



PLANNING APPLICATIONS COMMITTEE

23 JUNE 2021

ADDITIONAL INFORMATION

AGENDA ITEM	ACTION	WARDS AFFECTED	PAGE NO
6. 200142/FUL - 109B OXFORD ROAD	Decision	ABBHEY	5 - 30
9. 201842/FUL & 201853/FUL - BRUNEL RETAIL PARK, ROSE KILN LANE	Decision	WHITLEY	31 - 36

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## UPDATE SHEET AND ORDER OF CONSIDERATION

Planning Applications Committee - 23<sup>rd</sup> June 2021

### Items with speaking:

Item No.	9	Page 127	Ward	Whitley
Application Number	201842 & 201853			
Application type	Full Planning Approval			
Address	Brunel Retail Park, Rose Kiln Lane, Reading			
Planning Officer presenting	Alison Amoah		<b>*UPDATE*</b>	

Written Statement:

Adam Boulding - Kennet Island Reading Residents Management Company

Agent: Tim Rainbird

### Items without speaking:

Item No.	6	Page 21	Ward	Abbey
Application Number	200142			
Application type	Full Planning Approval			
Address	109b Oxford Road, Reading, RG1 7UD			
Planning Officer presenting	Ethne Humphreys		<b>*UPDATE*</b>	

Item No.	7	Page 49	Ward	Abbey
Application Number	210223 Full Planning Approval & 210224 Listed Building Consent			
Address	1-15 Queen Victoria Street and 147-148 Friar Street			
Planning Officer presenting	Matthew Burns			

Item No.	8	Page 121	Ward	Abbey
Application Number	210584			
Application type	Listed Building Consent			
Address	61 Baker Street, Reading, RG1 7XY			
Planning Officer presenting	Richard Eatough			

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## UPDATE REPORT

BY THE DIRECTOR OF ECONOMIC GROWTH AND NEIGHBOURHOOD SERVICES

READING BOROUGH COUNCIL

PLANNING APPLICATIONS COMMITTEE: 23<sup>rd</sup> June 2021

ITEM NO.

Page: 21-48

Ward: Abbey

App No.: 200142

Address: 109B Oxford Road, Reading

Proposal: Change of use from Sui Generis (betting shop) to Class E restaurant with ancillary Sui Generis takeaway and replacement shopfront (Part retrospective)

Applicant: Express Team Ltd

Determination Date: Extended until 25<sup>th</sup> June 2021

### RECOMMENDATION:

Grant

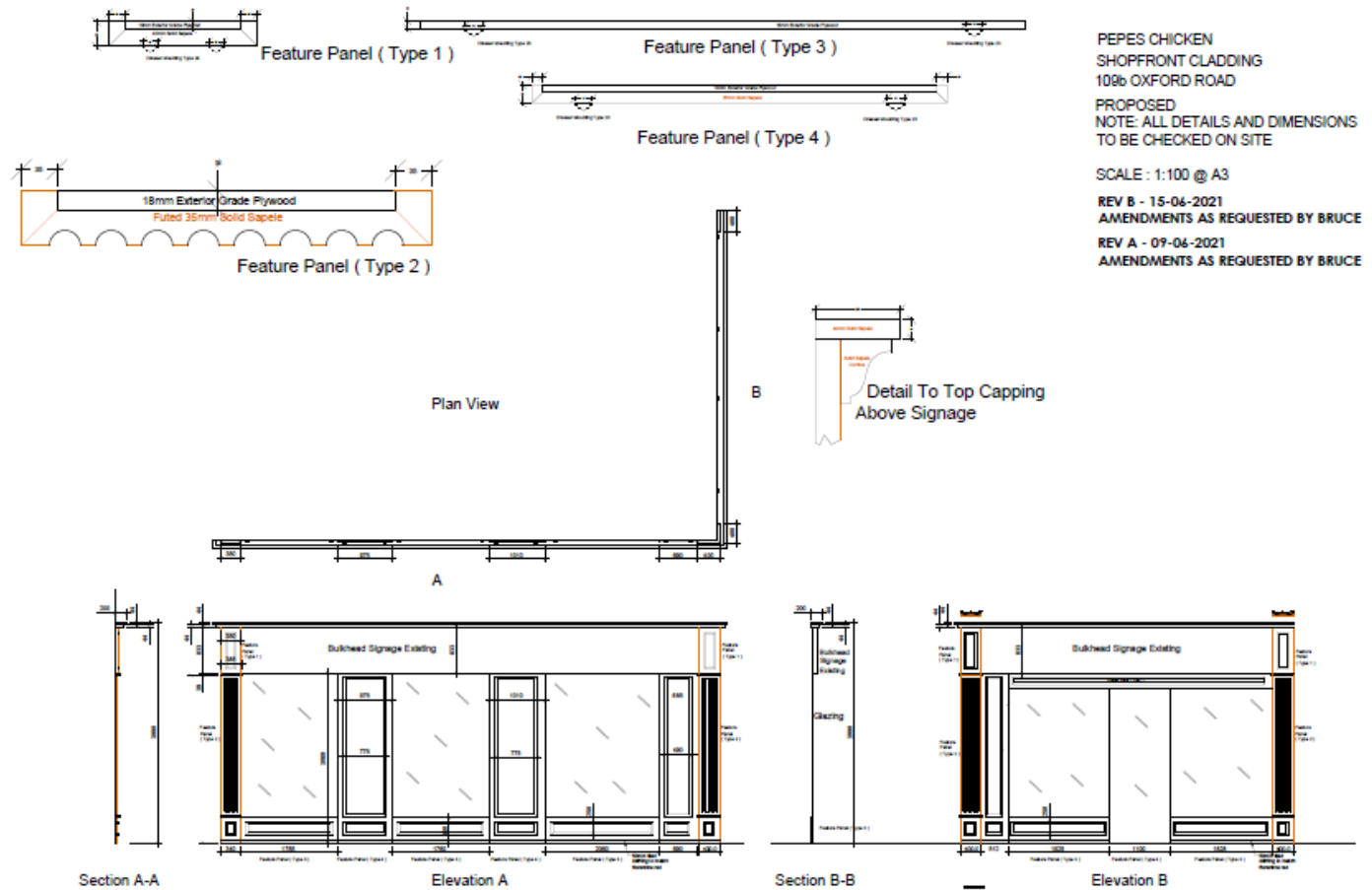
With conditions as set out in the main agenda report.

