Density and Dwelling Mix:

17. The NPPF seeks to 'boost significantly the supply of housing' and deliver a wide range of homes, of different types and tenures. Achieving an efficient use of the land within the context of any central and sustainably located site is a key priority both at a national and local level. Paragraph 69 of the NPPF recognises that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built out relatively quickly.
18. Policy CP5 of the Core Strategy and policy TB05 of the MDD Local Plan require an appropriate mix of dwelling types, tenures and sizes so that the housing needs of the community are met. They also require an appropriate dwelling density and R10 of the Borough Design Guide SPD seeks to ensure that the development achieves an appropriate density in relation to local character. A density of around 160 dwellings/hectare is appropriate for this town centre location, with other examples of similar or greater density in the nearby vicinity. No objection is raised in this regard.
19. With regard to dwelling mix, there is a clear departure from the policy requirements with the proposal having a high concentration of 1 and 2 bed units. However, the intent of the Council's policies is to provide a mix of accommodation to cater for the varied needs of the community and to ensure that it is provided where is needed. It is also recognised that this is a town centre site in which a smaller unit scheme such as flats is considered to be appropriate. On this aspect, the proposed mix is supported because of the affordable housing contribution and the town centre location (with reduced parking provision and ready access to facilities and services within an 18-hour economy).

Character of the Area:

20. Section 12 of the NPPF 'Achieving well-designed places', reinforces the importance of good design in achieving sustainable development, by ensuring the creation of inclusive and high-quality places. Paragraph 130 of the NPPF includes the need for new design to function well and add to the quality of the surrounding area, establish a strong sense of place, and respond to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change.
21. The Government's National Design Guide 2019 (NDG) is clear that well-designed places contribute to local distinctiveness. This may include introducing built form and appearance that adds new character and difference to places.
22. Policy CP3 of the CS states that development must be appropriate in terms of its scale, mass, layout, built form, height and character of the area and must be of high-quality design. R9 and NR5 of the Borough Design Guide SPD note that height, bulk and massing should respond to the local context and the prevailing heights in the area.
23. The site is located within the heart of Woodley Town Centre and therefore is surrounded by extensive 20th century buildings with varying roof forms ranging from flat roofs, elongated hips to large crown roofs. The majority of the buildings that line both sides of Crockhamwell Road and Library Parade are at least 3-4 storeys in height. Overall, there is little architectural uniformity to the Town Centre, nor any prevailing vernacular which must be replicated.

24. Library Parade to the front of the site is on the main pedestrian route through to the Woodley commercial centre pedestrian area from Lidl and one of the main town centre car parks. There is also a pedestrian access to Beechwood Primary School to the south of the site. Therefore, the site is in a prominent location within Woodley centre and the current building is passed by significant numbers of pedestrians every day.
25. In terms of layout, the proposed development is considered to build on and respect the existing layout of surrounding development, providing continuity and enclosure through appropriate relationships between the building and spaces in front of it. At ground and first floor levels, the building frontage and footprint of the existing building would remain unchanged, whilst the new second and third levels have been designed to be set back from the main building line, thus reducing the visual dominance of these extensions. This is the same design approach followed for the Lidl building opposite, where the top floor flats are also stepped back from the building façade.
26. It is also noted that the proposed retail/commercial units to the frontage at ground floor would continue to provide welcome activity to the public realm within the Library Parade, and the proposed development now provides welcome natural surveillance of the adjacent parking areas and pedestrian areas between buildings with the addition of active street frontages given by the addition of windows and balconies on all its elevations.
27. To the rear, the revised plans show the proposed rear extension considerably set back from the southern boundary, whilst to the east, the main façade is also stepped back with balconies at first floor. This allows for significant space between the extensions and adjoining buildings to maintain the existing sense of openness, so that the proposal does not appear visually dominant against the street scene and the Woodley Library building itself. In this regard, the proposal is considered to achieve a positive relationship with all surrounding buildings.
28. In terms of scale, the application site occupies a prominent position within the Parade, adjoining varying scales of built form. These consist of large plain 3-4 storey rectangular buildings to the north and west, whilst single storey rectangular buildings are located to the south-east, including the Woodley Library and Beechwood Primary School. The proposal would see a 4 storey element to north with the addition of two levels over the existing building, whilst stepping down to a three storey extension to the rear which would be about the same height (9.5m) as the ridge of the existing building, and considerably set back from the south and eastern boundaries to alleviate any sense of visual dominance against the single storey buildings on that side.
29. Furthermore, the overall height of the existing building as extended would be circa 12.4m, comparable to the height of the Lidl building at 11.9m. When considering the general scale and proportions of this proposal, the building will be primarily read from Library Parade and the public car park to the east of the site. In responding to this context, the scheme is considered to maintain a respective scale to those buildings surrounding it, visually reducing the mass as seen from the street and approach and so is considered acceptable.
30. Turning to the detailed design of the building, the local area benefits from a contrast between more traditional buildings (Shopping Precinct) and modern styles of the Lidl building. Overall there is a mix of design palette and materials, with little architectural

uniformity to the Town Centre. The proposal has deeply recessed balconies, which are considered to add depth to the façade whilst enabling the building to front the public realm. The stacking of windows and balconies add welcome rhythm and verticality to the facades. The proposal also retains the ground floor retail units which feature large areas of glazing, an element that already adds interest to the public realm and create a visual focus within the Parade. The appearance of the extensions and proposed materials would reflect the style and materials of the existing building and traditionally used within the local area (brickwork), as well as flat roofs which are predominant within the town centre precinct. Notwithstanding, in order to ensure that final features are acceptable, it is considered necessary to impose condition 3 requiring materials to be submitted for approval.

