

Planning Applications Committee

Wednesday 27th June 2018

ADDITIONAL INFORMATION

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Applications for Committee Determination since previous Committee Report

Printed: 22 June 2018

Ward: Abbey**Application reference:** 180800**Application type:** Full Planning Approval**Site address:** South Court, Broad Street Mall, Broad Street, Reading**Proposal:** Erection of a temporary three-storey building (constructed using shipping containers and timber frames/cladding) to create a mixed-use Urban Market comprising Shop, Restaurant/Cafe, Bar and Hot Food Takeaway Uses (Class A1/A3/A4/A5 Use), including shared circulation and external seating spaces; refuse store, cycle parking and associated works. (Resubmission of application 171230)**Reason for Committee item:** Previous application was decided at Committee**Ward:** Abbey**Application reference:** 180823**Application type:** Full Planning Approval**Site address:** 47 Oxford Road, Reading, RG1 7QG**Proposal:** Subdivision of three-storey retail unit (Class A1) and change of use to form: 1x retail unit (Class A1) at part basement / part ground floor; 2x flexible retail or restaurant units (Class A1/A3) at ground floor level; and 2x assembly & leisure units (Class D2) - 1 at part basement / part ground floor & 1 at part ground, part first floor level, together with shared access and means of escape; associated replacement shopfront works and associated external alterations on Oxford Road and Queens Walk frontages.**Reason for Committee item:** Major Development**Ward:** Abbey**Application reference:** 180863**Application type:** Full Planning Approval**Site address:** 1-2 Market Place, Reading, RG1 2EQ**Proposal:** Change of use from bank (Use Class A2) and offices (Use Class B1a), to a food hall with bars (Use Class A3/A4) at ground floor level, 24 guest hotel bedrooms (Use Class C1) at 1st and 2nd floor levels and bar (A4 Use Class) at third floor level with alterations to create roof top terrace**Reason for Committee item:** Major Development**Ward:** Abbey

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Application reference: 180909**Application type:** Full Planning Approval**Site address:** Clarendon House, 59-75 Queens Road, Reading, Berkshire, RG1 4BG**Proposal:** One storey roof extension, part six, part ten storey side/rear extension and mews houses comprising 4,108 sqm (GEA) of new development, providing 46 residential units together with associated services enclosures, parking and landscaping**Reason for Committee item:** Major Development**Ward:** Abbey**Application reference:** 180864**Application type:** Listed Building Consent**Site address:** 1-2 Market Place, Reading, RG1 2EQ**Proposal:** Listed building consent for internal and external alterations associated with the proposed change of use from bank (Use Class A2) and offices (Use Class B1a), to a food hall with bars (Use Class A3/A4) at ground floor level, 24 guest hotel bedrooms (Use Class C1) at 1st and 2nd floor levels and bar (A4 Use Class) at third floor level with alterations to create roof top terrace (planning application ref. 180863)**Reason for Committee item:** Major Development**Ward:** Caversham**Application reference:** 181035

Applications for Committee Determination since previous Committee Report

Printed: 22 June 2018

Application type: Regulation 3 Planning Approval

Site address: 82 Gosbrook Road, Caversham, Reading

Proposal: Fencing off an area of the Westfield Park Recreation Ground for educational use during school hours for use by the Heights Primary School

Reason for Committee item: RBC application

Ward: Norcot

Application reference: 180849

Application type: Outline Planning Approval

Site address: Land adjacent to Thorpe House, Colliers Way, Reading

Proposal: Outline application for residential redevelopment to provide a maximum of 14 dwelling units. Demolition of dwelling at 16 Kirton Close to provide access. (Appearance, Landscaping, Layout and Scale reserved for future consideration).

Reason for Committee item: Major Development

UPDATE REPORT:

BY THE DIRECTOR OF ENVIRONMENT & NEIGHBOURHOOD SERVICES READING BOROUGH COUNCIL PLANNING APPLICATIONS COMMITTEE: 27 June 2018	ITEM NO. 8
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Ward: Abbey
App No.: 171808/FUL
Address: Central Jamme Mosque, 18/18a Waylen Street, Reading
Proposal: Retrospective planning application for the demolition of a pre-existing extension and the construction of a two storey rear extension, and the erection of a boundary wall adjacent to the highway (amended description)

RECOMMENDATION AMENDED TO:

DEFER for further information.