#### 1. Design/Materials

1.1 Since the publication of the main agenda report, the applicant has provided the following material details:

- a sample of the Herringbone brick paving (red) for the front of the shop;
- a colour chart depicting the 'Florentine' red proposed to paint the timber columns and panels; and
- a more detailed drawing depicting the timber panel detail (using Solid Sapele timber)






- 1.2 Further to the above, the applicant has provided a final drawing of the shopfront which also now includes the proposed timber front door painted Florentine red. The applicant has also provided a 3D visual drawing of the proposed columns. These drawings are included at the end of this update report.
- 1.3 The above details have been reviewed by Planning Officers and the Conservation and Urban Design Officer. It is considered that the details are acceptable and would provide an appropriate heritage appearance to the shopfront.
2. **Kitchen Extraction**

- 2.1 Since the public of the main agenda report, the applicant has provided a photograph of the signed maintenance contract for the canopy:

Maintenance Contract

 Springfield  
CATERING DIRECT LTD

On behalf of Springfield Catering Direct Ltd:

Name: Richard Gatehouse Sign: [Signature]  
Position: MO Date: 28/05/2021

On behalf of Pepes Piri Piri Reading:

Name: WARDA AHMAD Sign: [Signature]  
Position: MANAGER Date: 29/05/2021

Page 2 of 2

Maintenance Contract  
Springfield Catering Direct Limited  
Unit C1 OYO Business Park, 187 Park Lane, West Midlands B356AN  
TEL: 01675 430490

## Maintenance Contract



Pepe's Piri Piri  
109b Oxford Road  
Reading  
RG1 7UD

Contract between Springfield Catering Direct Limited & Pepes Piri Piri Reading.

Service provided by Springfield Catering Direct: Option 1 Full system Clean ONLY

- Complete deep clean of your canopy and ducting system
- Maintenance checks of the ventilation system
- All cleaning visits are certified for insurance audits

You have opted for quarterly visits dates booked as below:

- 1st Visit booked: 19<sup>th</sup> July 2021
- 2<sup>nd</sup> Visit booked 15<sup>th</sup> November 2021
- 3<sup>rd</sup> Visit booked 14<sup>th</sup> March 2022
- 4<sup>th</sup> Visit Booked 11<sup>th</sup> July 2022

Please note the above dates are a guide & may change slightly, all visits will be carried out within 14 working days of the above dates subject to any change. All dates are booked provisionally booked and Springfield Catering Direct have the right to withdraw from the contract if any change to the payment plan is taken.

**Contract excludes:**

Deep clean of ESP unit

Replacement of Cells

Pre filters

Activated Carbon Filters (Pair)

Maintenance Contract

Springfield Catering Direct Limited

Unit 10, The Old Mill, 107 Park Road, West Wycombe, Bucks HP12 3JH

TEL: 01673 430493

- 2.3 The applicant has also provided a copy of the cleaning certificate of the canopy which took place 11<sup>th</sup> and 13<sup>th</sup> May 2021. This is attached as Appendix A.
- 2.4 The applicant has undertaken a deep clean of the canopy and has undertaken a contract for cleaning/maintenance. Alongside, and as stated in the main agenda report, a condition is also recommended stipulating that regular maintenance checks are carried out and kept fully documented on site to be made available by the Environmental Team upon request.
- 2.5 No neighbour letters of representation have been received during the course of this application. It is noted that should odour reach unacceptable levels, under Environmental Health legislation, the Council's Environmental Protection Team can serve an Abatement Order, should this be considered appropriate.
- 3 Clarifications**
- 3.1 Condition 1 as detailed in the main agenda report, relates to the removal of the inappropriate shopfront material currently in place.
- 4. Conclusion**
- 4.1 The officer recommendation remains to grant planning permission as per the recommendation in the main agenda report.