31. Overall, the scheme is viewed as improving the character and appearance of the building in the streetscape and is supported. The proposal is considered acceptable in terms of scale, height, massing and design, without any detriment to visual amenity or local character.

Housing Affordability:

32. Policy CP5 of the Core Strategy, Policy TB05 of the MDD Local Plan and the Affordable Housing SPD specify an affordable housing rate of 40% for any development involving five dwellings or more or land with a total area of 0.16 hectares or more. The application site exceeds this threshold and therefore there is a requirement for the provision of affordable housing.
33. The WBC Affordable Housing Team has indicated that for this site, there would be a requirement to provide affordable housing in the form of 5 x 1-bed units onsite for social rent. The applicant is agreeable to this desired provision. A policy compliance quantum of affordable housing on site therefore constitutes a significant and tangible public benefit of the proposal and provides a welcome contribution to local affordable housing needs in the borough. The provision and delivery of the affordable housing element of the scheme would be secured through the associated S106 legal agreement.

Accessibility (including The Public Sector Equability Duty (Equality Act 2010))

34. In determining this application, the Council is required to have due regard to its obligations under the Equality Act 2010. The key equalities protected characteristics include age, disability, gender, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion, or belief.
35. Policy CP2 of the Core Strategy also seeks to ensure that new development contributes to the provision of sustainable and inclusive communities, including for aged persons, children and the disabled. 10–20% of all dwellings should be to Lifetime Homes standards in accordance with Policy CP5 of the Core Strategy and Policy TB05 of the MDD Local Plan. In this case, it equates to 2-3 units.
36. Although the Lifetime Homes standards has been replaced by the new National Technical Housing standards, the need to design and build accessible and adaptable accommodation remains integral to future neighbourhood planning.

37. The proposed passenger lift, foyer and hallway circulations are acceptable and 2 accessible car spaces are shown in the revised car park plan which accords with the minimum parking standards. This allows for a level of access within the development.
38. The revised proposed ground floor plan shows 2 accessible units (units 2 & 3) which is 13% of the development and within the scope of policy CP2. The two disabled car spaces represent 20% of the total parking spaces, which corresponds with the proportion of accessible units and when accounting for some of the units will be car free. They would be located next to the proposed bin store areas at a distance of between 10-14m from the main vehicular entrance which is acceptable.
39. On the basis of the above, there is no indication or evidence that persons with protected characteristics as identified by the Act have or will have different needs, experiences, issues, and priorities in relation to this planning application and there would be no significant adverse impacts because of the development.

Amenity Space for Future Occupiers:

Internal Amenity:

40. Policy TB07 of the MDD Local Plan and R17 of the Borough Design Guide SPD require adequate internal space to ensure the layout and size achieves good internal amenity. In accordance with the Technical housing standards – nationally described space standard, a minimum standard of 39-79sqm applies depending upon the number of bedrooms and the occupancy. Additionally, double bedrooms should have a minimum area of 11.5sqm with width of 2.55m-2.75m, single bedrooms should have an area of 7.5sqm and a width of 2.15m, living spaces should have a minimum area of 23-27sqm and there should be provision for storage.
41. With the proposal, minimum unit sizes are satisfied in all cases. Bedroom widths and sizes are also compliant and the number of units with deficient combined living space sizes are minimal and where there are shortfalls, the extent is minor (i.e. 20-24sqm instead of 23-27sqm). It is also noted that those units with deficient combined living space are those benefiting from external balconies which improves the quality of accommodation. Therefore, in terms of internal unit sizes allowing a functional internal environment, no objection is raised.
42. R18 of the Borough Design Guide SPD requires sufficient sunlight and daylight to new properties, with dwellings afforded a reasonable dual outlook and southern aspect. Section 12 of the NPPF seeks to promote development that has good architecture and layout with a high standard of amenity for existing and future users and Section 15 states that new development should take account of layout, orientation, and massing to minimise energy consumption. In this regard, all units are dual aspect with habitable rooms having access to window openings and some with external balconies, so that the level of natural light and ventilation to the units is considered acceptable. No objection is therefore raised.

External Amenity:

43. R16 of the Borough Design Guide SPD stipulates that each unit should have access to some form of amenity space and it should retain and protect privacy, benefit from sunlight where possible and be able to accommodate 2–4 chairs and a small table.

