

<b>Development Management Ref No</b>	<b>No weeks on day of committee</b>	<b>Parish</b>	<b>Ward</b>	<b>Listed by:</b>
F/2014/2105	24/21	Woodley	Bulmershe and Whitegates	Scheme of Delegation

<b>Applicant Location</b>	Bloor Homes Ltd & ABF Grain Products Ltd Former Allied Bakeries site, Viscount Way, Woodley, Wokingham	<b>Postcode</b> RG5 4BJ
<b>Proposal</b>	Proposed erection of 68 dwellings with associated roads, parking, amenity space, landscaping and creation of new access onto Loddon Bridge Road.	
<b>Type</b>	Full	
<b>PS Category</b>	7	
<b>Officer</b>	David Wetherill	

<b>FOR CONSIDERATION BY</b>	Planning Committee on 01/04/15
<b>REPORT PREPARED BY</b>	Head of Development Management and Regulatory Services

## ADDENDUM REPORT

The application was deferred at the 04/03/15 planning committee meeting. The purpose of this addendum is to provide further information on the relevant legislation in relation to Goods Vehicle Operating Licenses (GVOL). The second section of the report will consider the inspectors approach in the appeal for the Former Linpac site in greater detail. This addendum should be read in conjunction with the 04/03/15 committee report for this item, in particular para's 44-54 which discusses the developments proposed mitigation measures in respect of noise.

### Goods Vehicle Operating Licenses (GVOL)

The application site is in close proximity to land currently specified as an operating centre in accordance with the Goods Vehicles (Licensing of Operators) Act 1995, and the owner of the operating centre BDT raised concerns about the possible review of the suitability of the operating centre by the traffic commissioner at a future date, as a result of potential complaints from the occupiers of the proposed residential development. Similar concerns have now been raised by a second business Luckings, in a letter dated 18/03/15. It is understood that the three adjoining businesses can operate 24 hours a day/ 7 days a week as there are no restrictions on the current Goods Vehicle Operating License (GVOL).

The relevant legislation for GVOL's provides for a continuous licensing system which in effect means that once a licence is granted it remains in force until they are either surrendered, revoked or otherwise terminated. Operators will have to make further applications to vary the licence in order to add vehicles, change an operating centre or vary/remove conditions.

Provided that there has been no contravention of an operator's licence during the relevant period, the licence is automatically continued. However, a traffic commissioner may review an operating centre at 5 yearly intervals and tends to do so where complaints have been received in respect of the site on environmental or general suitability grounds. Complaints may be made by local residents or persons who own or occupy land in the vicinity of the operating centre whose use and enjoyment of that land is adversely affected by the use of the site as an operating centre.

There are existing residential properties in the vicinity of the operating centre, and therefore there is some risk of review in the present situation. However it is acknowledged that this risk of review will increase if the proposed housing development comes forward, given its closer proximity to the operating centre.

The power to conduct reviews in such circumstances is contained in section 30 of the Act. On a review the Traffic Commissioner has the power to:

- remove an operating centre from the licence for both environmental and non-environmental reasons;
- attach or vary existing conditions for environmental reasons, such as the time vehicles use the operating centre, or for non-environmental reasons such as road safety.

The Traffic Commissioner is a public authority for the purposes of the Human Rights Act 1998. Section 6 of the Act places a duty on public authorities not to act incompatibly with rights and freedoms prescribed in the First Protocol of the EHCR which include the right to free enjoyment of property. An operator's licence is personal property and therefore when deliberating on any review of an operator's licence, the traffic commissioner will be bound by law to act in a way which is compatible with the operators rights under the Convention. There is provision for further judicial scrutiny of any decision of the Traffic commissioner as an operator also has a right of appeal to the Transport Tribunal.

Before a traffic commissioner can impose conditions on an existing licence, he must first give the operator the opportunity to make representations on the effect that those conditions will have on the business. These representations are then weighed against the resident(s) concerns and a judgement is made, which is up to the discretion of the traffic commissioner.

Whilst it is not possible to guarantee against future complaints, the developer has confirmed that prospective purchasers will be made fully aware of the haulage yard next door and the lack of restrictions. The Plot Sales Contracts will include mention of the Haulage Yard and hours of operation, so that purchasers are fully aware of this prior to buying a property.

In addition, prospective purchasers will be made fully aware of the fact that the site adjoins a haulage yard with no restrictions, and fully aware of the noise mitigation measures in place and their responsibility to use, retain and maintain them. The applicant has agreed to have this as a covenant put on the deeds, and in this way it will be raised as an issue each time there is a change of ownership. This will be secured by way of a legal agreement.

It is therefore considered that the chances of residents putting in complaints will be minimised as much as possible.

#### Former Linpac site appeal decision

The appeal decision for the former Linpac site Woodley (APP/X0360/A/14/2215542) has relevance to this application as there was a similar residential/ 24hr commercial relationship. The appeal decision is appended to this report.

Noise from the Magal Engineering site is different in nature as it comes mainly from the use of heavy industrial presses and other plant within a building whereas the current application is concerned mainly with noise from HGV's and other external sources. Whilst there are differences between the sites, what is of particular interest is the approach taken by the appeal inspector. The following is of note in the Linpac decision:

- Concerns raised from adjoining business about the potential for future complaints regarding noise, and affect this may have on the viability of the business, which employs in excess of 300 people (see para 38 of appeal decision).
- Inspector considered the Council's Environmental Health advice.
- Inspector agrees with the advice that there will not be a significant noise impact, subject to conditions to secure the noise mitigation measures (see para 40 of decision).

Under the Environmental Protection Act s.79, Environmental Health have a duty to investigate noise complaints and if significant they can serve a Noise Abatement Notice to prevent the nuisance, which can include the restriction of operating hours. Therefore in this case there was a risk of limitations being placed on the operation of the business as a result of complaints about the development.

However in allowing the appeal, the inspector based his decision on the evidence provided in the noise assessment, and the Council's assessment of this against its policies. He did not appear to attach a great degree of weight to the possibility of future complaints. In other words, he did not object based on what may or may not happen in the future. The Council's expert advice was that noise was not an issue, and the inspector agreed.

This application should be determined based on the same approach. It is considered that a refusal could not be substantiated based on what may or may not happen in the future. Rather, a decision should be made based on the evidence provided in the noise assessment, and the Council's assessment of this against its policies.

In summary, the Council's expert advice is the following:

- The applicant has demonstrated that the noise mitigation measures are comprehensive and will ensure an acceptable noise environment for the proposed residential development.
- Therefore noise impact is not a reason for withholding planning permission.

#### Conclusion

Whilst the concerns of adjoining businesses are noted, the key issues relevant to the

determination of this planning application are:

- 1) Firstly, the applicant has demonstrated that noise will not be a significant issue to justify refusal of the application.
- 2) Secondly, irrespective of this, a refusal cannot be substantiated based on the potential for noise complaints at some time in the future, and the implications this may have on the Traffic Commissioner placing conditions on the adjoining businesses.

*Appended:*

*Committee report for Allied Bakeries (04/03/15)*

*Appeal decision for Former Linpac site Woodley (APP/X0360/A/14/2215542)*

*Additional representations received from BDT and Luckings*

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**FOR CONSIDERATION BY** Planning Committee on 04/03/15  
**REPORT PREPARED BY** Head of Development Management and Regulatory Services

#### SUMMARY

The application is a full application and proposes 68 dwellings with associated roads, parking, amenity space, landscaping. The site was included in policy SAL02 of the Managing Development Delivery Local Plan (MDD) as an allocated housing site for the development of around 57 dwellings.

The site is within walking distance of Woodley Town Centre, and the development would replace an industrial scale bakery which closed in 2006. The proposed number of dwellings represents an appropriate density of development (32.4 dph) providing space for adequately sized gardens and adequate landscaping within the site.

The application is a resubmission of withdrawn F/2014/1107, which proposed 73 dwellings. This previous scheme was considered to represent overdevelopment of the site, evident in factors such as the substandard gardens proposed. In this current scheme, all plots meet the minimum recommended 11m garden depth except three corner plots. However these three corner plots are wider than average and are therefore considered acceptable.

Access to the site would be through a newly formed access from Loddon Bridge Road. The application has attracted a number of local objections, principally in respect of this proposed new access. However the Highway Authority considers the safety of the access and traffic implications to be acceptable.

The site adjoins commercial uses to the north of the site, and the proposed mitigation measures ensure an acceptable noise environment for the proposed residential development, whilst also building in safeguards for the future should activity change in nature or increase in activity.

It is considered that the scheme is compliant with the development plan and as such is recommended for conditional approval.

This application is before the Planning Committee as it is major development. The proposals are considered acceptable and therefore approval is recommended subject to conditions and the completion of a satisfactory Section 106 agreement.