Case Officer: Ethne Humphreys

Additional drawings:

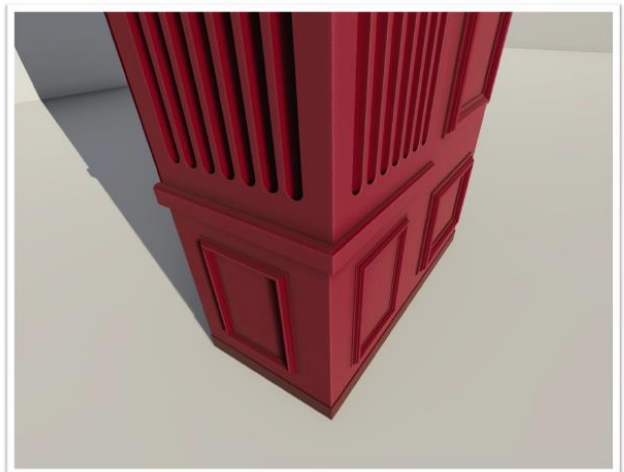
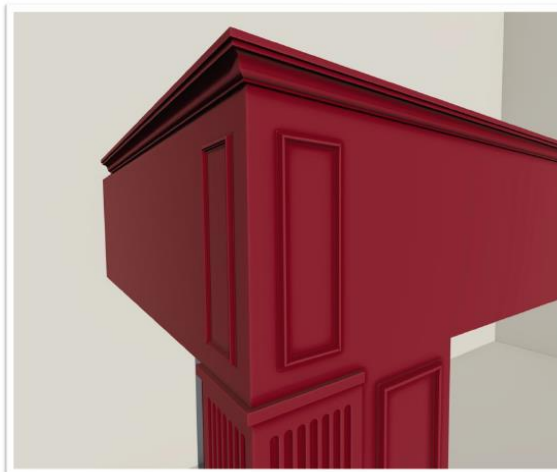
## Proposed Elevations

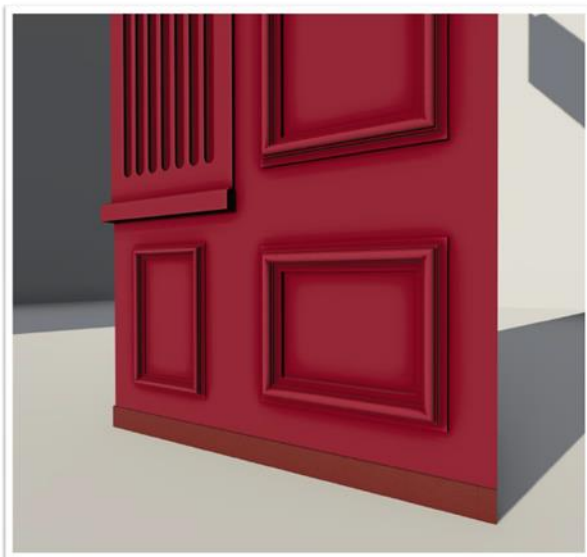
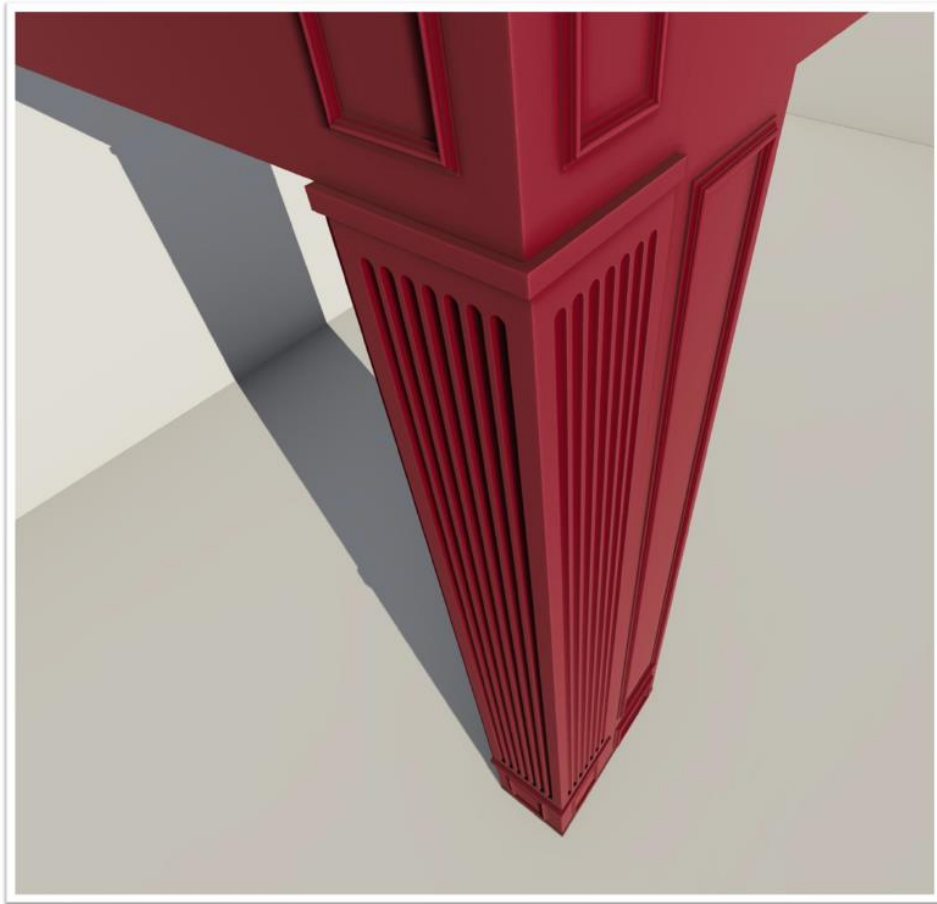