Nine of the proposed 16 units would have access to a private balcony of varying size, all capable of accommodating a table and chairs.

44. It is acknowledged that 7 units would not benefit from private amenity space; however, there is generally less expectation to outdoor amenity space within town centre locations, and there are opportunities for recreation and outdoor space in close proximity to the site, with the Woodford Park and facilities circa 200m walk providing high-quality amenity space for the enjoyment of future occupiers. On this basis, it is considered that the scheme affords adequate amenity for occupiers.

Neighbouring Residential Amenities:

Overlooking:

45. R15 of the Borough Design Guide SPD requires the retention of reasonable levels of visual privacy to habitable rooms, with separation of 22m to the rear or 30m on the second floor and 10m to the street or 15m from the second floor. The note on page 47 clarifies that schemes in more urban settings or with a more intimate character will often require a tighter, more compact layout.
46. The site is within a densely built up area with a mixture of large flatted development adjoining it. This is reflective of the site's location directly adjoining a district parade of shops, the large Lidl supermarket and other commercial premises. There is an existing level of overlooking within the existing development from the first floor office windows, mostly concentrated along the front and rear elevations. The extent of overlooking will increase with its conversion to residential use and the installation of new windows within the proposed second and third floors and addition of balconies to both sides of the building. Nonetheless, this degree of overlooking is not uncharacteristic given the high density town centre location of the site and surrounding areas.
47. To the north (front) of the building, there is a mixed use building comprising the Lidl supermarket at ground floor, the Woodley Centre Surgery at first floor and residential flats on the second floor. There would be no negative impact from proposed windows/balconies for the new flats on the first and second levels of the subject development, as these would face the non-residential surgery. With regard to the residential flats above the surgery, it is noted that windows of proposed units 14 & 15 on the front elevation would be at a distance of 11m from the windows of neighbouring flats. It is recognised that the separation distance is below the minimum requirement set out in the Borough Design Guide; however, as mentioned above this is expected to be the case in a more compact layout within a town centre location and they are also reflective of prevailing front/front separation distances within Library Parade and Crockhamwell Road shopping precinct. Furthermore, due to the nature of the rooms served by these windows (bedrooms), this is not considered to give rise to any serious privacy concerns, and proposed plans show these windows will have internal window shutters which will further mitigate any privacy concerns upon neighbouring amenities. The angle of sight of front windows of units 13 and 16 will be rather obtuse so that no issues are raised.
48. For these reasons, it is accepted that there will be a degree of overlooking, but this is not considered excessive or exacerbated beyond the existing levels, and the levels of separation between buildings are considered adequate in the circumstances.

49. To the east is the public car park of Headley Road, with the rear gardens of properties facing Ambleside Close at a distance of 46m from the subject building, so that no overlooking impact will occur upon these neighbouring amenities. To the west there are rear windows on first and second floors of properties 130-162 Crockhamwell Road but again these are at a separation of circa 26m from the side elevation of the main body of the subject building and 43m from the side elevation of the rear extension, which would be well in excess of the Borough Design Guide recommendations.
50. To the south there is a single residential property (the Beechwood Primary School's caretaker dwelling) and beyond this the school premises. Concerns have been raised by third parties over overlooking impact upon this dwelling and school. With regard to the dwelling, it is noted there is already a degree of overlooking from the existing first floor office windows on the rear elevation. Nonetheless, the nearest window on the southern side elevation of the proposed rear extension would be that of unit 1 serving a bathroom, which can be conditioned to remain obscure glazed. New windows on the second and third floor levels over the main building would be at a distance of 29.3m from the side elevation of the dwelling, slightly under the minimum 30m minimum required by the Borough Design Guide, however still considered acceptable to maintain adequate levels of privacy upon this neighbouring dwelling.
51. With regard to the school premises, it is noted that rear habitable room windows of the proposed development would be circa 59m away from the school facilities, so that no detrimental impact is expected to occur.
52. Where non habitable spaces can be ameliorated, condition 22 requires obscure glazing.

Loss of light:

53. R18 of the Borough Design Guide SPD aims to protect sunlight and daylight to existing properties, with no material impact on levels of daylight in the habitable rooms of adjoining properties. The proposal has been revised to retain a minimum 12m separation distance from the side elevation of the single residential caretaker's dwelling, and due to its southern location, this neighbouring property would have no detrimental loss of light impact from the proposed development.
54. With regard to the residential flats above the Lidl building, a minimum 11m front-to-front separation distance would be retained which would ensure that the 45 degree line of sight is unobstructed, and the applicant has submitted a section plan to illustrate that the 25 degree line of sight upon the front windows of these flats would not be infringed by the proposal. In addition, the proposed development would provide all proposed flats with sufficient daylight/sunlight. The proposal is therefore acceptable in this regard as it complies with BRE guidance in terms of daylight and sunlight impacts.