#### PLANNING STATUS

- Allocated Housing Site
- Major Development Location
- Contaminated Land Consultation Zone
- Bridleway (adjacent to site)
- Tree Preservation Orders
- Flood Zone 1

#### RECOMMENDATION

**That the committee authorise the GRANT OF PLANNING PERMISSION by the Head of Development, subject to the prior completion of a satisfactory s.106 agreement, and conditions as follows:**

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. Before the development hereby permitted is commenced, samples and details of the materials to be used in the construction of the external surfaces of the buildings shall have first been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

*Reason: To ensure that the external appearance of the development is satisfactory.*

*Relevant policies: Core Strategy policies CP1 and CP3*

3. This permission is in respect of the following drawings:

Drawing Title	Drawing Number		Revision
Site Layout	SO-003	SL-100	E
Site Layout-col	SO-003	SL-100	E
Parking Strategy- col	SO-003	SL-101	C

Storey Height Layout- col	SO-003	SL-102	C
A.H Tenure Layout	SO-003	AH-100	B
Apart Elevation & GF Plan Plots 14-22	SO-003	PD-103	
Apart Elevation & FF Plan Plots 14-22	SO-003	PD-104	
Apart Elevation & SF Plan Plots 14-22	SO-003	PD-105	
2B4P Elevations Plots 8,9,10,11	SO-003	PD-106	
2B4P Floor Plans Plots 8, 9, 10, 11	SO-003	PD-107	
3B5P Elevations & Floor Plans Plots 12, 13	SO-003	PD-108	
303sp Elevations Plots 6, 7, 26, 27, 44, 45, 51, 52	SO-003	PD-109	
303sp Floor Plans Plots 6, 7, 26, 27, 44, 45, 51, 52	SO-003	PD-110	
303sp Elevations Plots 28,29, 47, 48, 49, 50	SO-003	PD-111	
303sp Floor Plans Plots 28,29, 47, 48, 49, 50	SO-003	PD-112	
2B4P & 4B6P Elevation Plots 36, 37, 38,	SO-003	PD-113	A
2B4P & 4B6P Floor Plans Plots 36, 37, 38	SO-003	PD-114	
2B4P & 4B6P Elevation Plots 39, 40	SO-003	PD-115	A
2B4P & 4B6P Floor Plans Plots 39, 40	SO-003	PD-116	
419 Elevations & Floor Plans Plot 65	SO-003	PD-117	
419 Elevations & Floor Plans Plot 67	SO-003	PD-118	
419 Elevations & Floor Plans Plots 59, 64	SO-003	PD-119	
412 Elevations & Floor Plans Plot 68	SO-003	PD-120	
313 Elevations & Floor Plans Plots 3, 4	SO-003	PD-121	
427 Elevations Plot 31	SO-003	PD-122	
427 Floor Plans Plot 31	SO-003	PD-123	
427 Elevations & Floor Plans Plots 61, 62	SO-003	PD-124	
350 & 351 Elevation & GF Plan Plots 53-55	SO-003	PD-125	

350 & 351 Elevation & FF Plan Plots 53-55	SO-003	PD-126	
350 & 351 Elevation & SF Plan Plots 53-55	SO-003	PD-127	
303 Elevations Plots 57, 58	SO-003	PD-128	
303 Floor Plans Plots 57, 58	SO-003	PD-129	
406 Elevations & Floor Plans Plots 60, 63	SO-003	PD-130	
406 Elevations & Floor Plans Plot 32	SO-003	PD-131	
406 Elevations & Floor Plans Plot 1	SO-003	PD-132	
411 Elevations & Floor Plans Plot 66	SO-003	PD-133	
400sp Elevation & Floor Plan Plots 23, 24	SO-003	PD-134	
410 Elevation & Floor Plans Plots 25	SO-003	PD-135	
350 Elevations Plots 33, 34, 35	SO-003	PD-136	
350 Floor Plans Plots 33, 34, 35	SO-003	PD-137	
313 Elevations & Plans Plot 5	SO-003	PD-138	
309 Elevations & Floor Plans Plot 2	SO-003	PD-139	
309 Elevations & Floor Plans Plot 46	SO-003	PD-140	
310 Elevations & Floor Plans Plot 43	SO-003	PD-141	
Single & Double Garage	SO-003	PD-142	
Single & Double Garage (XL)	SO-003	PD-143	
Elevation & Floor Plan- Cycle Store	SO-003	PD-144	
313 Elevations & Floor Plans Plot 30	SO-003	PD-145	
501 Elevations Plot 56	SO-003	PD-146	
501 Floor Plans Plot 56	SO-003	PD-147	
303sp Elevations Plots 41, 42	SO-003	PD-148	
303sp Floor Plans Plots 41, 42	SO-003	PD-149	
Street Scene 1	SO-003	SC-150	
Street Scene 2	SO-003	SC-151	

The development hereby permitted shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

*Reason: To ensure that the development is carried out in accordance with the*



*application form and associated details hereby approved.*

4. Prior to the commencement of the development a landscape management plan, including long term design objectives, management responsibilities, timescales and maintenance schedules for all landscape areas, other than privately owned, domestic gardens, shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved.

*Reason: In order to ensure that provision is made to allow satisfactory maintenance of the landscaping hereby approved.*

*Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21*

5. a) The tree protection measures shall be implemented in complete accordance with the Approved Scheme (Prepared by ACD Arboriculture received by the LPA on 24/09/14) for the duration of the development (including, unless otherwise provided by the Approved Scheme) demolition, all site preparation work, tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening or any other operation involving use of motorised vehicles or construction machinery.

b) No development (including any tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening or any other operation involving use of motorised vehicles or construction machinery) shall commence until the local planning authority has been provided (by way of a written notice) with a period of no less than 7 working days to inspect the implementation of the measures identified in the Approved Scheme on-site.

c) No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within an area designated as being fenced off or otherwise protected in the Approved Scheme.

d) The fencing or other works which are part of the Approved Scheme shall not be moved or removed, temporarily or otherwise, until all works including external works have been completed and all equipment, machinery and surplus materials removed from the site, unless the prior approval of the local planning authority has first been sought and obtained.

*Reason: To secure the protection throughout the time that development is being carried out, of trees, shrubs and hedges growing within the site which are of amenity value to the area.*

*Reason: In the interests of visual amenity.*

*Relevant policies: NPPF, Core Strategy policy CP3 and MDD Policy TB21.*

6. Prior to the commencement of the development, full details of both hard and soft landscape proposals shall be submitted to and approved in writing by the local planning authority. These details shall include, as appropriate, proposed finished floor levels or contours, means of enclosure, car parking layouts, other vehicle and pedestrian access

and circulation areas, hard surfacing materials and minor artefacts and structure (e.g. furniture, play equipment, refuse or other storage units, signs, lighting, external services, etc). Soft landscaping details shall include 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.

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 policies: NPPF, Core Strategy policy CP3 and MDD Policy TB21.*

7. Before the development hereby permitted is commenced details of all boundary treatments shall first be submitted to and approved in writing by the Local Planning Authority. The scheme of boundary treatments shall include details of a semi-permeable boundary to abut the bridleway. 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: To safeguard amenity and highway safety.*

*Relevant policies: NPPF, Core Strategy policies CP1, CP3 and CP6*

8. A 3m high acoustic fence to the northern boundary of the development site shall be installed between points A and B as shown on plan no SL-100E, before any of the new dwellings on the site are occupied. The applicant shall ensure that the acoustic fence is retained and maintained for the duration of the proposed development.

*Reason: To protect the amenity of future residents of the development.*

*Relevant policies: NPPF, Core Strategy policies CP1 and CP3*

9. Before the development hereby permitted commences the applicant shall submit to the local planning authority for written approval details of the specification of windows to be installed at various location across the site to ensure that the internal noise level in habitable rooms does not exceed 35dB <sub>LAeq 16hr</sub> during the day and 30dB <sub>LAeq 8hr</sub> at night. Details of alternative ventilation to be installed shall also be provided. The agreed glazing and ventilation details shall be installed and maintained on site at all times.

*Reason: To protect future residents from noise arising from neighbouring existing commercial and industrial uses*

*Relevant policies: NPPF, Core Strategy policies CP1 and CP3*

10. Before the development hereby permitted commences the applicant or their agents shall submit to the Local Planning Authority for written approval a Construction Environmental Management Plan (CEMP)

*Reason: To protect the amenity of local residents (and future residents of the site if there is a phased release), from various environmental impacts arising during construction such as noise, vibration, odour, dust, air quality etc.*

*Relevant policies: NPPF, Core Strategy policies CP1 and CP3*

11. No work relating to the development hereby approved, including works of demolition or preparation prior to building operations, shall take place other than between the hours of 7.30 am and 18.00 pm Monday to Friday and 8.00 am to 13.00 pm Saturdays and at no time on Sundays or Bank or National Holidays unless otherwise agreed in writing with the Local Planning Authority.

*Reason: To safeguard amenity of neighbouring properties.*

*Relevant policies : NPPF, Core Strategy policies CP1 and CP3*

12. A) Prior to the commencement of development, a detailed remediation scheme shall be submitted to and approved in writing by the Local Authority.

B) 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.

C) Prior to occupation of the development, a validation report that demonstrates the effectiveness of the remediation carried out, shall be submitted to and approved in writing by the Local Authority.

D) In the event that contamination is found at any time when carrying out the approved development that was not previously identified, the Local Authority should be notified in writing within 3 working days. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme must be prepared 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.