Proposed 3D Visuals:



EXAMPLE COLUMN GROVE STYLE





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10 Dowling Drive  
Sheasby Park  
Fradley  
Lichfield  
Staffordshire  
WS13 8WW



Office : 01543318974  
Mobiles: 07837393505  
07585127242

Email:  
[gary@pnjcleaning.onmicrosoft.com](mailto:gary@pnjcleaning.onmicrosoft.com)  
Website : [www.pnjcleaning.co.uk](http://www.pnjcleaning.co.uk)

# CERTIFICATE

*This is to certify that*

S&S group Limited  
Pepes Reading  
109b Oxford Rd,  
Reading  
RG1 7UD

The areas listed below were cleaned and/or inspected by **PNJ Cleaners Ltd** on the inspected  
on 11/05/2021 and completed 13/05/2021

All cooker canopies and Grease traps : Compliant. Cleaned on  
11/05  
Extraction Ducting accessible through inspection hatches: Compliant. Two Hatches  
fitted. 13/05  
Carbon filters: Replaced along with prefilters.13/05  
ESP and pre filters: units and pre filters replaced and boxes cleaned.13/05  
Extraction fan and housing: Compliant.  
DuctRiser : Compliant. Vent to rear.  
The next clean is due July 2021

*Mr G.N.Kelly*

**PNJ Cleaners LTD**



**BICScfsb**<sup>8</sup>  
THE BRITISH INSTITUTE OF CLEANING SCIENCE Experts in Business



CLEANERS LIMITED  
Commercial Air Supply & Extraction Systems  
Maintenance, Installation and Repair

10 Dowling Drive

Sheasby Park

Fradley

Lichfield

Staffordshire

WS13 8WW

Email: [gary@pnjcleaning.co.uk](mailto:gary@pnjcleaning.co.uk)

Mobile +44 758 512 7242

Office +44 1283 791 953

## POST CLEAN INSPECTION REPORT

### Kitchen Extract System Audit

Client	
Location: S&S group Limited Pepes Reading 109b Oxford Rd, Reading RG1 7UD	
Site Contact:	
Date 13/05/2021	
Date of last Clean	unknown

Pre-inspection Risk Classification	Post inspection Risk Classification	Urgent Remedial Requirements	Recommended Risk Improvements
6	1		

## **Introduction**

This report follows an inspection and system clean carried out by [PNJ Cleaners Ltd](#) on behalf of Pepes S&S group Ltd

This survey was conducted in accordance with recommendations set out in the following documents:

BS EN 15780:2011 Ventilation for Buildings- Ductwork- Cleanliness of Ventilation Systems BESA TR19 Grease Guide to Good Practice Internal Cleanliness of Ventilation Systems RC44 Recommendations for fire risk assessment of catering extract ventilation HVCA DW/172: Specification for Kitchen Ventilation Systems (2005) Health & Safety Act at Work 1974 The Regulatory Reform (Fire) Safety Order 2005 (as of April 2006) Occupiers Liability Act (1984)

The intention is to provide complete management and traceability of the Kitchen Extract Systems across the food outlets within the centre. Observations supported by photographs and, Wet Film Thickness Test measurements taken provide an objective account of the condition of each extract installation. Where no access for measurements was possible, reasonable estimations based on observations and experience have been made.

The Guide to Good Practice summary sheet below highlights the criteria used for conclusions made during this inspection.

### **Definition**

The BESA TR19 Grease Guidance to Good practice, define kitchen extract ventilation as "the extract systems intended to collect and remove contaminants, heat and moisture from cooking appliances". This includes all extract and supply or make-up ventilation that service the following:

- ☐ Cooking Ranges (gas rings, hot plates)
- ☐ Fryers
- ☐ Oven/Microwave Banks
- ☐ Potwash /Dishwash areas

### **Purpose**

Kitchen extract systems present particular hazards. As well as removing odours and steam from the kitchen areas, the extract system removes greasy vapours from cooking appliances which are an ignition source.

‘Accumulated grease in an extract system forms a hidden combustion load’ - BESA TR19 Grease During the cooking process, flammable vapours are given off from cooking oils at temperatures between 200 to 300°C. Grease extract ductwork cleansing therefore helps reduce the flammable materials that build up within the system.

‘Spontaneous ignition occurs at 310-360°C’ - RC44 Recommendations for fire risk assessment of catering extract ventilation BSRIA).

## Guide to Good Practice Summary

The information below forms the basis of the inspection plan and provides a method of ‘measuring and defining cleanliness as a benchmark for good practice’:

### 1) Recommended Frequency of Cleaning (as set out in BESA TR19 Grease )

NB These are minimum guidelines only and should be adjusted through monitoring and inspection to ensure grease deposits do not exceed those stated below in section 2.