Overbearing:

55. R16 of the Borough Design Guide SPD requires separation distances of 1m to the side boundary, 10-15m front to front and 12-15m back to flank. The proposal would maintain acceptable separation distances from neighbouring properties to the sides. To the front, a minimum 11m front-to-front separation distance is achieved and it is noted the proposed second and third floor levels over the existing building are set back from the main building line to alleviate any sense of enclosure, and given the overall proposed

building height is comparable with the height of the Lidl building, there are no concerns with overbearing impact upon the residential flats above the Lidl building.

56. Likewise, the proposal has been revised to retain a minimum 12m separation distance from the side elevation of the single residential caretaker's dwelling, so that no overbearing impact is expected to occur upon this neighbouring amenities.

Noise disturbance (to surrounding residents)

57. Policy CC06 and Appendix 1 of the MDD Local Plan require that development protect noise sensitive receptors from noise impact. The existing retail units at ground floor are to remain unchanged as part of the proposal. The density of the residential element of the development and the location and size of the balconies is appropriate for the town centre location specially against the background noise level of the town centre. As such, there are no adverse noise concerns for existing residents within the surrounding properties.

Highways Access and Parking Provision:

Car parking:

58. Policy CC07 and Appendix 2 of the MDD Local Plan stipulates minimum off street car parking standards, including provision for charging facilities. The existing carpark area at the rear comprises circa 18 car spaces and is used on an informal basis. The existing uses (retail and office) generate a requirement for 45 spaces. With 18 spaces, this is a departure of at least 27 spaces at present.
59. The subject application proposes to redevelop the existing carpark area, with a total of 10 car spaces, additional pedestrian access, cycle parking, 2 disabled car spaces and 6 electric vehicle charging points. The unit mix of 5 x 2-bed and 11 x 1-bed flats represents a parking generation rate of 18 spaces between allocated/unallocated. When assuming an unchanged retail allocation of 5 spaces, the provision of 10 spaces represents a departure of up to 13 spaces.
60. Third party representations have been received from local residents and the ward Councillor over the level of parking proposed not being adequate. Following initial recommendation from the WBC Highways Officer, the applicant has submitted a revised plan showing the 2 accessible units (1-bed) would have an allocated parking space, so as 3 of the proposed 2-bed flats, whereas the remainder 11 units would be car free. The remaining 5 no car spaces would be allocated for the existing ground floor retail units. Whilst there is a departure with the required standards and up to eleven of the units will be car free, this is not an unreasonable outcome, particularly noting this is a town centre location where there is a high level of sustainability and less car dependence, with easy access to town centre facilities and public transport.
61. It is also noted that the 13 apartments on the top floor of the Lidl building were permitted as 'car free' under reference F/2009/0097, so as nine units at 43-47 Peach Street in Wokingham town (ref. 214184), which demonstrates this is not an unreasonable outcome within town centre locations. There is also an expected reduction in parking demand because of the change of use of the building from offices to residential. In addition, the development would be well supplemented by other modes of parking including compliant provision of cycle parking and disabled parking, which is

supported. Visitor parking can be adequately accommodated within surrounding public car parks. The WBC Highways Officer is supportive of the scheme based on the above assessment and has raised no objections to the proposal.

Other parking:

62. Policy CC07 and Appendix 2 of the MDD Local Plan stipulates a minimum of 16 cycle spaces for the new residential units. P2 and P3 of the Borough Design Guide SPD ensure that it is conveniently located, secure and undercover and provided where it is compatible in the street scene.
63. The redevelopment of the carpark would result in 16 cycle spaces for the residents which would be in line with the above requirement. The cycle storage would be at the rear of the site and conveniently located via the rear exit and with secured access gate. In addition, a further vertical rack is provided for visitors and 4 vertical racks are also shown for users of the retail units to be located on the rear wall of these units. This is considered acceptable and further details relating to design and security measures will be secured by condition 15.
64. Six EV charging points are shown in the submitted plans, in accordance with Appendix E of the Highway Design Guide. It is not clear whether these will be active or passive points, however details of the EV strategy can be secured via condition 9.
65. Disabled parking is provided in the form of two car spaces next to the proposed bin stores, which correlates with the provision of 2 accessible residential units.
66. Day to day deliveries for the flats will be from the street which is accepted by the WBC Highways Officer. As for the retained ground floor retail units, service access for deliveries will remain as existing via the service yard and through the rear doors.

Access and manoeuvring:

67. Due to the limited space on site and the need to have a safe manoeuvring area, the parking spaces have been shown to be at 2.4m x 4.8m, however WBC Highways Officer is content to accept the proposed dimensions. Aisle width is 6m which will allow for safe manoeuvring and this is acceptable.
68. Access to the car park is via the existing service yard off Library Parade, which is unchanged. Refuse collection will be kerbside from the existing service yard and turning circles within the site will not be required. The new rear access width would be 4m which would allow access for a fire engine through the gate. There is a requirement for a fire engine to get within 45m of any point of the building and this can be achieved with the proposal.
69. The WBC Highways Officer has indicated that access to the site through the existing service yard would not provide an attractive pedestrian access for future occupiers. However, it is noted that the building would still have their main entrance fronting Library Parade with a secondary access to the rear, and this is a typical arrangement for blocks of flats, so that is considered acceptable.
70. Likewise, concerns have been raised by local residents that the access to car park is very dangerous for pedestrians, however this would not be different to the existing

situation where the existing car park is used informally by local users, so that it would not substantiate a reason for refusal on this ground.