*Reason: To ensure that any contamination on the site is remediated to protect the existing/proposed occupants of the application site and adjacent land*

13. Before any development commences a further assessment of the groundwater contamination identified in Hydrock's report "Desk Study and Ground Investigation, Former Allied Bakeries, Reading dated April 2013 (Ref: R/13089/001 shall be undertaken, submitted to and approved in writing by the local planning authority. The assessment shall include the use of Detailed Quantitative Risk Assessment (DQRA) techniques to assess the risks posed by individual contaminants to nearby controlled water resources and outline any remediation measures to be taken to avoid risk when the site is developed. No building shall be occupied until the measures have been carried out and a validation report has been submitted to and approved in writing by the local planning authority

*Reason: To ensure that any contamination on the site is remediated to protect controlled water resources.*

14. Notwithstanding the provisions of the Town and Country Planning, (General

Permitted Development) Order 1995 (as amended) (or any Order revoking and re-enacting that Order with or without modification), no additional windows or similar openings shall be constructed in the flank elevations in the first floor levels or above of the buildings hereby permitted except for any which may be shown on the approved drawings.

*Reasons: To safeguard the residential amenities of neighbouring properties.*

*Relevant policies: Core Strategy CP3*

15. Those windows shown on the approved site layout drawing as having obscured glazing (all bathrooms & toilet windows, plus on side windows where shown) shall be permanently so-retained. The windows 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*

16. A) The dwellings shall seek to achieve Code Level 4 in accordance with the requirements of the Code for Sustainable Homes: Technical Guide [or such national measure of sustainability for house design that replaces that scheme]. No dwelling shall be occupied until a Final Code Certificate has been issued for it by an accredited assessor certifying that at Code Level 4 has been achieved.

B) If it is intended that the houses be built to less than Code level 4, full details of why Code Level 4 is not achievable on site must be provided to the Local Authority and approved in writing. Should following receipt of information the LPA agree to a lower code level, then no dwelling shall be occupied until a Final Code Certificate has been issued for it by an accredited assessor certifying that the agreed level has been achieved.

*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*

17. The measures for generating 10% of the predicted energy requirement of the development from decentralised renewable and/or low carbon sources outlined in the submitted Energy Statement shall be implemented before the development is first occupied and shall remain operational for the lifetime of the development.

*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 CC05*

18. 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 floor 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 policies: NPPF, Core Strategy policies CP1 and CP3*

19. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order with or without modification) no buildings, extensions, or alterations permitted by Classes (A, B, C, D and E) of Part 1 of the Second Schedule of the 1995 Order shall be carried out.

*Reason: To safeguard the amenities of the occupiers of neighbouring properties, and preserve the character of the development. Plots are generally at or around minimum separation distances and amenity space sizes and so the Council wishes to assess the potential impact of such development.*

*Relevant policies: NPPF, Wokingham Borough Core Strategy Policy CP1, CP3 and the Wokingham Borough Council Borough Design Guide.*

20. No development shall take place until the applicant or their agents or successors in title have secured the implementation of a programme of archaeological work (**which may comprise more than one phase of work**) 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 lies in an area of archaeological potential, particularly in relation to prehistoric remains.*

*Relevant Policy: NPPF, MDD TB25*

21. Before development commences, full details of the construction of roads and footways, including levels, widths, construction materials, depths of construction, surface water drainage and lighting shall be submitted to and approved in writing by the local planning authority. The roads and footways shall be constructed in accordance with the approved details to binder course level before the buildings are commenced and the final surface course shall be provided within 3 months of occupation, unless otherwise agreed in writing by the local planning authority.

*Reason: To ensure that roads and footpaths are constructed to a standard that would be suitable for adoption as publicly maintainable highway, in the interests of providing a functional, accessible and safe development. Relevant policy: Core Strategy policies CP3 & CP6.*

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

- i) the parking of vehicles of site operatives and visitors,
- ii) loading and unloading of plant and materials,
- iii) storage of plant and materials used in constructing the development,
- iv) measures to prevent the deposit of materials on the highway

and details of wheel washing facilities

v) measures to inform local residents of the commencement of development by letter and provide appropriate contact details for residents to contact the developer if they have concerns or issues.

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

23. No part of any buildings hereby permitted shall be occupied or used until the vehicle parking space has been provided in accordance with the approved plans. The vehicle parking space shall be permanently maintained and remain available for the parking of vehicles at all times.

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

24. Prior to the commencement of the development hereby permitted details of secure and covered bicycle storage/ parking facilities for the occupants of 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.*

25. No part of any buildings hereby permitted shall be occupied until the visibility splays/zones indicated on the approved site layout drawing have been provided and maintained clear of any obstruction exceeding 0.6 metres in height at all times.

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

26. No development shall commence until details of the pedestrian/cycle accesses from the development site to Vauxhall Park and Viscount Way have been submitted to and approved in writing by the Local Planning Authority. The approved pedestrian/cycle accesses shall be permanently maintained, unless otherwise agreed in writing by the Local Planning Authority.

*Reason: To ensure that the site is permeable, to encourage use of the local park and to encourage the use of sustainable modes of travel. Relevant policy: NPPF and Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.*

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

include:

- a) Demonstration (through provision of calculation sheets) that peak discharge rates from the site to the local public sewer network will be no greater than those from the current site for the 1 year, 30 year, 100 year rainfall event, including the 100 year + CC event.
- b) Demonstration that all events up to and including the 1 in 100 year event including an allowance for climate change will be contained onsite and will not flood any of the proposed dwellings or neighbouring development.
- c) Demonstration of where and how surface water attenuation shall be provided across the site and that attenuation features are adequately sized to serve the development for all events up to the 1 in 100 year storm plus allowances for the effects of climate change.
- d) Demonstration that the design of the drainage system accounts for the likely impacts of climate change and changes in impermeable area, over the design life of the development.
- e) Soakaways and permeable paving (where proposed) will be designed in accordance with current guidance and as stated within The SUDS Manual CIRIA C697.
- f) Prior to detailed design of the soakaway structure, groundwater monitoring should be undertaken across the site to establish the depth of the seasonal groundwater table.
- g) Full details of all components of the proposed drainage system including source control, conveyance, storage, flow control and discharge. Details shall include dimension, locations, reference to storm simulation files, gradients, invert and cover levels and drawings as appropriate.
- h) Full details of the maintenance and/or adoption proposals/agreements for the development covering every aspect of the proposed drainage system.

*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*

28. No development shall occur until an Employment Skills Plan has been submitted to the Local Planning Authority and approved in writing. The plan should demonstrate how the proposal will provide and secure opportunities for training, apprenticeship or other vocational initiatives to develop local employability skills required by developers, contractors or end users of the proposal. Once agreed the plan should be implemented in full in accordance with the agreed details.

*Reasons: In the interest of securing sustainable local employment. The development is in a countryside location and its benefits to local employment help justify the development.*

*Policies: NPPF, CP15, MDD Policy TB12:*

29. In the event that vegetation clearance is not possible during the winter period, October to February inclusive, in order to avoid breeding bird season then the following procedure will be followed:

- a) No more than 48 hours prior to vegetation removal a suitably experienced ecologist shall check the vegetation to confirm the absence of nesting birds.

- b) Where nesting birds are present in vegetation scheduled for removal the work must be rescheduled and active nests shall be appropriately protected until breeding is finished.

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

30. No development shall commence until details of the measures to be incorporated into the development to demonstrate how 'Secured by Design (SBD)' accreditation will be achieved have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details, and shall not be occupied or used until written confirmation of the SBD accreditation has been submitted to the Local Authority.

*Reason: In the interests of the safety, crime prevention and amenity of future occupiers of the development.*

*Relevant policies: Paragraphs 58 & 69 of the National Planning Policy Framework and Core Strategy policy CP1.*

**Informatives:**

1. The development accords with the policies contained within the adopted / development plan and there are no material considerations that warrant a different decision being taken

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. If this is not clear please contact the case officer to discuss.

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. This permission should be read in conjunction with the legal agreement under Section 106 of the Town and Country Planning Act the contents of which relate to this development.

5. The developer's attention is drawn to the fact that this permission does not authorise the physical construction of the proposed off-site highway works and site access connections to the public highway. A separate legal agreement (Minor Works Agreement) made with the Council under s.184/278 of the Highways Act 1980 is required. No work within or affecting the public highway shall commence until the agreement has been completed and the Council, as local highway authority, has



approved all construction and installation details together including with a programme of works.

6. If it is the developer's intention to request the Council, as local highway authority, to adopt the proposed access roads etc. as highway maintainable at public expense, then full engineering details must be agreed with the Highway Authority at the Council Offices, Shute End, Wokingham. The developer is strongly advised not to commence development until such details have been approved in writing and a legal agreement is made with the Council under Section 38 of the Highways Act 1980.

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 applicant is advised that application site red edging incorporates land which forms part of the publicly maintained highway alongside the north section of the Loddon Bridge Road frontage. If it is the applicant's intention to enclose any part of this land, a Stopping Up Order using the provisions of Section 247 of the Town and Country Planning Act 1990 will be required

9. Thames Water wishes to inform the applicant that it 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.

10. There is no right of discharge of highway drainage into the public sewerage system. An agreement to allow a discharge may be granted under section 115 (WIA 1991) by negotiation between the Highway Authority and Thames Water.

11. There is a requirement for the applicant to provide suitable private fire hydrant(s), or other suitable emergency water supplies to meet Royal Berkshire Fire & Rescue Service requirements.

## **PLANNING HISTORY**

Numerous historic applications relating to the former commercial use of site.