Heavy Use	12-16 hours per day	3 Monthly
Moderate Use	6-12 hours per day	6 Monthly
Low Use	2-6 hours per day	12 Monthly

### 2) Maximum Grease Deposit Levels (to be measured during Phase 2)

NB Post Clean Verification levels are more stringent as set out below in section 3.

Wet Film Thickness Test Measurement	Recommended Action
Average of 200microns across Kitchen Extract System	Complete system cleaning required
Any single measurement above 500microns i.e. ‘hot spots’	Urgent Local Clean Required (i.e. specific attention to problem areas)

### 3) Acceptable Grease Deposit Levels for Post Clean Verification (Phase 3)

Wet film thickness test Measurement	Recommended Action
Any single measurement above 50 microns.	System re-clean or urgent local clean. i.e. specific attention to problem areas or ‘hot spots’  NB Recommendation to be subject to reasonable appreciation of extent of fouling and risk posed.

### 4) Kitchen Extract System Measuring Points (as per BESA TR19 Grease and BS EN 15780:2011)

Where practicable (via accessible inspection panels), measurements will be taken at the following points to ensure an objective, repeatable and verifiable measurement across the complete extract system.

Testing Point (T)	Location
T1	Canopy/Extract Plenum behind filters
T2	Ductwork 1 metre from canopy
T3	Ductwork 3 metres from canopy
T4	Ductwork midway between canopy and fan
T5	Ductwork upstream of fan
T6	Fan
T7	Discharge Ductwork downstream of fan

Risk	Assessment
1	Grease levels average below 200 microns. There are no outstanding issues in extraction or supply systems
2	System averages below 200 microns following W.F.T.T. Spot levels of over 200um
3	System averages of over 200 microns OR The system has several sections of over 500 microns
4	System averages over 200 microns and has an area or areas of the system also exceeded 500 microns. A specific area of risk concern may also be present such as poor filter maintenance or inaccessibility to areas of ducting. Grease drain channels may be blocked. Grease filter maintenance may be poor.
5	System exceeds an average of well above the 200+ microns. Several sections of the system have been identified as exceeding 500+ microns and should be subject to urgent local clean. High risk factors such as insufficient ducting access panels, fan maintenance issues (e.g Canvas connectors worn or leaking), broken or badly maintained grease filters, build-up of grease on fan blades. Carbon and pre-filters may be requiring attention. Attenuators may have grease build up. There may be other issues that are deemed of concern not included in this list
6	System well exceeds an average of 500+ microns. Heavy and obvious build up throughout system and canopies with specific concern to canopies and around fan area. Several sections of the system identified as exceeding over 1mm And / Or there may be serious safety issues such as (but not inclusive of) the following :- loose or blocked hatches, leaking ductwork; pooling or splattering of grease around extract fan housing. Broken blocked or badly maintained grease filters. Discharge may have heavy grease build up on mesh or around the roof. Attenuators may have heavy build up or inaccessible or leaking. There may be insufficient access to an area of the ducting or fan for cleaning and inspection.

	<u><b>Extract and supply Systems Inspection and clean Report</b></u>						
<b>Current Cleaning Interval</b>	NONE						
<b>Minimum Recommended Cleaning Interval</b>	<b>3 Months to be assessed at that point for future frequencies.</b>						
<b>Supply System issues.</b>							
<b>Extraction system issues</b>							
<b>Hatches</b>	None in place. Two very large hatches fitted.						
<b>Riser</b>	Vents to rear						
<b>Carbon Filters Standards</b>	ALL UNITS AND FILTERS REPLACED						
<b>Electrostat filter Condition</b>	ALL UNITS AND FILTERS REPLACED. BOXES CLEANED						
<b>Canopy Filters and cleanliness</b>		Restaurant Staff	Yes	Weekly	Condition	Before inspection	After
							Good
		PNJ Clean	NO		Condition	Before	After
						NA	
<b>Filter Type and size</b>		Stainless Steel Baffle					
<b>Attenuator (silencers) Condition</b>							

Pre recognised areas of inaccessibility.	
Pre recognised areas of inaccessibility or in ability to clean	Attenuator

### DEPOSIT THICKNESS TEST RESULTS

Micron Reading Locations	Readings Prior To System Clean		Readings After System Clean	Additional Information
1 Canopy/Extract Plenum behind Filters	>2mm		0	
2 Ducting 1 meter from Canopy	>2mm		0	
3 Ducting 3 meters from Canopy	>2mm		0	
4 Ducting midway between Canopy & Fan	>2mm		0	
5 Ducting before Fan	>2mm		0	
6 Ducting after Fan	N/A as vent		0	
7 Fan Unit	>1mm			
8 Other location with significant grease accumulation (record location):	ESP units >5mm			
Average Micron Reading:	total/per day	days=3.0 micron	FIRST VISIT	Ref page table 5
Air Flow Meter Testing:	na			

P								
	System	Low	Mediu	High	Up to 12 hrs	6-12 hrs	12-16 hrs	16+ hrs
1								
2								
3								
4								
Recommended Cleaning Frequency (recoded in months)								