Traffic generation:

71. A Transport Statement has been submitted in support of the application, detailing the accessibility of the site and plans for parking. The Library Parade site is sustainably located within Woodley Town/Retail centre, close to a range of facilities and to public transport links. The WBC Highways Officer is satisfied with the information provided and advises that traffic from this development would not have an adverse impact on the highway network. Moreover, with a reduction in the number of car parking spaces and its town centre location, it is expected to be a significant reduction in traffic generation from the proposed residential use compared to the existing office use.

Construction Management:

72. Because of the town centre location, limitations within the rear of the site and road network within residential areas, a construction method statement is a pre-commencement requirement at condition 7.

Flooding and Drainage:

73. The site and access thereto is in Flood Zone 1 and at low risk from surface water flooding according to the Environment Agency mapping. There will be no increase in impermeable areas since the proposed extensions to the existing building will be over existing hardstanding.
74. A Drainage Statement (Glanville Consultants, dated 14/09/2022) has been submitted in support of the application. The development has established existing foul and surface water sewers in the vicinity where it proposes to connect into, with surface water attenuated with discharges limited to 5.5l/s for the entire development, for events up to and including the 1 in 100 year flood event with a 40% allowance for climate change. This is reduction, when compared to the existing 14.9l/s. The development proposes subbase attenuation within the car parking area, as represented by the proposed drainage strategy drawing in Appendix K of the drainage statement report. It also proposes maintenance of the SuDS features by a management company, in accordance with Table 3 of the drainage statement document.
75. Based on the above information, the WBC Drainage Officer has raised no objections to the proposal, provided it is implemented as represented in the accompanying Drainage Statement. This will be secured by condition 20.

Landscape and Trees:

76. Given its location within the Woodley Town Centre and existing site conditions which currently consists of hardstanding or existing building structure, there is no existing landscaping nor trees within the site, so that there are no tree or landscape objections. The WBC Trees and Landscape Officer has raised concerns over the appearance of the proposal and its impact on the character of the area, and this has been already addressed in detail above. Landscaping details for the external spaces will be required to be submitted through condition 5 in accordance with R14 of the Borough Design

Guide SPD, which requires well-designed hard and soft landscaping that complements housing.

Environmental Health:

Contaminated land:

77. The site may have potential contamination issues and the WBC Environmental Health Officer has recommended that condition 6 be added in order to secure a scheme of potential contamination mitigation prior to commencement of development.

Noise:

78. Policy CC06 and Appendix 1 of the MDD Local Plan requires that development protect noise sensitive receptors from noise impact. Due to its town centre location, there are potential noise sources including the commercial units on the ground floor, the Lidl supermarket opposite the building, as well as from movement in the nearby car parks. Whilst impacts are to be expected in a dense location such as this, the WBC Environmental Health Officer has indicated that a noise impact assessment is carried out as a pre-commencement condition 12, covering the current acoustic environment and how predicted external noise will affect noise sensitive receptors including future occupiers of the flats, and any noise mitigation measures necessary to protect noise sensitive receptors.
79. Whilst it is a matter ordinarily left to buildings regulations, the reuse of part of the existing fabric of the building poses the potential for noise transmission, particularly to and from the ground floor retail units. As such, the WBC Environmental Health Officer has indicated that condition 13 is required to secure details of noise insulation for the new dwellings, to ensure that internal noise levels do not exceed 35 dB LAeq during the daytime and 30 dB LAeq during the night.
80. The proposed layout would require a significant amount of mechanical ventilation to bathrooms, however a riser has been provided such that concern is not raised.
81. In order to ensure that the existing residential amenities of nearby occupiers are protected during demolition and construction, condition 21 relates to permitted hours of work during construction, and condition 7 requires the submission of a construction method statement.

Odour:

82. The site is in the vicinity of several food premises including a café on the ground floor of the building, and there is a potential for cooking odour to have a negative impact on amenity of future occupiers of the flats. Therefore, an odour assessment implementing best practice for protecting future occupants will be required as part of condition 14.

Lighting:

83. The layout of the site means that any external lighting would be largely contained within the rear car park area. Condition 8 is however recommended to ensure that any proposed external lighting does not harmfully impact the amenity of surrounding residents.