The following have been determined more recently:

DEM/2011/1576 - Application for proposed demolition of 2 storey factory buildings silos and associated structures - Approval

F/2014/1107 - Proposed erection of 73 dwellings with associated roads, parking, amenity space, landscaping and creation of new access onto Loddon Bridge Road –

Withdrawn
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SUMMARY INFORMATION	
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Site Area	2.1 hectares
Previous land use	Commercial
Proposed units	68
Proposed density - dwellings/hectare	32.4 dph
Number of affordable units proposed	20
Parking: Total allocated spaces	124
Parking: Total garages	43
Parking: Total visitor spaces	28

CONSULTATION RESPONSES	
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Highways Authority	No objection, subject to conditions (Conditions 21 - 25).
Trees and Landscape	No objection, subject to conditions (Conditions 5 - 7).
Environmental Health	No objection, subject to conditions (Conditions 8 - 13).
Affordable Housing	No objection raised. Provided advice on the required level of affordable housing provision required at the site.
Ecology	No objection, subject to condition (Condition 29).
WBC Drainage Officer	No objection, subject to condition (Condition 27).
Environment Agency	Provide standing advice.
Thames Water	No objection, subject to condition (Condition 27).
Education Services	No objection, subject to appropriate infrastructure contributions.
Berkshire Archaeology	No objection, subject to condition (Condition 20).
Crime Prevention & Design Advisor	No objection, subject to condition (Condition 30).
Thames Valley Police	Request contributions to cover impact on police infrastructure
Royal Berkshire Fire & Rescue:	No objection, subject to informative

REPRESENTATIONS	
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Rob Wilson MP	<p>Residents not against development itself, but are concerned about planned access onto Loddon Bridge Rd – safety fears and increased traffic</p> <p>Sensible solution to distribute traffic over two entrances, as discussed in July public meeting involving Rob Wilson MP.</p> <p>Whilst traffic surveys may suggest that one access point is a feasible option, those living on Loddon Bridge Road disagree.</p> <p>Any decision should deliberate the vital importance of alleviating</p>
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	congestion and avoiding potential accidents.
Winnersh Parish Council	<p>The Committee considered the proposals and recommended the application be refused on the following grounds:</p> <ul style="list-style-type: none"> <li>- There are safety concerns regarding the siting of the access on Loddon Bridge Road. Residents of Loddon Bridge Road in the vicinity of the proposed entrance to the site already find it very difficult and dangerous to exit their driveways due to the amount of traffic and poor visibility caused by a bend in the road. This will also apply to people exiting the proposed development. The Committee did not think it appropriate for there to be any access onto Loddon Bridge Road and felt strongly that the access to the development should be from Viscount Way.</li> <li>- Many school children use this area of Loddon Bridge Road, on bicycles and on foot, and their safety will be put at risk by traffic using the proposed site entrance.</li> <li>- As the proposed entrance is next to a blind bend in Loddon Bridge Road, traffic exiting the site will find it difficult to turn right, particularly during rush hours and most will therefore turn left. Much of this traffic will then turn into Vauxhall Drive to avoid the bottleneck at the southern end of Loddon Bridge Road, thereby exacerbating the traffic problems in Vauxhall Drive.</li> <li>- The Wokingham Borough Managing Development delivery document (Local Plan), adopted 21 February 2014, identified this site as appropriate for the delivery of around 57 dwellings. This proposal is for 68 dwellings.</li> <li>- There is insufficient parking provided on the site.</li> <li>- There appears to be footpath access to the rear of some properties, which does not appear to be in compliance with Safer Homes Initiatives.</li> <li>- The acoustic fence to the north of the site does not appear to be appropriate for the nature of the business carried out in the industrial estate. The proposed acoustic fence is 2m high, whereas the HGV vehicles using the industrial estate are 4m high.</li> <li>- The proposed 2m fence to the north of the site will not provide sufficient protection to the industrial units, where high value goods are sometimes stored.</li> <li>- The noise impact assessment gives the measured noise levels from the 24 hours a day truck movements on the industrial estate, and general traffic noise, and states that in order for acceptable internal levels of noise to be achieved the windows of the dwellings adjacent to the industrial estate must remain closed day and night. This is not acceptable.</li> </ul> <p>If permission is granted for this development the Committee request that the following concerns be addressed:</p> <ul style="list-style-type: none"> <li>- High level windows in the industrial units to the north of the site will overlook the adjacent houses and gardens.</li> <li>- CCTV cameras covering the industrial estate will overlook the</li> </ul>

	<p>adjacent houses and gardens.</p> <ul style="list-style-type: none"> <li>- The HGV vehicles using the industrial estate have cabs at a height of 3m, which will overlook the adjacent houses and gardens.</li> <li>- The existing business operating to the north of the site has to renew its 24 hour HGV operator's licence every 5 years and should be protected against objections by the new residents in order to comply with the Wokingham Borough Managing Development Delivery Document (Local Plan), which for this site specifically states that "the proposals must deliver appropriate measures to safeguard the amenities of the occupants of the dwellings whilst ensuring continued B class activities can continue within adjoining Headley Road Core Employment Area"</li> <li>- The boundary treatment to the south of the site must provide protection to the historic bridle way in this area</li> </ul>
Ward Member(s)	<b>Cllr Baker</b> commented that he had concerns about the proposed new access onto Loddon Bridge Road
Neighbour Comments	<p><b>20 letters of objection and 5 letters of comment</b> have been received from residents, raising the following issues:</p> <p><b>Highway safety</b></p> <ul style="list-style-type: none"> <li>- Objections to the new single access being created onto Loddon Bridge Rd – effect of potentially 140 additional cars</li> <li>- Some residents would accept access onto Loddon Bridge Rd if there was a second access onto Viscount Way.</li> <li>- Others object to ANY access onto Loddon Bridge Rd irrespective of a second access. They suggest Viscount Way not as populated and traffic flow can be managed via roundabouts or traffic light systems.</li> <li>- Developers should purchase strip of land in order to enable Viscount Way access.</li> <li>- Loddon Bridge Rd safety issues highlighted e.g. bend in road and visibility issues of existing properties entering/exiting driveways</li> <li>- History of accidents.</li> <li>- Bad traffic jams along Loddon Bridge Rd at peak times (also bottle necks along Bader Way and Headley Rd).</li> <li>- Knock on traffic impacts on surrounding roads such as Vauxhall Drive and Fosters Lane.</li> <li>- No crossing points along this section of Loddon Bridge Rd</li> <li>- Likely to be on-street parking problems, as not enough parking within development.</li> <li>- Cumulative effect of various developments in Woodley</li> <li>- Previous access onto Loddon Bridge Rd was closed and switched to Viscount Way for safety reasons. Since then, traffic has increased due to numerous developments</li> <li>- Four dwelling scheme refused opposite proposed access on highway safety grounds (this scheme was on inward bend of LBR, compared to proposed access)</li> </ul>

	<ul style="list-style-type: none"> <li>- Many residents comment that a school is located nearby (Rivermead School). Main commuter route for other schools.</li> <li>- Inconsistencies in transport assessment (timing of measurements) and data challenged (e.g. maximum of one car queuing to get out of Fosters Lane).</li> </ul> <p><b>Services and facilities</b></p> <ul style="list-style-type: none"> <li>- Cumulative effect of various developments in Woodley</li> <li>- Schools, doctors surgeries and dentists already under pressure, and this would be worsened.</li> <li>- No extra shop units proposed.</li> <li>- Plans do not propose additional parking at Woodley Precinct which is already at capacity</li> <li>- Woodley has more housing than amenities, especially for youth.</li> </ul> <p><b>Trees and biodiversity</b></p> <ul style="list-style-type: none"> <li>- Concern about removal of trees adjacent to bridle path shown in Tree Survey section 5 (Tree Officer confirms although several are category C trees, they are to be retained)</li> <li>- Air and noise pollution.</li> <li>- Scots Pines at the rear of No 23 Vauxhall Drive in danger of removal and should be TPO'd (no plans for removal, tree protection shown).</li> </ul> <p><b>Boundaries</b></p> <ul style="list-style-type: none"> <li>- Boundary treatments: state of existing chain link and concrete fence between bridle way and development needs addressing, no indication of boundary treatment (conditions stage).</li> </ul> <p><b>Relationship with neighbours</b></p> <ul style="list-style-type: none"> <li>- An objection from the business backing onto the proposed development (Headley Park Area 8). This is a 24hr 7 days a week transport and warehouse operation which has no restrictions. Trucks and fork lifts have audible reversing beepers and question accuracy of Noise Survey.</li> <li>- This could affect the enjoyment of the proposed properties, and lead to time operating restrictions which would be unfair given that the commercial use was in place first, placing 65 jobs at risk.</li> <li>- The acoustic fence to the north of the site does not appear to be appropriate for the nature of the business carried out in the industrial estate. Inadequate to maintain privacy.</li> <li>- 24 hours a day truck movements on the industrial estate, and general traffic noise, will be a disturbance to new residential properties.</li> </ul>
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<b>PLANNING POLICY</b>

National policies:

National Planning Policy Framework (NPPF)

National Planning Policy (NPPG)

Wokingham Borough Local Development Framework – Core Strategy:

CP1 – Sustainable development

CP2 – Inclusive communities

CP3 – General Principles for Development

CP4 – Infrastructure Requirements

CP5 – Housing mix, density and affordability

CP6 – Managing Travel Demand

CP7 – Biodiversity

CP8 – Thames Basin Heath Special Protection Area

CP9 – Scale and location of development proposals

CP10 – Improvements to Strategic Transport Network

CP17 – Housing delivery

Managing Development Delivery Local Plan Document:

*Cross Cutting Policies:*

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

CC06 – Noise

CC07 – Parking

CC09 – Development and Flood Risk

CC10 – Sustainable Drainage

*Topic Based Policies:*

TB05 – Housing Mix

TB07 – Internal Space Standards

TB09 – Residential accommodation for vulnerable groups

TB21 – Landscape Character

TB23 – Biodiversity and development

SAL02 – Allocated housing development sites

Other guidance:

- Borough Design Guide SPD
- Sustainable Design and Construction SPD
- Planning Advice Note (Infrastructure Impact Mitigation Contributions for New Development – Revised March 2014)
- Affordable Housing SPD

## **PLANNING ISSUES**

### **APPRAISAL**

#### **Principle of Development:**

1. The site is located within the settlement boundary of Woodley, a major development location, and as such development of new residential dwellings is acceptable in principle providing that its detail complies with the principles stated in the Development Plan.