TABLE 5

FREQUENCY OF CONTROL CLEAN	DAILY MICRON AVERAGE ACCUMULATION RANGE
Twice weekly	28.7 upwards
Weekly cleaning	14.4 to 28.6
Every 2 weeks	9.6 to 14.3
Every 3 weeks	6.7 to 9.5
Monthly	4.8 to 6.6
Every 6 weeks	3.3 to 4.7
Every 2 months	2.2 to 3.2
Quarterly	1.7 to 2.1
Every 4 months	1.1 to 1.6
Every 6 months	6 months 0.6 to 1.0
Annually	0.5 or LESS

Works/ Notifications	Extraction Systems	Air Supply System	Other( e.g. Work Practice)
<b>URGENT Requirements</b>	<p>We replaced all ESP and Pre filters. All Carbon and Pre Filters.</p> <p>We cut two large hatches in on the ducting to enable access to the entire run.</p>		
<b>Recommended Work required or Action to be taken.</b>			

## Photographs

<u>Area</u>	<u>Inspection</u>	<u>Post Clean</u>
<u>1.Canopy /plenum</u>		
<u>2.Ducting 1metre</u>		
<u>3.Ducting 3 metres</u>		

		
	<u>Inspection</u>	<u>Post Clean</u>
4. Ducting midway between Canopy & Fan		
5. Ducting before Fan		
6. Ducting after Fan		

<div>Fan</div>		
<div>Further Pictures</div>		
<div>Further Pictures</div>		



Photo Files

11/05/2021

[https://pnjcleaning-my.sharepoint.com/:f:/g/personal/gary\\_pnjcleaning\\_onmicrosoft\\_com/EgQKkdJdAVxJmJIhkH3iI6ABiJ2SQxzgVoOymU55CRxbWw?e=kwxMcm](https://pnjcleaning-my.sharepoint.com/:f:/g/personal/gary_pnjcleaning_onmicrosoft_com/EgQKkdJdAVxJmJIhkH3iI6ABiJ2SQxzgVoOymU55CRxbWw?e=kwxMcm)

13/05/2021

[https://pnjcleaning-my.sharepoint.com/:f:/g/personal/gary\\_pnjcleaning\\_onmicrosoft\\_com/EgoXOpkstUREj41sp\\_fp5P4BzYT4liOrqDjefNFyiVC9rA?e=t1DJBU](https://pnjcleaning-my.sharepoint.com/:f:/g/personal/gary_pnjcleaning_onmicrosoft_com/EgoXOpkstUREj41sp_fp5P4BzYT4liOrqDjefNFyiVC9rA?e=t1DJBU)

## SYSTEM CLEANED

Provide a brief description of the system cleaned:

Main Canopies and Ducting. Chipper canopy ducting and main ducting inside store and to outside duct in corridor.

Has the entire system been cleaned? Yes ☐ / No ☐ If no, please record areas that do not comply and why? YES

Chemicals used (attach DATA sheets):



eng\_lift.pdf

## SCHEMATIC DRAWING

1 Record location of testing locations

2 Record location of access panels & fans

3 Record uncleaned/inaccessible areas

Drawing not to scale

Cleaning Chemicals Data sheet:



eng\_lift.pdf

Evans Lift A054



## UPDATE REPORT

BY THE EXECUTIVE DIRECTOR OF ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES READING BOROUGH COUNCIL PLANNING APPLICATIONS COMMITTEE: 23 <sup>rd</sup> June 2021	ITEM NO. 9
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**Ward:** Whitley

**App No.:** 201853/FUL

**Address:** Brunel Retail Park, Rose Kiln Lane

**Proposal:** Demolition of existing buildings. erection of 2no. buildings for use within Classes E(g)(iii), B2 and B8, along with access and servicing arrangements, car parking, landscaping and associated works.

**Applicant:** MCTGF Trustee 1 Ltd & MCTGF Trustee 2 Ltd

**Date validated:** 21<sup>st</sup> December 2020

**Major Application: 13 week target decision:** 22<sup>nd</sup> March 2021

**Extended Deadline:** 2<sup>nd</sup> July 2021

**26 week Planning Guarantee:** 21<sup>st</sup> June 2021

**Ward:** Whitley

**App No.:** 201842/FUL

**Address:** Brunel Retail Park, Rose Kiln Lane

**Proposal:** Continued use of Units 1, 2, 3a, 3b, 4, 5 and 6a within Class E providing a ground floor area of 11,329 square metres following consolidation of the Retail Park

**Applicant:** MCTGF Trustee 1 Ltd & MCTGF Trustee 2 Ltd

**Date validated:** 18<sup>th</sup> December 2020

**Minor Application target decision:** 12<sup>th</sup> February 2021

**Extended Deadline:** 2<sup>nd</sup> July 2021

**26 week Planning Guarantee:** 18<sup>th</sup> June 2021

### **RECOMMENDATION:**

**201853/FUL:** As on main report with an amended and additional condition as follows:

#### **CONDITIONS TO INCLUDE:**

##### Amended

- 36) DD65 - Visibility Splays as to be submitted and approved.

##### Additional

- 44) Should access into the site from Rose Kiln Lane, as indicated on the approved tracking plan, require the removal of the existing retained tree as shown on the approved landscaping plan, a plan to show the details of a replacement tree is to be submitted to and approved by the Local Planning Authority and implemented in accordance with the approved plan within timescales agreed with the Local Planning Authority.