Waste Storage:

84. Policy CC04 of the MDD Local Plan requires adequate internal and external storage for the segregation of waste and recycling as well as provision for green waste and composting and an appropriate area for ease of collection. The revised drawings show bin storage to be located within the existing rear car parking area. The 3 x 1100L bin store is for the retail units. It has a combined floor area of 30sqm, which is considered sufficient for the waste generation of 16 units as well as the retail units. It has direct access from the existing service yard allowing for ease of storage for residents/occupiers of the retail units and for collection. On this basis, no objection is raised.

Building Sustainability:

85. Policy CC04 of the MDD Local Plan and the Sustainable Design and Construction SPD require sustainable design and conservation and R21 of the Borough Design Guide SPD requires that new development contribute to environmental sustainability and the mitigation of climate change. Policy CC05 of the MDD Local Plan encourages renewable energy and decentralised energy networks, with encouragement of decentralised energy systems and a minimum 10% reduction in carbon emissions for developments of 10+ dwellings or in excess of 1000m². This would be secured via condition 10.
86. It should also be noted that the scheme promotes sustainable development through the provision of electric vehicle charging points and bicycle storage, and is in a highly sustainable location, where walking and use of public transport are good alternatives to the private car.

Employment Skills Plan:

87. Policy TB12 of the MDD Local Plan requires an employment skills plan (ESP) for this development. ESP uses the Construction Industry Training Board (CITB) benchmark based on the value of construction. This is calculated by multiplying the total floor space by £1025, which is the cost of construction per square metre as set out by Building Cost Information Service of RICS and the methodology as set out in the Council's Employment and Skills Guidance. In this case, it totals £1,401,175.
88. The ESP would require a total of three community skills support jobs and the creation of one job. If for any reason the applicant is unable to deliver the plan or elects to pay the contribution, the employment outcomes of the plan will be borne by the Council at a contribution of £3,750. The requirements of the ESP will form part of the S106 legal agreement.

Community Infrastructure Levy:

89. The application is liable for CIL payments because it involves 16 new residential units on site. It is payable at £365/m² index linked.

CONCLUSION:

90. The principle of development is acceptable because the application site is within a major development location where the proposal for new residential dwellings is supported by policy. Whilst there is a loss of office floor space in the town centre, this is outweighed by the provision of residential dwellings.
91. The location of the development is considered to be highly sustainable and would allow easy and safe access to facilities and services. The design, mass and scale of the building and the layout of the development is considered appropriate for the proposed use and its location within the Woodley Town Centre. The proposal involves a satisfactory outcome on traffic and parking grounds because of its town centre location. In the context of a dense town centre location, there is also adequate resident and neighbour amenity.
92. Overall, the proposal is considered acceptable in all aspects and complies with the development plan as a whole. Officers are therefore recommending the application for approval, subject to the conditions listed and a S106 legal agreement to secure onsite affordable housing and the employment skills plan.

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

APPENDIX 1 - Conditions / Informatives

APPROVAL subject to the following:

Prior completion of a legal agreement pursuant to section 106 of the Town and Country Planning Act 1990 (as amended) to secure:

- Provision of affordable housing
- Employment Skills Plan.

Conditions and Informatives:

Conditions:

1. **Timescale** – The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
Reason: In pursuance of s.91 of the Town and Country Planning Act 1990 (as amended by s.51 of the Planning and Compulsory Purchase Act 2004).
2. **Approved details** – This permission is in respect of the submitted application plans and drawings numbered PL01 received by the local planning authority on 02/08/2022; PL02 Rev A; PL05 Rev B; PL06 Rev A; PL07 Rev B; PL08 Rev B; PL09 Rev A; PL10 Rev C; PL11 Rev C & PL12 Rev B received by the local planning authority on 23/01/2023. The development shall be carried out in accordance with the approved details unless other minor variations are agreed in writing after the date of this permission and before implementation with the Local Planning Authority.
Reason: For the avoidance of doubt and to ensure that the development is carried out in accordance with the application form and associated details hereby approved.
3. **External Materials** – Before the development hereby permitted is commenced, details of the materials to be used in the construction of the external surfaces of the building 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. **Ground and building levels** – No development shall take place until a measured survey of the site and a plan prepared to scale of not less than 1:500 showing details of existing and proposed finished ground levels (in relation to a fixed datum point) and finished roof levels shall be submitted to and approved in writing by the local planning authority, and the approved scheme shall be fully implemented prior to the occupation of the building(s).
Reason: In order to ensure a satisfactory form of development relative to surrounding buildings and landscape. Relevant policy: Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy TB21.
5. **Landscaping** – Prior to the commencement of the development, details of hard and soft landscape proposals shall be submitted to and approved in writing by the local planning authority. These details shall include, as appropriate, means of enclosure, car parking layouts, other vehicle and pedestrian access and circulation areas, hard surfacing materials and minor artefacts and structure, signs, lighting and external

services, etc. Soft landscaping details shall include a planting plan, specification (including cultivation and other operations associated with plant and grass establishment), schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate, and implementation timetable. It shall include planting within the car park. All hard and soft landscape works shall be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a timetable approved in writing by the local planning authority. Any trees or plants which, within a period of five years after planting, are removed, die or become seriously damaged or defective, shall be replaced in the next planting season with others of species, size and number as originally approved and permanently retained.