1. REASON FOR DEFERRAL

- 1.1 The Main Agenda report discusses various matters which were still outstanding and officers had hoped would be resolved by the time of your meeting. However, it has become clear that these matters have not been addressed to officers' satisfaction and in the circumstances, it is recommended that that Members defer this Item to allow officers to continue to work with the applicant and relevant consultees.

Case Officer: Richard Eatough

UPDATE REPORT

BY THE DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES
READING BOROUGH COUNCIL
PLANNING APPLICATIONS COMMITTEE: 27th June 2018

ITEM NO. 18

Ward: Tilehurst

App No.: 180171/REG3

Address: Moorlands Primary School, Church End Lane, Reading

Proposal: School expansion from a two form of entry (420 pupils) to a three form of entry (630 pupils) to include two, two-storey double modular units (with new cladding), one single storey modular building (with new cladding) and two single storey extensions, demolition of single temporary classroom, retention of 2 double modular units, external landscaping works and increase in car parking numbers including off- site parking on adjacent Recreation Ground.

Date received: 28th January 2018

Major Applications: 13 week target decision date: 30th May 2018. An extension to the expiry date has been agreed until 31st August 2018.

RECOMMENDATIONS

Grant - as per the main agenda but change the date for the legal agreement to be completed by to the 31st August 2018 (and not 29th June 2018 in main report) and to include the following conditions:

1. Vehicle parking space in accordance with approved plans
2. Vehicle access in accordance with approved plans
3. Bicycle parking - plans to be approved
4. Travel Plan Annual Review

1.0 Development Control Transport

1.1 Raised no objection following the submission of additional junction assessments and subject to the conditions above.

2.0 Traffic generation and parking

2.1 Further to the comments provided by Transport in the main report the applicant has now undertaken additional surveys and assessments. Development Control Transport officers have reviewed the additional information and updated their previous comments as follows:

Trip Rates

Further to previous discussions the applicant has reviewed the trip rate information and has utilized the overall travel percentage by car currently experienced at the School to form the trip rate. This results in a lower

number of children arriving by car than previously presented but better represents the actual trip rates.

The result of the updated information can be found below and as stated below represents a reduction in car trips when compared to the previous assessment.

Comparison of numbers - original vs addendum			
Mode	Original TS	Addendum	Difference
Walk	55	95	40
Car	93	79	-14
Bus	34	16	-18
Cycle or Scoot	5	8	3
Park and Stride	23	13	-10

It should be remembered that there are currently 14 children on roll over the School's actual current capacity as part of bulge classes. These children will have completed their final year and left the school by the time the new classrooms open in September 2019. Of these 14 children, using the existing modal split, it is expected that 38% (5) children travel by car alone, and a further 6% (1) travel by park and stride - a total of 6 children. Therefore 6 of the car trips from the new intake, will essentially replace 6 of the existing trips associated with the school, and will not therefore be additional over the current situation. Removing these 6 car trips from the new modal split (as above) results in a net increase of 86 (a reduction from 92) cars over the existing situation; 74 by "car alone" and 12 by "park and stride." This is fully detailed in the table below:

Bulge year amendment			
Children in bulge classes	14		
Mode	Modal split	Reduction	Amended Total
Car	38%	-5	74
Park & Stride	6%	-1	12
	Total:	-6	86

A total of 22 new staff in 14 full time equivalent posts will be associated with the school expansion, again with growth in numbers over time. Table 5 below (Taken from TS) identifies the projected number of new staff at 2025 per mode based on a recent staff survey.