## **1. AMENDED INFORMATION**

### ***Transport***

- 1.1 Amended plans have been received, which the Transport Development Control Manager has confirmed resolve the matters raised regarding:

- Visibility splays;

- Pedestrians and the proposed raised table;
  - Set back of gates from Gillette Way; and
  - Tracking for left hand turns from Rose Kiln Lane.
- 1.2 There is one visibility splay, which has not been shown for the dedicated access to the parking for Phase 2 (Unit B). This would be required at the junction/ access of 2.4m x 25m. The Transport Development Control Manager has confirmed, however, that having reviewed the plan it would appear that this would be achievable and is satisfied that this could be dealt with by way of a condition. An amended condition is therefore, included above, requiring the submission and approval of plans to show all the visibility splays.
- 1.3 It is possible that widening of the kerb line to achieve a safe left hand turn for HGVs from Rose Kiln Lane would not be possible without an effect on an existing retained tree. The Natural Environment (trees) officer requested that should the loss not be avoidable then replacement planting details should be provided. The applicant has confirmed that it would only be possible to confirm whether the tree could be retained, or not, once final detailed plans are drawn up for the S278 (associated works required within the Public Highway) agreement (condition 40 on the main report). Officers advise that the possible loss of a tree would be acceptable in this instance to achieve highway safety and with the proposed mitigation of a replacement tree.
- 1.4 The applicant has advised that the parking numbers set out in the main committee report (sourced from the Transport Statement) are incorrect. The actual numbers should be:
- Unit A - 31 car parking space; and
  - Retained retail - a total of 298 spaces comprising 233 customer spaces, and 65 staff spaces in the service yard.
- 1.5 The spaces for the retained retail unit would be higher than originally identified. In relation to Unit A this would be 2 spaces below maximum provision, but given that there are restrictions around the site, the Transport Development Control Manager is satisfied that this would be acceptable.

#### **Noise**

- 1.6 Following further clarification from the applicant the Environmental Health Officer is satisfied that there is evidence that Service Yard Management Plans (SYMP) have achieved up to 10db noise improvements, and subject to a suitably worded condition for the submission and approval of a SYMP, that the scheme would be acceptable.

#### **Sustainability**

- 1.7 The applicant has provided the following explanation for not including green/ brown roofs or and/ or green walls:

*“Green roofs are not compatible with roof forms that are at any form of pitch - such as the 4-6deg pitch utilised on the design of the proposed development. This is due to health and safety reasons and the maintenance issues that incorporating a green roof would require.*

*Whilst green walls can be installed on any form of development, they are rarely used for industrial sector developments such as that proposed. This is due to the increased maintenance requirements and the general context in which industrial development is being permitted.*

*The issue of viability refers to the financial viability of 'green' additions, including the ongoing maintenance requirements. Furthermore, there is no existing precedent at the retail park of the use of green walls or green roofs".*

- 1.8 As set out in the main report such measures form one of a possible range of measures to meet the requirements of Policy CC2. The cost of providing green walls/ roofs has been identified by the applicant as an issue affecting viability and this is a material consideration. The proposal would provide employment floorspace and would meet a policy compliant position of being BREEAM 'Excellent rating', and therefore there is no change to the recommendation as set out in the main report.

- 1.9 At the time of writing, the Sustainability Officer has not provided any further comments, but any subsequent response will be reported to your meeting.

#### **SuDS**

- 1.10 Further information was submitted by the applicant and the SuDS Manager has responded as follows:

*"I note that further discharge rates have been provided for the 1 in 1 year and 1 in 30 year events as requested and they both present a 50% reduction in discharge rate, which in principle is acceptable. However, as previously requested the drainage strategy must identify discharge rates for both the phase 1 and phase 2 proposals, this has not been provided.*

*Drawings have been submitted that illustrate a phase 1 and phase 2 proposal however the phase 1 proposal does not take into account the retention of the existing kerb line along the internal spine road. The road in question is closer to the Unit A as part of phase 1 but the road alignment is altered as part of phase 2 and as such this will alter the drainage scheme and therefore must be reflected within the proposals. I have provided images of the two phases below for reference.*

*Irrespective of the above the submitted drawings still identify a discharge rate of 212 litres/second which exceeds the proposed 1 in 1 year and 1 in 30 year events and also the existing discharge rate for the 1 in 1 year event. The discharge rate should therefore be reduced to ensure that a reduction occurs for all events.*

*Please ask the applicant's agent to submit suitably amended plans / information prior to determining this application."*

- 1.11 Following the submission of further clarification and amended details the SuDS Manager has confirmed that the updated information now covers the different phases proposed and allows for a 50% reduction in discharge rate for each event. A further detailed drawing is required, but this can satisfactorily be addressed by way of a condition. Conditions are recommended for the submission and approval of a sustainable drainage

scheme and the implementation of the approved scheme. These conditions are already included in the main report.

**Description**

- 1.12 It has been agreed with the applicant that the description for the application ref: 201842 be amended to remove reference to the overall floorspace for the retained retail units (shown as strikethrough above). This is because, the applicant wishes to retain as much flexibility going forward should small non-material adjustments to the retained retail floorspace be required in the future, which would not possible, as a result of the Finney ruling, if the total floorspace is contained within the description of development.