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

6. **Contamination** – No development shall take place until a scheme to identify and deal with contamination of the site has been submitted to and approved in writing by the local planning authority. The scheme shall include an investigation and assessment to identify the extent of contamination and the measures to be taken to avoid risk when the site is developed. Development shall not commence until the measures approved in the scheme have been implemented.

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

7. **Construction Management** – No development shall take place, including any works of demolition, until a Construction Method Statement and Management Plan has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- i. the parking of vehicles of site operatives and visitors,
- ii. loading and unloading of plant and materials,
- iii. storage of plant and materials used in constructing the development,
- iv. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate,
- v. wheel washing facilities,
- vi. measures to control the emission of dust and dirt during construction,
- vii. a scheme for recycling/disposing of waste resulting from demolition and construction works
- viii. no deliveries outside the permitted working hours
- ix. Best practice for use of machinery on site e.g. no idling of engines when equipment not in use etc
- x. lorry routing

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

8. **Lighting** – Prior to commencement of development, details of floodlighting and other externally mounted lighting of the site shall be submitted to and approved in writing by the local planning authority. The floodlighting shall be installed, maintained and

operated in accordance with the approved details unless the local planning authority gives its written consent to the variation.

Reason: To protect neighbouring residential amenities.

9. **Electric Vehicle Charging** – Prior to the commencement of the development, an Electric Vehicle Charging Strategy serving the development shall be submitted for approval in writing by the Local Planning Authority. This strategy should include details relating to on-site infrastructure, installation of charging points and future proofing of the site. The approved details are to be implemented prior to the first occupation of the flats and maintained for the life of the development, unless otherwise agreed with the local planning authority.

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

10. **Energy Statement** – Prior to the commencement of development, an Energy Statement indicating that an absolute minimum of the 10% of the predicted energy requirement of the development will be obtained from decentralised renewable and/or low carbon sources (as defined in the glossary of Planning Policy Statement: Planning and Climate Change (December 2007) or any subsequent version) shall be submitted to and approved in writing by the local planning authority. The Statement shall also investigate the viability of providing electric vehicle charging points at construction. The approved scheme shall be implemented before the flats are first occupied and shall remain operational for the lifetime of the development.

Reason: To ensure developments contribute to sustainable development. Relevant policy: NPPF Section 14, Core Strategy policy CP1, Managing Development Delivery Local Plan policy CC05 & the Sustainable Design and Construction Supplementary Planning Document.

11. **Details of boundary walls and fences** – No development shall commence until details of all boundary treatment(s) shall first be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented prior to the first occupation of the development or phased as agreed in writing by the local planning authority. The scheme shall be maintained in the approved form for so long as the development remains on the site.

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

12. **Noise** – No development shall take place until a full Noise Impact Assessment to BS 4142 2014 has been submitted to and approved in writing by the local planning authority. The assessment shall cover the current acoustic environment and how predicted noise from the development, including all proposed plant and machinery and vehicle delivery options will affect nearby noise sensitive receptors, including the occupiers of the proposed development and any mitigation measures necessary. Development shall not commence until the measures approved in the report have been implemented.

Reason: In the interests of residential amenities. Relevant policy: NPPF Section 15 (Conserving and Enhancing the Natural Environment), Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy CC06.

13. **Noise Insulation** - The residential flats shall be designed and/or insulated so as to provide attenuation against externally generated noise in accordance with a

mitigation scheme to be submitted to and approved in writing by the Local Planning Authority before commencement of development. The scheme shall ensure that all noise implications are mitigated so that internal ambient noise levels for dwellings shall not exceed 35 dB LAeq (16 hour) 07:00-23:00 during the daytime and 30 dB LAeq (8 hour) 23:00-07:00 during the night assuming full road traffic flows at the outset. The design and/or insulation measures identified in the scheme shall ensure that ambient internal noise levels and the noise levels within external spaces for the dwellings meet the BS8233/1999.

Reason: In the interests of residential amenities. Relevant policy: NPPF Section 15 (Conserving and Enhancing the Natural Environment), Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy CC06.

14. **Odour** – No development shall take place until a scheme implementing best practice for protecting future occupiers of the residential flats from commercial odour, including all plant and machinery in connection with any commercial kitchen/extraction/ventilation/flues, shall be submitted to and approved in writing by the local planning authority. The mitigation measures shall be retained and maintained thereafter.

Reason: In the interests of residential amenities.

15. **Cycle parking** – Prior to the commencement of the development, full and final details of secure and covered bicycle storage facilities for the occupants and visitors shall be submitted to and approved in writing by the local planning authority. The cycle storage and parking shall be implemented in accordance with the approved details before occupation of the development hereby permitted and shall be permanently retained in the approved form for the parking of bicycles and used for no other purpose.

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

16. **Parking and turning** – No unit shall be occupied 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.

