

Supplementary Planning Agenda Planning Committee – 8th February 2022

Planning Applications

79. Land South of Old Bath Road, Sonning RG4 6GQ Application No: 220663, Pages 25-162

Following further discussions with the applicant and the Council's consultant Valuer, the deferred payment mechanism has been revised to the wording outlined in italics below:

The calculation to be used for the purposes of the Viability Review in order to ascertain what if any Additional Affordable Housing Contribution is to be paid shall be calculated by using the Mayoral SPG Formula 3: Additional Affordable Housing Contribution in accordance with the following formula:-

X= Additional Affordable Housing Contribution

$$X = (((A+B)-C)-((D+E)-F)-P)-Z) \times 0.6$$

A=GDV achieved on Dwellings and other parts of the Development sold/let and other income receipts (£)

B= Estimated GDV for parts of the Development that are yet to be sold/let and other income sources (£)

C= GDV determined as part of the assessment of viability at the time planning permission was granted = £27,324,760.00 (£)

D= Actual Build Costs incurred at the time of review (£)

E= Estimated Build Costs for remainder of the development (£)

F= Build Costs determined as part of the assessment of viability at the time planning permission was granted = £15,892,925.00 (£)

*P= (A+B-C) * Y; Developer profit on change in GDV (£)*

Y= Developer profit as a percentage of 17.5% of GDV as determined at the time planning permission was granted (%)

Notes:

(A+B)-C=The change in GDV from the grant of planning permission to the Viability Review (£)

(D+E) -F = The change in build costs from the grant of planning permission to the Viability Review (£)

P= Developer profit on change in GDV (£)

Z= Deficit including £100,000 initial contribution =£1.142m

0.6=Any surplus profit, after deducting the developer profit (P), will be shared between the Council as Local Planning Authority and the developer with 60% used for additional affordable housing, up to the Total Affordable Housing Contribution.

The s106 legal agreement to secure the above is well advanced and shall be completed over the coming weeks should Members resolve to grant this application.

To summarise on viability issues, the proposal (as currently reviewed) is in deficit largely due to the existing use and structures on site which result in a relatively high site value. This reduces the 'excess profits' available with which the developer can contribute to affordable housing. The deferred payment mechanism would allow the viability to be monitored over the life of the development and ensure that the maximum viable contribution is made.

Given the conclusions drawn from the Council's independent assessment of the applicant's Financial Viability Appraisal (FVA) and the completion of the s106 legal agreement which includes the deferred payment mechanism (as outlined above), the application is recommended for approval as outlined in the main report.

80. Land to the Rear of 6 Johnson Drive, Finchampstead **Application No: 223592, Pages 163-264**

No update

81. Land at Bridge Farm, Twyford **Application No: 212720, Pages 265-297**

Pg 268: Paragraph 2.1 line 7, delete 'who are the asset owner'.

Pg 273: Paragraph 8 – one further letter of objection has been submitted. Many of the points raised relate to matters already addressed either within the original committee report or update report. Additional points raised are as follows:-

- The public have not been notified of the new uploaded documents; the application should be deferred to enable the public to consider the updated proposal. *Officer comment: Plans submitted in response to the matters for deferral relate to the widening of the ped/cycle way on the south side of the A4, the widening of the proposed Toucan crossing from 3m to 4m and the inclusion of providing a white lined cycleway along the stretch of the A4 carriageway where the current bridge safety barriers are located. Such changes would not ordinarily be considered significant enough to warrant us undertaking a further formal wider consultation as they do not fundamentally change the proposal. In addition, potential indicative improvements along the existing ped/cycle route up towards the Piggott school as well as along the southern access serving the site are for illustrative purposes, and would need to be detailed further as part of the future reserved matters and conditions applications. The uploaded plans showing traffic flow were previously included within the highways Traffic Assessment documentation, but have been extracted to provide the clarity requested.*

- WBC website does not have reports from the Environment Agency, Thames Water, Natural England or the Lead Local Flood Authority. The public should be able to read these reports before the planning committee makes any decision. If WBC has not received these reports, the application should be deferred. *Officer comment: WBC has received responses from the Environment Agency, Thames Water, Natural England and WBC as the Lead Local Flood Authority. These were acknowledged and summarised within the original committee report noting that no objections were raised in relation to the application, subject to the inclusion of a number of conditions which have been included. As a Council, WBC do not publish consultee responses until after a decision is made, however the officer report considers and references the responses from consultees.*
- The Pilkington Principle concerns situations where two overlapping planning permissions are in conflict in such away where it is physically impossible to lawfully implement both consents. The proposed access routes for application 212720 and application 223593 are clearly in conflict. Therefore, how can either be granted consent at this time? The decision on application 212720 must be deferred. *Officer comment: The proposal submitted under application 223593 is still pending consideration and is not an approved scheme. Therefore, should planning permission be forthcoming for the Bridge Farm application, then this would need to be addressed within the assessment of application 223593.*

82. Tan House Footbridge, Wokingham

Application No: 223493, Pages 393-418

Clarification on para 9, the word “not” has accidentally been omitted. The para should read as follows:

The recommendation to Grant Prior Approval, as presented in January’s Committee Meeting, therefore remains unchanged. Notwithstanding the outcome of the separate process required to resolve this matter, it is still considered that:

- a) There is not any other location that is more suited to the provision of the proposed footbridge; or
- b) That the amenity of the area would not be injured due to its design or external appearance.