Table 5: Staff Trip Generation

Trip generation by mode for staff (2017)	Walk	Cycle	Car Alone	Car Share	Bus	Other	Total
Current staff modal split %	12.8	0.0	79.4	2.6	2.6	2.6	100%
Projected new staff per mode	2.82	0.00	17.47	0.57	0.57	0.57	22

The vehicles associated with new staff would result in new one-way trips in the morning and afternoon, as the staff would park on site. Therefore, it can be expected that there would be up to 18 one-way vehicular trips on the highways in the morning and afternoon/evening associated with new staff.

Sibling data

Following a further review by the applicant it has been established that there was an error within the original transport statement and this has now been rectified. It has been identified that approx. 28% of the total children at the School currently have siblings at the school. As of the 210 new pupils, with the bulge class children removed, 74 children are expected to arrive by car alone, and 12 by park and stride, a total of 86 children.

28% of 86 new children (24) arriving by "car" could therefore be expected to car share, the remaining 62 can be assumed to arrive by "car alone", this is a slight alteration to the mode share but has been deemed acceptable. 24 car sharing children would arrive in a maximum of 12 cars and 62 "car alone" equating to a total of 74 cars associated with new pupils. This figure of 74 additional cars associated with pupils has been used in the junction assessments and is deemed acceptable.

Breakfast / after school clubs

Numbers associated with before and after school clubs are not known and are likely to vary on a daily basis, and therefore a reduction has not been presented or included in the calculations. The methodology used presents the most robust case possible, as actual impact can realistically be expected to be lower.

Based on all of the above, it is now expected that up to 74 cars would be associated with new pupils. The Transport Statement also states that up to 18 of the new staff are expected to drive to school. To assess the trip distribution, turning counts at both the Norcot Road junction at the northern end of Church End Lane; and the The Meadway junction, at the southern end were undertaken on 17th May 2018 from 7am to 7pm.

These distributions have been extrapolated to include 74 x 2 way trips (148 total trips) associated with pupils in both the school AM and PM peak, and 18 x 1 way trips in each peak by staff, as they are expected to remain on site during the day. This trip rate analysis is deemed acceptable.

Junction Assessments

As a result of the increased trips being generated the junctions of Church End Lane / Norcot Road and Church End Lane / The Meadway have been assessed as follows:

Church End Lane / Norcot Road priority junction

The assessment undertaken has identified that the development will increase the queues and delay marginally but the junction will remain within its capacity and therefore it is deemed that no mitigation is required.

Church End Lane / The Meadway signalized junction

The assessment undertaken has identified that the development will increase the queues and delay marginally but the junction will remain within its capacity and therefore it is deemed that no mitigation is required.

Travel Plan

The new intake of pupils will be phased over a number of years which will enable the School Travel Plan to have time to support children and their parents to change towards more sustainable modes. The measures included within the Travel Plan are deemed acceptable and the timescales sufficiently spread leading up to the opening of the expansion so as to not be too daunting a task to implement. One option not included within the Travel Plan is to review the use of cycle / scooter parking and to provide additional parking should it be required, however this can be implemented as and when required during the annual review.

- 2.2 The Council's standards require 3 cycle spaces for staff and 16 for pupils. It has been stated that the School already has an underutilised covered cycle shelter directly in front of the School reception and for this reason the expansion does not propose to add staff cycle parking. Evidence has been provided to justify that no extra staff cycle parking is required and is accepted.
- 2.3 As such, it is considered by the Council's Transport section that the proposal would be acceptable in regard to transport, access and parking and when assessed against DM12 of the Sites and Detailed Policies Document and policy CS22 of the Reading Borough Council Core Strategy. The recommendation remains to grant planning permission subject to a S106 agreement and recommended conditions.

Case Officer: Claire Ringwood.

UPDATE REPORT

BY THE DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

READING BOROUGH COUNCIL

ITEM NO. 19

PLANNING APPLICATIONS COMMITTEE: 27th June 2018

Ward: Whitley

App No.: 180691

App Type: FUL

Address: Green Park Village

Proposal: A planning application for a 2 Form Entry Primary School, associated playing space, car parking, pedestrian and cycle routes, services & infrastructure, landscaping and other associated works.

Applicant: St. Edwards Homes Limited

Date valid: 25/4/18

Major Application: 13 week target decision date: 25/7/18

Planning Guarantee: 26 week date: 24th October 2018

RECOMMENDATIONS

As on main report.