2. The site was excluded from the Core Employment Area and allocated for residential development in the Managing Development Delivery Development Local Plan (MDD). Policy SAL02 states that it should only be used for this purpose. It designated the site (WD110) for development of 'around 57' dwellings (policy SAL02). The MDD was adopted in February 2014 and as such the principle of development on the site is acceptable.

3. MDD Appendix 12 includes specific requirements for each of the allocated sites. The following requirements are set out for this site:

- a) Delivery of around 57 dwellings;
- b) Subject to viability in line with Core Strategy Policy CP5, provision of at least 30% of affordable dwellings;
- c) Deliver appropriate measures to safeguard the amenities of the occupants of the dwellings whilst ensuring continued B class activities can continue within adjoining Headley Road Core Employment Area; and
- d) Information is supplied with the application demonstrating how it addresses any impacts on the environment and landscape of the area.

4. The NPPF requires that proposed dwellings should be well integrated with, and complement local buildings in relation to scale, density, layout and access. Policy CP3 of the Core Strategy outlines that development should be appropriate to the surrounding streetscene, and without detriment to the amenity of neighbouring residents. The current position with regards planning policy encourages character led development. The Borough Design guide provides substantial advice on layout best practice.

#### **Impact on the character of the area:**

##### **Density:**

5. The site has been identified for an allocation of 'around 57 dwellings'. The site area is 2.1ha, so the proposal for 68 dwellings equates to 32.4 d/ha.

6. The site is approximately 200m from another allocated site (Former Linpac site). The western section of this site was developed at 40 d/ha (O/2013/0668 – 34 dwellings), although the majority of the site is a lower density of 25 d/ha (F/2013/1136 – 93 dwellings). The difference between the proposals and this scheme is in part due to the predominantly detached larger dwellings on that site, compared to the significant number of semi-detached properties proposed in this scheme. Whilst the density is higher than surrounding 1950/60's housing to the west and south, it is noted that housing in this period was typically built with much lower densities.

7. Whilst minimum densities have been removed by previous planning policy, the NPPF still encourages the efficient use of land. The development is located on a sustainable brownfield site and the proposed density is considered appropriate to its suburban context, and would not appear unduly excessive in the context of other developments in the Borough (SDL's being built to an average density of between 30-35 d/ha).

Housing Mix:

8. The proposal for 68 new dwellings incorporates the following mix:

- 3 x 1 bed flats
- 6 x 2 bed flats
- 7 x 2 bed houses
- 33 x 3 bed houses
- 18 x 4 bed houses
- 1 x 5 bed houses

9. This incorporates several different housing types to cater for a range of household sizes. This is considered to be an acceptable mix to meet the requirements of the Core Strategy and MDD. The Affordable Housing Officer is satisfied that the mix allows for potentially adequate affordable housing to be provided to meet local need and as such this is acceptable.

Scale, design and layout:

10. A new access is proposed from Loddon Bridge Road, with the development arranged around a loop road system. The dwellings will be set back from Loddon Bridge Road with the existing mature tree boundary belt along this boundary retained, creating strong screening to the site from Loddon Bridge Road. This is a key component of the scheme.

11. The majority of dwellings are two storey, however focal points are provided within the site from 2.5 and 3 storey buildings. A 3 storey terrace is proposed where the access road splays into two roads, creating a gateway building and framing the informal housing square. The square is framed by buildings and has two exits leading to streets of detached and semi-detached houses. Further east these streets take on the characteristics of a mews area.





12. The 3 storey apartment in the north-east corner frames the proposed eastern pedestrian access into the site and gives the development frontage onto Viscount Way. The east of the site is bordered by Viscount Way and open parkland, allowing an opportunity for a 2.5 storey building to front this space. The dwelling frontages are well set back from the eastern boundary, allowing for landscaping to be introduced along this boundary. A new pedestrian link between the development and public open space to the east will be created.

13. A key consideration for the layout is the presence of commercial units to the north, and dwellings have been proposed to back onto the northern boundary, where a 3m high acoustic fence will be provided.

14. The dwellings are set back from the southern boundary, with the gardens backing onto this boundary along with the existing trees and vegetation to be retained creating a green buffer between the new development, public footpath and existing residential properties to the south.

15. The road layout makes the most efficient use of the site, with built form providing a continuous frontage along the proposed streets. Indeed Secure by Design principles have been incorporated into the scheme, ensuring that all public and parking areas benefit from good natural surveillance.

16. The street elevations have been designed to create interest and visual variety within an overall architectural theme reflecting some of the 20<sup>th</sup> century traditional house styles along Loddon Bridge Road. The key materials will be brickwork for the walls with occasional areas of render and contrasting bricks used for details such as window headers or cills. Roofs will be finished in clay tiles and slates. Features such as hipped

roofs, gables, bay windows, porches and chimneys are proposed.

17. The Affordable Housing SDP states that the aim is to create development which is 'tenure blind' to meet the policy requirements of high quality design and sustainable mixed communities. The affordable units have a similar overall design to the rest of the development which is considered acceptable. They are reasonably mixed throughout the site, featuring along the northern and southern boundaries, and are grouped in clusters for ease of maintenance, meeting the requirement of social housing providers.

18. Following a reduction in the number of dwellings proposed, the Tree & Landscape Officer is satisfied that the site is capable of accommodating the development proposed whilst delivering a well landscaped form of development. The revisions now enable sufficient vertical green infrastructure along the street scene and some opportunities to plant large trees within the site. The tree cover on the southern loop road has improved in particular. In several cases, proposed trees have been moved from locations within rear gardens to street locations, so that they are less liable to removal by residents. Subject to conditions relating to landscaping details, a landscape management plan and tree protection details the development is considered acceptable in tree and landscape terms.

*Amenity space & Internal Space Standards:*

19. The Borough Design Guide establishes requirements for private amenity space (Section R16). Amenity space for houses should generally have a 'roughly rectangular shape' and good access to sunlight, with a useable private garden of at least 11 metres in depth.

20. Revised plans were received removing two dwellings from the scheme, enabling all but three gardens to now meet the 11m requirements. Reducing the number of dwellings within the central block enabled plots to be moved further from the southern boundary to provide garden depths that exceeded the 11m requirement, considered necessary given the maturity of boundary vegetation.

21. The three plots which fall short of the 11m depth requirement, have the following additional width:

Plot No.	Garden Length.	Garden Width.
25	9.1m.	12.3m.
30	8.5m.	12.8m.
61	10.1m.	17.0m.

22. Given that these are much wider than average and as corner plots have more open aspect these are all considered to be useable and acceptable in this instance.

23. The proposed flats (plots 14-22) have access to a communal garden. At the conditions stage this should be landscaped to provide privacy from the parking area (hedge), with tree planting along the northern boundary to provide a high quality useable space.

24. Therefore the proposed layout succeeds in achieving roughly rectangular gardens

and of at least the minimum recommended 11m depth with all plots except three corner plots. All gardens are considered to be of a usable nature compliant with the aims of the Borough Design Guide.

25. The MDD main modification version policy TB07 seeks to achieve certain internal space standards in new dwellings. These have been achieved on all dwellings within the site, including the affordable housing units.