Members’ attention is drawn to the Supplementary Statement produced on behalf of Network Rail for this Committee Meeting, in particular Section 5 on the Future Provision of Ramps. The full statement is available to view on the portal: [Wokingham Borough Council Online Planning - Details](#).

An updated statement from WBC Highways has also been received:

‘Wokingham Borough Council has been liaising with Network Rail for several years regarding the replacement of the bridges. We have a memorandum of understanding which commits both parties to work

together to deliver a bridge which includes ramps and the cost of these would be shared by both parties. The borough has continued to meet with Network Rail officers, however, because of the timescales imposed by Network Rail's budgetary cycle, they have been forced to design a bridge which is currently stepped as they did not feel able to await any outcome of land negotiations and funding decisions which are necessary for the borough to be able to deliver the ramps. It should be noted that the design of the bridge, whilst not accessible to all, does enable the borough to replace the steps at a later date. Network Rail have also designed a wider deck that would make it more suitable for shared use in future.

Officers met with senior management at Network Rail on Friday 3 February and they have now committed to complete a feasibility and detailed design at the borough's cost; this is more expedient than the borough completing this work itself. Network Rail has also agreed that if the borough is able to obtain the land and funding and finalise planning for the ramps by August this year, they would be able to contribute to the ramps using the money currently set aside for the steps. This would also mean that the steps are not fabricated thus saving waste.

Wokingham Borough Council is therefore continuing to do all it can to develop the ramp scheme in time for this August fabrication deadline this year, working with Network Rail and Wokingham Town Council to try to meet this deadline as well as the delivery deadline of both the Bridge and Ramps together in planned Winter 2023 Spring 2024 track possessions'.

83. Library Parade, Crockhamwell Road, Woodley, Wokingham, RG5 3LX

Application No: 222367, Pages 419-469

Clarification on para 64 that all 10 proposed car parking spaces will have facilities for charging electric vehicles. EVC strategy to be secured by condition 9.

Clarification that in relation to the energy efficiency of the proposed flats and condition 10, the applicant's energy consultants have advised that the development could achieve CO2 savings of approx. 65% over the Building Regulations, Part L (2021) baseline and which would exceed the Council's policy requirement.

CGIs/visual street scenes have been submitted by the applicant. These are visualisations which seek to assist in the consideration of the application, but materials, landscaping and boundary treatments are all to be agreed as pre-commencement by conditions 3, 5 & 11. CGIs will be included within the presentation.

Clarification that the "wind tunnel" effect refer to by third parties is commonly associated to tall buildings in a city (over 20 storeys) that are in close proximity to one another. This creates a low pressure region, causing winds at ground level to move faster. In the case of this application, the existing relationship and separation distance between the subject building and the Lidl building opposite remains unchanged. Moreover, the Lidl building is 3 storey and the proposed development will result in a 4 storey building, which are not considered tall enough buildings to create a wind tunnel effect nor an adverse impact over and above the existing situation.

Add condition 23 – Window shutter details: Prior to first occupation of the flats hereby approved, details of the proposed internal window shutters on the north elevation shall be

submitted to and approved in writing by the local planning authority. The window shutters shall be installed in accordance with the approved details and shall be permanently so retained.

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

84. Land South of Cutbush Lane, West of Oldhouse Farm Lane and Gateway Plot 4 at TVSP

Application No: 222906, Pages 471 - 508

This item has been withdrawn from the agenda.

85. "Addington School", Woodlands Avenue, Woodley, Wokingham

Application No: 223348, Pages 509 – 540

No updates.

86. 14 Park Road, Wokingham, RG40 2AH

Application No: 223565, Pages 541-557

No comments

87. "Buckhurst Court", London Road, Wokingham, RG10 1PA Application No: 233023, Pages 559 – 590

No updates.

Pre-emptive site visits

None.

Non-Householder Appeal Decisions

Following 13 April 2022 Planning Committee, the Non-Householder Appeal Decisions will be reported quarterly prior to the following meetings as part of the Supplementary Planning Agenda:

- April 2023
- July 2023
- Oct 2023
- Jan 2024