1. ADDITIONAL/ UPDATED INFORMATION

Transport

1.1 In response to RBC's Transport comments the applicant provided further detail, clarification and amended plans.

1.2 Transport provided amended comments as follows:

"In terms of layout, the staff car parking spaces comply to the standard dimensions of 2.5m x 5m and are provided with adequate manoeuvrability to the rear of all spaces.

The applicant has stated that as the main school use of the bays will be limited to a short period at either end of the school day, namely between 08:15 to 08:45 and 14:45 to 15:15, it is proposed that the use of the bays are restricted with the provision of 'No Loading Mon to Fri' between the times listed above and during the school term time.

However, a loading ban could also exclude the drop off and collection of children to the school as this can be classed as loading. It would also need to stipulate what is proposed outside of these times will it just be reverted to a loading bay only? It is also noted that the above times do not coincide with the breakfast and afterschool club times.

As stated above the loading bay was agreed as part of a previous application, the applicant has stated that agreement will be sought with the occupiers of the Market Place retail unit/s to ensure that they are aware of this restriction, and it can be included within their delivery and servicing management plan and can inform their suppliers accordingly. However, no service management plan was requested by way of the previous permission and therefore this cannot be secured retrospectively.

Overall I do not believe that the proposed enforcement of the bay in question is acceptable but in principle I am happy for this to be dealt with by way of amended

details. However as the Transport Statement has identified that only limited children would be dropped off by car and that further bays would be available within the Market Square area also located adjacent to the school I am happy that the provision of 7 bays is acceptable.

The bays in question are not located within the red line area and therefore they should be secured through the S106 and the management of the bays should also be secured through this process.

It is also noted that no dedicated footway will be provided around the proposed drop off / collection bays. The bays will be directly adjacent to the Market Square area and the drawings do not identify if a path can be provided through this area unimpeded. A revised drawing should therefore be provided illustrating the continuation of the footway.

Any community use of the proposed school and sports pitch will be outside of normal school hours when there is no demand for staff parking. The applicant has also confirmed that the staff parking area will be available for parking associated with the community use outside of school hours to ensure sufficient car parking is provided. This will however need to be secured through the S106 Agreement.

The Action Plan within Section 8 sets out the Measures & Initiatives of the Travel Plan. I have however reviewed the detail within the plan and I comment as follows:

- The TPC will actively promote car-sharing. The initial travel survey should also determine staff members' willingness to car share to identify suitable car sharers.
- Public transport incentives should also be investigated and promoted to staff, this could be in the form of discounted travel.
- The Green Park Village walking Bus should be set up and trialled within 3 months of opening. This should be reviewed annually to determine whether demand has increased.
- In line with recent school application within Reading, the school should also commit to trailing a managed drop-off/collection area for those parents happy to have their children quickly disembarked by staff/volunteers to relieve pressure on parking.
- The Travel Plan should commit to annual pupil/parent surveys to establish problems associated with pupil drop off/collection to identify a trigger point for reviewing school hours.

I am however happy for the details of the travel plan to be dealt with by way of a condition.

Please ask the applicant to submit a suitably amended plan illustrating a dedicated footway around the proposed drop off / collection bays as detailed above prior to determining the application. Conditions and S106 requirements detailed below for info."

- 1.3 An amended plan was provided to show the footpath, confirmed by Transport as acceptable.

SUDS

- 1.4 A SUDS response was provided as follows: "I have reviewed the proposed SuDs scheme and can confirm that this is acceptable subject to conditions." [planning officer note: conditions were already included as part of the main report]

Amended Plans

1.5 Further amended plans were received as follows:

- Staff Car Park Swept Path Assessment - Drawing no: 4160914-SK06 Rev 14, received 22nd June 2018
- School Travel Plan, doc ref: HH4160914/DK/008 Issue 4 22nd June 2018, prepared by Glanville, received 22nd June 2018
- School car share bays - Drawing no: 4160914-SK05 Rev 14, received 26th June 2018