**Neighbour response**

- 1.13 A late neighbour consultation response, received on 18<sup>th</sup> June, since the publication of the main Agenda report, is as follows:

*“The current shops in the retail park provide needed types of commerce for the local community. Demolition of these stores and the building of logistics centres will increase the number of HGVs and also force local residents to travel further afield to get the same kind of service. I personally do not feel that this application is in the best interests of the community.”*

- 1.14 In response, officers advise that this area has a mix of uses and the proposal incorporates measures to address the increase in HGVs. There are other retail units within the area including supermarkets on Basingstoke Road and retail parks on the A33. Officers advise that the current Brunel Retail Park is not within a District Centre and its loss - whether partially or completely for retail uses - will not materially affect consumer retail opportunities or harm retail centres.
- 1.15 A written statement has also been provided by a resident in lieu of speaking at Committee as included within Appendix 1.
- 1.16 The matters they have raised were also included in their original comments on the application, summarised in the main committee report. With respect to bin storage this will be enclosed and lockable and there will be new fencing surrounding the site.
- 1.17 With respect to alarms the applicant has confirmed that the scheme would have modern alarms fitted and the specification would be determined during the detailed design stage.
- 1.18 In terms of HGVs, the Transport Development Control Manager states that *“There has been concern regarding the impact HGV’s would have on the surrounding Highway Network including Kennet Island where a resident has already identified HGV movements associated with the existing use utilising Kennet Island as a rat run and blocking access as they are unable to turn. ....the proposed use would not generate a significant increase in HGV movements within the peak periods and to counter this the proposal does result in significant reductions in overall car traffic. These reductions are therefore likely to result in improvements on the reliability of the main arterial routes surrounding the site that should reduce the need for drivers to use such routes. The Highway Authority are therefore satisfied that no mitigation is required as part of this application.”*

***Plans and other information***

1.19 Further amended plans were submitted as follows:

- Proposed Site Plan - Drawing no: 19032\_PL04 Rev D, received 22<sup>nd</sup> June 2021
- Proposed Phasing Plan - Drawing no: 19032\_PL05 Rev K, received 21<sup>st</sup> June 2021
- Proposed Site Sections (Boundaries) - Drawing no: 19032\_PL06 Rev C, received 15<sup>th</sup> June 2021
- Proposed Signage Locations - Drawing no: 19032\_PL07 Rev B, received 15<sup>th</sup> June 2021
- Proposed Typical Cycle Shelters - Drawing no: 19032\_PL31 Rev B, received 15<sup>th</sup> June 2021
- Proposed Waste Compound Enclosures - Drawing no: 19032\_PL32 Rev C received 15/6/21
- Proposed Landscaping Scheme - Drawing no: A4828 03 Rev G, received 21<sup>st</sup> June 2021

***Conclusion***

1.20 The recommendation remains as in the main report save for a further suggested and amended condition as included above.

Case Officer: Alison Amoah

## **APPENDIX 1: Written Statement for 'public' speaking**

Adam Boulding

*"As a resident and representative of the Kennet Island Reading Residents Management Company, for all residents in Kennet Island Reading, neighbouring the Brunel Business Park, I would like the following 3 questions and concerns to be answered and considered in the planning application and reflected in the final plan designs and conditions of approval;*

### **1) Confirmation of noise restriction from alarms at the site:**

*The existing site alarms for Fire / Security are too loud for a residential area, this had led to many noise complaints over the past 3 years since the Kennet Island residential area has completed, with alarms being able to be heard throughout Kennet Island, especially for the residents of Montagu, Osprey and Harlequin House' apartment blocks, please confirm that the new site will have modern new alarms fitted, not re-use of the old system, and with levels quieter for the residential areas surrounding so as not to cause nuisance.*

### **2) Waste storage at the new site:**

*Please confirm that the waste bins will be moved away from the riverside of the development, or will be LOCKED sheds.*

*The existing site bins are open 24 hours a day to children and homeless, and there is a constant littering and waste drift into the environment along the riverside and under the bridge by rose kiln lane (to the rear of Pets at Home, Next and Halfords), including; bike parts, car tyres, old signage and advertising, boxes pallets and plastic wrapping, old furniture and clothing, shopping carts and trolleys, and erection of cardboard box temporary dwellings. This has also led to multiple bonfires and waste fires from kids in the riverside and conservation space of this waste and cardboard.*

### **3) Local roads - HGV access in residential neighbouring areas:**

*Please confirm that Reading BC will ensure that the roads running through Kennet Island will be designated by Highways as NO HGV access / thoroughfare?*

*Today we have many HGVs for the site at Brunel business park trying to cut through from both sides off the A33 or to access the A33 through; Manor Farm Road, Drake Way, Gweal Avenue, Whale Avenue, Longships Way, Padworth Avenue, Woolhampton Way, Fair Isle Way, Rushley Way, Puffin Way, Greenham Avenue & Havergate Way. These HGVs are not able to turn or get out of the roads and block access, block emergency vehicle access and cause damage to property, cars and roads.*

*Please ensure that highways make these roads NO HGV access to co-inside with this development of the retail units in this planning."*