### **Residential amenities:**

26. The existing site is generally level and the majority of dwellings proposed are 2 storey. The site was formerly a bakery, and changes of level within the site are largely due to the footprint of former buildings which have now been demolished. The Borough Design Guide sets out minimum recommended separation distances between dwellings in order to preserve amenity and character. The recommended distances are as follows:

27. Overlooking and Privacy depth distances are set out in the Design Guide and are as follows:-

#### **1-2 Storeys:**

Front to front elevation	10m
Back to back elevation	22m
Back to flank elevation	12m

#### **Over 2 storeys:**

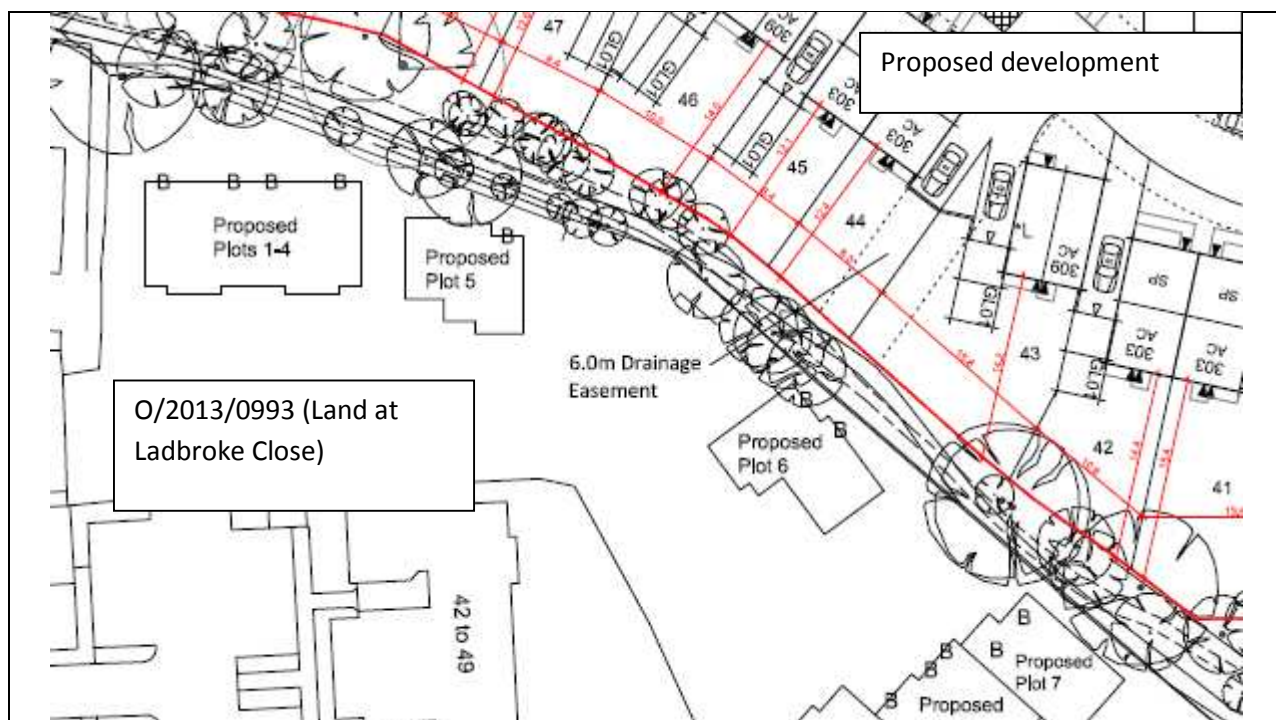
Flank to boundary	2m
Front to front elevation	15m
Back to back elevation (houses to houses)	26m
Back to back elevation (Upper floor living room)	30m

28. The site is bounded by Headley Road East Industrial Estate to the north, a vehicle rental storage yard and parkland to the east, residential properties to the south (with a bridleway separating) and Loddon Bridge Road to west (with a good separation to residential beyond).

29. Therefore the key boundaries of the development site are the northern and southern boundaries, which will now be explored further.

### **Relationship with residential properties south of site**

30. The following properties are located to the south of the development; No 284 Loddon Bridge Rd, No's 5–14 Ladbroke Close, plots 1–7 of approved application O/2013/0993 (layout was agreed at outline stage), and No 23-31 Vauxhall Drive. It is worth noting that mature landscaping, as well as a bridleway, separate these properties from the development



31. In all cases, 2 storey dwellings proposed would be more than 22m from residential dwellings and 3 storey dwellings (Plots 36, 40) would be more than 26m from residential dwellings to the south of the site.

32. The only exception to this relates to plots 6 & 7 of O/2013/0993. These relationships were improved in revised plans, which increased the boundary separation and the orientation (to make oblique) of plots 41, 42 & 43, in response to the close proximity of plots 6 & 7 Ladbroke Close to the boundary. The development site is approx 1m higher than Ladbroke Close.

33. The revised plans show a separation distance of 18m between plot 6 Ladbroke Close (bedroom window) and plots 43 & 44 of the development, and a separation of 20m between plot 7 Ladbroke Close (stairwell window) and plot 42 of the development. These distances whilst not meeting the 22m, are considered acceptable given the oblique angle between properties. It is also noted that plots 6 & 7 of O/2013/0993 have not been constructed and only have 'outline' consent.

34. In addition to the above considered distances, it is intended that tree protection fencing will protect existing boundary tree screening. To supplement this it is suggested that additional landscaping is planted, in particular between plots 41-48 where it is more sparse. The Crime Prevention & Design Advisor has recommended 1.8m hit and miss fencing with trellis or 2.0m open topped metal railings for properties along this boundary (with a planting buffer). This is to provide an opportunity for natural surveillance over the public footpath, making it safer for users, whilst providing security and privacy to the dwellings. A boundary and landscaping scheme at the conditions stage will need to address all of the above considerations.

35. It is considered that all proposed dwellings will have acceptable relationships with existing properties to the south of the site, such that no significant loss of light, overbearing or overlooking impacts will result.

#### Relationship with commercial uses north of site

36. Commercial uses are located to the north of the site. The overlooking impact of first floor windows in the BDT building has been raised. There are three south facing windows in the eastern wing which have a back-to-back relationship with proposed northerly plots, and an east facing window which has an oblique relationship. There is no separation guidance for residential to commercial uses. However even taking the BDG's residential guidance, the first floor commercial windows have a 28m back-to-back separation which is considered sufficient to avoid overlooking.

37. CCTV is located on each corner of the BDT building and within the site, and the potential privacy impact of this has been raised in relation to northerly plots. At its closest, CCTV is located 1m from plot 1's boundary at a height of approx. 5.5m. It is also noted that lorries using the adjacent yards will have a cab height of 3m, however this is less of a concern with the acoustic fence height being proposed at 3m.

38. It would be desirable for boundary landscaping to grow above the height of the fence to provide an additional visual screen. One option is to plant pleached hornbeam trees, given that they provide all year screening (evergreen) and minimise the loss of gardens, given their small canopy areas. They would also grow to the required height to ensure privacy from CCTV cameras, in particular to plots 1-4. The Environmental Health Officer has confirmed that the pleached trees would not harm the integrity of the fence or lead to maintenance issues. Another option is to design a trellis above the fence and to plant climbers (ivy, clematis). There are a few workable solutions which will provide the necessary mitigation and further details will need to be provided at the conditions stage. It is therefore considered that privacy can be safeguarded to these properties.

39. The proposed 3m high acoustic fence is not considered to have an overbearing/loss of light impact on adjacent plots. A 3m high acoustic fence was found to have an acceptable relationship with properties at the nearby Linpac redevelopment, and planting can help soften its appearance. It should be noted that some of the proposed dwellings at the Linpac site were closer to the acoustic fence than those in the current proposal, but this was still considered acceptable by the appeal inspector.

#### Relationships within the development site

40. The scheme has been designed to comply with the Borough's separation distances and there are no areas of concern with regards poor amenity between individual plots.

41. The majority of dwellings proposed are 2 storey, although there are instances of 2.5 and 3 storey dwellings which have the potential for greater impacts. Plots 53-55 (3 storey terrace) have a 17m side-to-rear relationship with plot 56. For clarity, the second storey rear facing windows will be conditioned to be obscure glazed as they serve en-suites. A note on the site layout states that there will be obscure glazing to all bathrooms & toilets, plus obscure glazing on certain side windows where shown, i.e. plots 31 & 43 (to a landing window) and plot 64 (to a secondary bedroom window). The 3 storey apartment block (plots 14-22) has an acceptable relationship with surrounding neighbours.



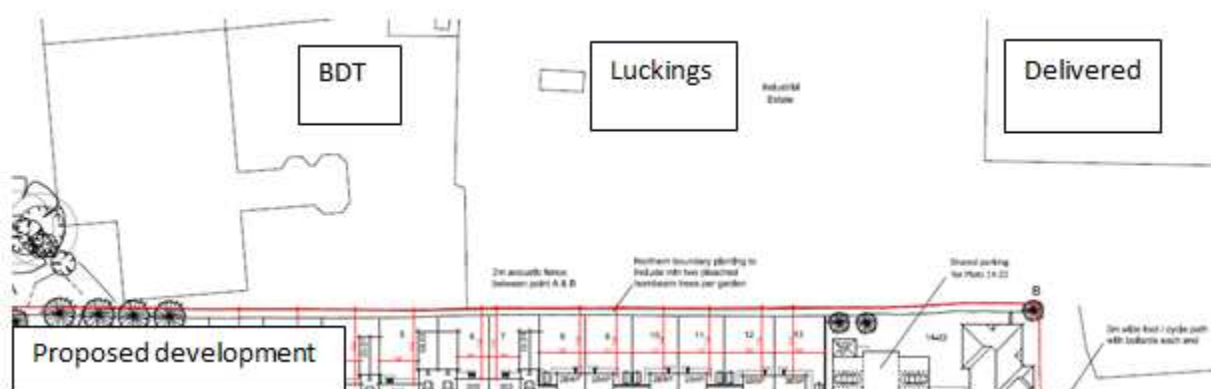
42. Note separation was increased between plots 26-8 and 33-5 in revised plans to comply with 22m back-to-back distance. Velux windows in the roofspace of plots 33-5 are not considered to lead to any direct overlooking given their orientation, and therefore this revised separation is considered acceptable.

43. It is considered that no unacceptable loss of light, overbearing or overlooking impacts arise as a result of this proposal.

### **Noise and Disturbance:**

44. The application includes a noise assessment that considers noise from HGV movements (from north and north east), and traffic noise from the Loddon Bridge Road (to west).