17. **Parking Management Plan** – Prior to the first occupation of the flats, a Parking Management Strategy for the management of the parking arrangements shall be submitted to and approved in writing by the local planning authority. The submitted Parking Management Strategy shall include details of the management of all parking spaces and the monitoring and the delivery of additional electric vehicle charging spaces when required.

Reason: To ensure adequate on-site parking provision in the interests of highway and pedestrian safety, convenience and amenity. Relevant policy: Core Strategy policies CP3 and CP6 and Managing Development Delivery Local Plan policy CC07.

18. **Access surfacing** – No residential unit 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 10 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.

19. **Bin store** – No residential unit shall be occupied until the bin storage areas for the building have been provided in full accordance with the approved details. The bin storage shall be permanently so retained and used for no purpose other than the temporary storage of refuse and recyclable materials.

Reason: Reason: In the interests of visual and neighbouring amenities and functional development. Relevant policy: Core Strategy CP3 and Managing Development Delivery Local Plan policy CC04.

20. **Drainage** – The development hereby approved shall be carried out in accordance with the details identified in the Drainage Statement (Glanville Consultants, dated 14/09/2022) received by the local planning authority on 15/09/2022.

Reason: To ensure satisfactory drainage of the site and to prevent increased risk of flooding. Relevant policy: NPPF Section 14 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Technical Guidance on the NPPF (Flood Risk), Core Strategy policy CP1 and Managing Development Delivery Local Plan policy CC09.

21. **Hours of work and deliveries** – No work relating to the development hereby approved, including preparation prior to building operations, shall take place other than between the hours of 8am and 6pm Monday to Friday and 8am and 1pm Saturdays and at no time on Sundays or Bank or National Holidays.

No deliveries relating to the development hereby permitted shall be taken in or dispatched from the site other than between the hours of 8am and 6pm Monday to Friday and 8am and 1pm 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.

22. **Obscure glazing** – The bathroom windows of units 2 & 3 on the west elevation and the bathroom window of unit 1 on the south elevation shall be fitted with obscured glass and shall be permanently so-retained. The window shall be non-opening unless the parts of the window which can be opened are more than 1.7 metres above the finished floor level of the room in which the window is installed and shall be permanently so retained.

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

Informatives:

1. This permission should be read in conjunction with the legal agreement under section 106 of the Town and Country Planning Act dated TBC, the obligations in which relate to this development.
2. The applicant is reminded that this approval is granted subject to conditions which must be complied with prior to the development starting on site. Commencement of the development without complying with the pre-commencement requirements may be outside the terms of this permission and liable to enforcement action. The information required should be formally submitted to the Council for consideration with the relevant fee. Once the details have been approved in writing the development should be carried out only in accordance with those details.
3. The applicant is reminded that should there be any change from the approved drawings during the build of the development this may require a fresh planning application if the changes differ materially from the approved details. Non-material changes may be formalised by way of an application under s.96A Town and Country Planning Act 1990.
4. Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on adjacent highways. For further information contact the Highway Authority on tel.: 0118 9746000.
5. 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 coordinated by the developer in liaison with the Borough's Street Works team (0118 974 6302). This must take place at least three months in advance of the intended works to ensure effective co-ordination with other works so as to minimise disruption.
6. Whilst it would appear from the application that the proposed development is to be entirely within the curtilage of the application site, the granting of planning permission does not authorise you to gain access or carry out any works on, over or under your neighbour's land or property without first obtaining their consent, and does not obviate the need for compliance with the requirements of the Party Wall etc. Act 1996.
7. The development hereby permitted is liable to pay the Community Infrastructure Levy. The Liability Notice issued by Wokingham Borough Council will state the current chargeable amount. A revised Liability Notice will be issued if this amount changes. Anyone can formally assume liability to pay, but if no one does so then liability will rest with the landowner. There are certain legal requirements that must be complied with. For instance, whoever will pay the levy must submit an Assumption of Liability form and a Commencement Notice to Wokingham Borough Council prior to commencement of development, failure to do this will result in penalty surcharges being added. For more information see the Council's website - Community Infrastructure Levy advice page. Please submit all CIL forms and enquiries to developer.contributions@wokingham.gov.uk.

8. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development.

APPENDIX 2 - Parish Council Comments (Where relevant)

PLANNING REF : 222367
PROPERTY ADDRESS : The Oakwood Centre
: Headley Road, Woodley, Wokingham
: RG5 4JZ
SUBMITTED BY : Woodley Town Council
DATE SUBMITTED : 04/01/2023

COMMENTS:

Members of the Planning & Community Committee have considered this amended application and recommended it be refused on the same basis as previously stated, which is:

- It is believed the current design would lead to overlooking onto Beechwood Primary School
- The proposal removes existing parking provision for occupants of the retail units; Members recommend that allocated parking be introduced for retail unit staff
- Concern was raised about the design creating an unwelcome 'wind tunnel' effect between the development and neighbouring buildings

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