45. Three haulage firms abut the northern boundary of the development (BDT, Luckings and Delivered). They all have unrestricted 24hr/7day-a-week operations. For each business, lorries are required to have a 15 minute check before being operated (by law). This includes use of reversing beepers and indicators. Lorries use a one way system, exiting the site along the right of way adjacent to the developments northern boundary and onto Viscount Way.



46. The main operations of BDT take place between 6am-8pm. However it is not unusual for 4/5 lorries (from a fleet of 20) to drive to a delivery during the night. Their loading bays are located a good distance from the development and not commonly used at night. There is a similar set up at Luckings, although night time loading/unloading is more common and located closer to the development boundary. Potential future intensification of the businesses must be recognised.

47. This means that the proposed development will be subject to some noise at anti-social hours, in particular from loading/unloading, vehicles using reversing beepers, and vehicles exiting the site adjacent to the shared boundary (although it is noted that lorry engines are located below the cabin).

48. MDD Policy CC06 (Noise) states that proposals must demonstrate how they have addressed noise impacts (a Noise Impact Assessment has been submitted). Where there is an adverse noise effect, which is not mitigated by review of the development layout or internal layout, the next step is physical mitigation measures such as

barriers/mechanical ventilation.

49. The development layout has been designed to maximise the separation distance to the commercial uses (properties backing onto rather than flanking northern boundary) and the internal layout of properties has been designed to minimise bedrooms adjacent to the HGV route where possible. However this alone is insufficient, and as required by Policy CC06, the Noise Impact Assessment identifies physical mitigation measures:

- An acoustic fence running along the length of the northern boundary (marked A to B on the site plan).
- High specification double glazing (glass thickness and cavity depth vary as necessary across the site)
- Ventilation system (there is a reliance on windows being shut for acceptable noise levels to habitable rooms, and therefore ventilation will be provided through a mechanical ventilator as alternative to open windows).

50. Concerns were raised leading to submission of a supplementary Noise Impact Assessment. This followed a meeting with the developer and Environmental Health Officer (EHO), to discuss concerns raised by a neighbouring business. These concerns were the accuracy of the noise assessment data in relation to DBT's operation, and the fact that it didn't account for the new business 'Delivered', as well as consideration for potential increases in the commercial activity as businesses expand.

51. The EHO has the following comments about the supplementary Noise Impact Assessment:

- Additional noise sources and locations have been taken into account with an increased amount of night time activity included in the revised modelling.
- This has led to the applicant proposing a 3m rather than 2m high acoustic fence along the northern boundary of the site
- The noise mitigation zones which dictate the specification of double glazing at various locations have been modified according to the revised noise data.
- As a result, a higher category glazing for houses along the northern boundary is proposed (10mm thick glass rather than 4mm thick glass for bedrooms).

52. There is still a reliance on windows being shut within the development for acceptable noise levels, however this was an accepted solution at the nearby Linpac redevelopment, which had a similar residential/commercial relationship.

53. The EHO has reviewed the supplementary Noise Impact Assessment and considers that the revised mitigation measures will ensure an acceptable noise environment for the proposed residential development. This is subject to conditions relating to submission of a detailed glazing strategy and installation, retention and on-going maintenance of the acoustic fence.

54. The revised mitigation measures ensure an acceptable noise environment for the proposed residential development now and also build in safeguards for the future should activity on the adjoining sites change in nature or increase in activity. This will ensure not only that residential properties are not detrimentally affected now or in the future, but will ensure that commercial businesses adjoining the site can remain and maintain viable businesses.

55. Finally, a BMX facility is located adjacent to the development site at the western end of Vauxhall Park. This is a fairly small facility, although it is acknowledged that its use could increase as a result of the development. The development has been designed to have a verge with landscaping to abut the facility, and given its scale is not considered to have a harmful impact on nearby plots.

### **Contamination:**

56. The proposed use is sensitive in nature being residential with private gardens. The site has been previously occupied by a large bakery which has now been demolished. This land use has the potential to give rise to contamination in near surface soils at the site. In accordance with the National Planning Policy Framework 2012 and the principles of sustainable development an assessment of potential contamination is required to determine if the site is suitable for the proposed end use.

57. A Desk Study and Ground Investigation Report for the former Allied Bakeries Site dated April 2013 by Hydrock (Ref: R/13089/001) has been submitted with the application. This provides details on an acceptable Phase 1 preliminary risk assessment and Phase 2 intrusive investigation. Contamination has been identified on site which could present an unacceptable risk to end users and controlled waters. This does not preclude the proposed residential development but the Environmental Health Officer recommends conditions to ensure remediation is carried out and the site made suitable for use.

### **Access and Movement:**

#### **Highway Safety & Road Design**

58. The previous bakery use of the site ceased in 2006. The bakery had a single access onto Viscount Way. It is proposed to switch the single access onto Loddon Bridge Road to serve the residential development, to avoid potential conflicts between residential and commercial vehicles. There is also the issue of gates along Viscount Way being locked when the neighbouring commercial premises are closed.

59. It is proposed for the residential development to have a single access via a new simple priority junction onto Loddon Bridge Road. Loddon Bridge Road is subject to a 30mph speed limit, has footways and street lighting. The proposed junction has been designed with suitable geometry and visibility which accords with the Department for Transport publication Manual for Streets.

60. Representations have been made regarding possible conflict with vehicles using the proposed junction and vehicles entering and exiting crossover accesses to houses on the opposite side of Loddon Bridge Road. Conflicting vehicle movements will be minimal and will have a negligible effect on the operation and safety of the proposed junction and the existing accesses. A Stage 1 Road Safety Audit has been carried out for the proposed access arrangement and other than a requirement to provide and maintain visibility splays no concern has been raised.



61. Whilst it is proposed to close the existing vehicle access from the application site to Viscount Way, a footpath/cycle link to this road will be provided. Viscount Way is an unadopted private road at this location, and whilst access has been gained along this route in the past it is not clear from the application documents that this right will exist in the future. A footpath/cycle link from the application site to the adjoining recreation ground is also shown which will improve the permeability of the site for pedestrians and cyclists.

62. The estate road layout incorporates the design principles of *Manual for Streets* and the council's Highway Design Guide. The internal road layout is in part designed with footways and in part designed as shared surfaces, which is acceptable for the number of dwellings proposed. Revised plans show visibility splays for the central section of housing which has a reduced service margin. The Highways Authority accepts, given the intended design speed, the proposed 2m x 15m vision splays. With the service margin only 1m within this area, the proposed splays would cross over future conveyed land, and a condition will be used to ensure these are kept free of obstruction. The Highways Officer raises no objection to the swept path analysis as shown on the revised plan.

#### Traffic Impact

63. The planning application is supported with a Transport Assessment (TA) produced by WSP. The TA provides an estimate of likely traffic generation of a 70 dwelling scheme in comparison with the historical use of the site when operating as B2/B8 commercial uses. The trip rates used have been derived from the TRICS database. The AM peak hour trip rate when averaged between the mix of flats and houses is similar to the trip rates used in the Wokingham Strategic Transport Model. However, the PM peak hour trip rate is noticeably higher. The data from TRICS is derived from a single day survey and may not be representative of traffic generation for housing in this area. Nevertheless, given that the estimated traffic generation is higher than expected, the Highways Officer does not consider that the assessment needs to be amended.

64. Although the Highways Officer has not agreed with the calculated traffic generation of the proposal, it is important to note that the application site historically has operated with B2/B8 commercial uses and the Highways Officer does accept that the net change in traffic movements onto the highway network will not be materially different. The pattern will however be reversed and traffic will be reassigned directly to Loddon Bridge Road rather than via Viscount Way/Spitfire Way/Miles Way which will alter localised impacts.

65. The Transport Assessment (TA) has included information on personal injury accidents in the vicinity of the application on Loddon Bridge Road. The nature and pattern of the recorded accidents does not suggest an inherent defect with the design of the adjoining highway network and the Highways Officer therefore considers that the additional development traffic can be safely accommodated at this point.

#### Parking

66. The council's Parking Standards Study Report provides guidance on the likely parking demand associated with new development, with the calculated provision being

dependent on the size and type of dwelling and the allocation of spaces. The parking provision and allocation is illustrated on drawing no. SO-003-SL-101 entitled Parking Strategy. The parking provision consists of 124 allocated parking spaces and 43 garages and 28 unassigned/visitor spaces.

67. The amount of allocated parking is generally proportionate to the size of dwelling. All single garages are to be a minimum of 3m by 6m in length in line with the council's guidance.

68. The scheme provides for 28 unassigned/visitor spaces; this number is broadly in line with council's parking standards. The spaces have been distributed evenly throughout the road layout with the majority being incorporated into areas that will be eligible for adoption as public highway. This approach provides the opportunity for greater flexibility and better use of the spaces.

### **Sustainability**

69. The Transport Assessment includes an evaluation of the accessibility of the application site by walking, cycling and public transport to local facilities. The application site is within convenient walking and cycling distance of many local facilities, education and employment areas. Public transport accessibility is satisfactory; Loddon Bridge Road/Vauxhall Drive is a bus route with stops located in reasonable distance to the site.

70. Secure/covered cycle parking should be provided for all units. Some garages are large enough to comfortably accommodate cycle storage and a parked car. Where garages are less than 3m by 7m additional sheds should be provided. The cycle store for the flats is shown to accommodate 10 cycles however the spaces are very constrained. Ideally 'Sheffield' type stands should be provided with a minimum of 800mm spacing, and this has been secured by condition.

71. Whilst the traffic generation from the proposed residential redevelopment will not materially alter traffic conditions on the highway network compared to when the previous commercial uses on the site were in operation, the proposal will result in a change in travel demand as the future residential occupiers of all ages will have different needs than an adult workforce previously employed at the site. The Transport Assessment has included a Travel Plan Statement which outlines the developer's intention to provide informative measures to promote sustainable travel choices. However, this application does not include any measures to improve pedestrian, cycling or public transport facilities/provision. The highway authority has sought Section 106 contributions from the developer, to help deliver appropriate transport infrastructure in-keeping with Wokingham's Core Strategy to promote/improve sustainable modes of travel.

72. Given the above considerations, the Highways Officer raises no objection to the proposed scheme.

### **Sustainable Design and Construction**

73. The application is accompanied by a Sustainability Statement (contained with DAS)

and Energy Statement which demonstrates that energy saving and generating measures will be undertaken on site in accordance with the Sustainable Design and Construction SPD.

74. MDD policy CC05 states that planning permission will only be granted for proposals that deliver a minimum 10% reduction in carbon emissions through renewable energy or low carbon technology where the development is for schemes of more than 10 dwellings. The energy statement states that the development will meet the reduction in emissions through the use of energy efficiency measures such as improved thermal fabric efficiency, air tightness and effective heating controls. Gas saver technology will be applied to boilers. These measures will be secured by condition.

75. The DAS indicates that the development will be designed to a minimum of Code Level 3 however the MDD policy CC04 seeks to secure Level 4. As no pre-assessment has been submitted, further details are required by condition. If it is intended that the houses be built to less than Code level 4, full details of why Code Level 4 is not achievable on site must be provided to the Local Authority at the conditions stage.

### **Flood risk, Drainage and Water:**

#### **Flood Zones and Flood risk**

76. The NPPF carries forward the sequential approach to flood risk, establishing the development should be directed away from the areas at highest risk and, where development is necessary in areas at risk of flooding, it should be made safe without increasing flood risk elsewhere. Core Strategy Policy CP1 and MDD submission policy CC09 are consistent with this approach, requiring that new development should avoid increasing and where possible reduce flood risk.

77. The EA have confirmed that the proposed development is located in Flood Zone 1, where the risk of flooding is low and as such all forms of development - including 'more vulnerable' uses - are acceptable. Therefore, the proposal complies with the sequential test with regards flooding.

#### **Drainage:**

78. Whilst the use proposed is appropriate for Flood Zone 1, it is important to ensure that adequate drainage exists at the site to ensure the appropriate handling of surface water both for this development and the surrounding properties.

79. Paragraph 103 (footnote 20) of the NPPF sets out that a Flood Risk Assessment (FRA) should be submitted for all developments over one hectare in size (this site is approximately 2 hectares).

80. An FRA has been submitted with this application. Following advice from the Councils Drainage Officer, this FRA was amended in November and December 2014 (Rev 4).

The latest amendment provided additional information in the following areas:

- Soakaway dimensions, contributing areas and supporting calculations;
- Infiltration rate justification including details of locations of soakage testing;

- Updated calculations for the proposed permeable paving; and,
- Identification of the volumes of surface water to be stored onsite, where these will be stored and the contributing area for each drainage component.

81. In general the Drainage Officer considers that the information available relating to flood risk of the site to be sufficient, and meets all of the requests that were issued in December 2014. It is also considered that sufficient information has been provided regarding the design of the soakaways, the calculations for permeable paving and justification of the infiltration rates used within the design.

82. Concerns remain regarding the design of the Indicative Surface Water Drainage Strategy. However it is considered that solutions to address this can be provided within the proposed development without impacting on the form of the development. On this basis the Drainage Officer and Thames Water recommend approval of the application subject to full details of the Drainage System being agreed at the conditions stage.

### **Bridleway:**

83. Bridleway 7 runs along the southern boundary of the development site. The Public Rights of Way Officer (PROW) comments that no attempts have been made to directly link the development to this bridleway.

84. A link was considered however discounted for two reasons. Firstly, a link between houses would have been undesirable from a crime prevention design perspective. Secondly, there would be little benefit of a link onto the bridleway given that the alternative route to Vauxhall Drive via Vauxhall Park would have a similar walking distance (i.e. to the bus stop on Vauxhall Drive).

85. A landscaping condition is also recommended in respect of the southern boundary, and additional planting will have a knock-on effect of making the bridleway more attractive for users.

### **Crime prevention:**

86. The Crime Prevention & Design Advisor notes that the Design and Access Statement has a specific section on Crime prevention (6.10). "*secured by design principles to be adopted across the site*". To ensure that opportunities to design out crime and/or the fear of crime and to promote community safety are not missed, it is recommended that a condition requiring construction to "Secure By Design" accredited standard be imposed.

### **Archaeology:**

87. An archaeological desk-based assessment has been submitted in support of this application (Thames Valley Archaeological Services, report 13/202, dated November 2013). The report, as previously outlined, states that the site has been previously developed and that there will have been some impact on any archaeological remains that may be present. However it concludes that the proposed development is of such a scale that it raises the prospect of unexpected remains of any period being present.

88. The site lies on the fringes of the Loddon valley, close to its confluence with the River Thames. Both valleys were a focus of prehistoric settlement and agriculture. Locally this is evidenced by the number and frequency of prehistoric finds spots, even though much of suburban Woodley was constructed with little or no archaeological investigations or observations.

89. Berkshire Archaeology therefore recommends that a condition requiring an archaeological investigation is attached to any planning permission granted, to mitigate the impact of the development.

### **Biodiversity:**

90. The Borough Ecologist has considered the impact of the development on protected species, as discussed in the submitted Ecological Survey report (MWA, Ref: 3486, 16 December 2013. Paragraphs 6.4.11 and 6.4.12 of the report give appropriate avoidance measures to avoid conflict with breeding birds. These can be included as a condition in order to secure protection for this species group. An informative will also be placed on the permission in the event that reptiles are found during the works.

### **Infrastructure Mitigation & Affordable Housing:**

#### **Service, Amenity and Infrastructure impact:**

91. In line with policies CP4 of the Core Strategy and the Planning Advice Note, contributions would be required for this scheme based on the provision on a net provision of 68 new dwellings. The applicant is currently finalising a S106 agreement with the Council for this scheme. The required level of contribution for this scheme is:

Affordable housing	29.4%
Affordable Housing comm.	
Sum	£43,000.00
Education	£719,161.00
Leisure, recreational and sports facilities	£191,090.92
Country parks, access and biodiversity	£39,304.00
Libraries	£15,590.36
Highways	£266,500.00
Air quality monitoring and assessment	£0.00
Thames Basin Heathlands SPA	£0.00
Monitoring fee	£13,600.00
Legal costs (minimum)	£1,000.00
<b>TOTAL:</b>	<b>£1,289,246.28</b>

92. Thames Valley Police have requested contributions to cover impact on police infrastructure. However in light of appeal decision APP/X0360/A/11/2151409, the request for funding by the TVP fails the tests set out in CIL Regulation 122. The lack of a contribution therefore does not justify the refusal of planning permission.

#### **Affordable housing**

93. The threshold for affordable housing is 5 dwellings or more or residential sites of

0.16 hectares or larger. The site exceeds this threshold and therefore there is a requirement for the provision of affordable housing.

94. To meet the requirements of Policy CP5 of the Core Strategy, a minimum of 30% of the total number of units (net) need to be provided as affordable housing. This equates to 20.4 units out of the proposed 68 dwellings. The developer is proposing 20 affordable housing units on site and the remaining 0.4 units as a commuted sum. Based on the Viability Study undertaken by Levvel Ltd, the Council's approach to calculating commuted sums for affordable housing is based on the difference in the residual development value of a scheme without on-site affordable housing and the same scheme with on-site affordable housing. The commuted sum sought, in-lieu of 0.4 units, is £43,000 index-linked towards affordable housing in the borough.

95. The Housing Strategy Officer is agreeable to the following proposed mix of 20 units on site:

3 x 1 bed flats	Shared Ownership
6 x 2 bed flats	Shared Ownership
2 x 2 bed houses	Shared Ownership
5 x 2 bed houses	Social Rent
2 x 3 bed houses	Social Rent
2 x 4 bed houses	Social Rent

96. There is a focus on flats for shared ownership and the houses for social rent as this would help meet the priority need for family sized rented properties in Woodley. As such no objection is raised.

## CONCLUSION

The application is a full application and proposes 68 dwellings with associated roads, parking, amenity space, landscaping. The site was included in policy SAL02 of the Managing Development Delivery Local Plan (MDD) as an allocated housing site.

The application has attracted a number of local objections, principally in respect of the proposed new access. However the Highway Authority considers the safety of the access and traffic implications to be acceptable.

The site adjoins commercial uses to the north of the site, and the proposed mitigation measures ensure an acceptable noise environment for the proposed residential development, whilst also building in safeguards for the future should activity change in nature or increase in activity.

The proposed number of dwellings represents an appropriate density of development (32.4 dph) providing space for adequately sized gardens and adequate landscaping within the site.

It is therefore considered that the scheme is compliant with the development plan and as such is recommended for conditional approval.

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