
BENNET COURT, READING

PLANNING STATEMENT

Full Planning Application consisting of the demolition of the existing buildings and construction of one industrial building (Use Class E(g)(iii)/B2/B8) with ancillary offices; repositioning of existing access on Bennet Road; cycle, car, van and HGV parking; and all other ancillary and enabling works including landscaping, drainage, engineering and boundary treatments.

Prepared on behalf of DV5 Coltham (Reading) Ltd

January 2023

Bennet Court, Bennet Road, Reading, RG2 0QX

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APPENDICES

Appendix 1: Planning History

1.0 INTRODUCTION

- 1.1 This Planning Statement has been prepared by Barton Willmore, now Stantec on behalf of DV5 Coltham (Reading) Ltd ('the client') in support of a full planning application seeking the demolition of two existing buildings, and the erection of one industrial building (Use Class E (g)(iii)/B2/B8) including ancillary offices, and all other ancillary and enabling works ('the proposal') at Bennet Court, Bennet Road, Reading, RG2 0QX ('the Site').
- 1.2 The redevelopment of the Site would redevelop an aging and uncommercial employment Site and provide modern and market facing floorspace within an established employment area. The proposal also seeks to reposition the access and provide new landscaping features to the front and eastern elevations.
- 1.3 The Site is shown on the accompanying Site Location Plan (Dwg. Ref. 22-024-PL-01) and comprises brownfield land containing 2 two-storey buildings. Previously the Site has been occupied for office use, however some of the Units are now vacant and have since been marketed for occupation (elements of the buildings are occupied by meanwhile uses).
- 1.4 It is important to note that the Site currently has two extant prior approval applications (References 210320 and 210306) for the change of use of both buildings from Class B1(a) to C3, comprising 55 flats in total.
- 1.5 This planning statement has also been informed by a variety of technical consultants; therefore, this report should be read in conjunction with the following documents:
- Application Form;
 - CIL Form;
 - Site Location Plan;
 - Design & Access Statement;
 - Application Drawings;
 - Tree Survey;
 - Arboricultural Impact Assessment;
 - Flood Risk Appraisal;
 - Biodiversity Survey and Report;
 - Sustainability and Energy Statement;
 - SUDs Drainage Strategy;
 - Land Contamination Assessment;

- Noise Impact Assessment;
- Air Quality Assessment;
- Transport Statement;
- Travel Plan;
- Lighting assessment;
- BREEAM Pre Assessment Report; and
- Utilities Statement.

- 1.6 This planning statement provides a description of the Site and its surroundings (Section 2.0); a description of the relevant planning history (Section 3.0); a detailed description of the proposed development (Section 4.0); highlights the relevant Development Plan policies and national planning guidance (Section 5.0); provides an assessment of the proposal against these policies to address the key planning issues (Section 6.0); and sets out the conclusions (Section 7.0).
- 1.7 This planning statement demonstrates that the proposed development comprises sustainable economic development that adheres to key policy objectives within the Development Plan and National Planning Policy Framework (NPPF).
- 1.8 Moreover, the proposal would deliver planning benefits as set out later on in this statement and be technically sound. As a result, it is respectfully asserted that the planning balance weighs heavily in favour of granting planning permission and that planning permission should therefore be granted accordingly.

2.0 THE SITE AND SURROUNDINGS

- 2.1 The application Site comprises 0.76 hectares of land located within a wider employment area, situated off Bennet Road, Reading. The site lies within the Core Employment Area (Site Em2d), as defined by Reading Borough Council's (the 'Council's') Proposals Map.
- 2.2 Immediately west of the Site, is a truck vehicle dealer (Renault), to the south is a newspaper publisher and distribution service, to the east there are a several office units, and directly north (opposite Bennet Road), there is a waste management service. Therefore, this demonstrates that the Site is located amongst a variety of employment uses, within a predominantly industrial area.
- 2.3 The Site has been used for B1(a) Offices since 1989 (planning permission ref. 890477/FUL (see section 3)); the use of the Site currently remains as an office estate however over recent years the number of vacant units within the site has increased due to the lack of demand.
- 2.4 The Site itself is located towards the centre of Bennet Road which is the main through road, serving a large number of businesses. This road acts as a pivotal route, accessing the B3031 and the A33 road, providing access to the wider areas of Reading. The Site is located within a Core Employment Area, as part of Reading's Local Plan, shown within Figure 2 below.

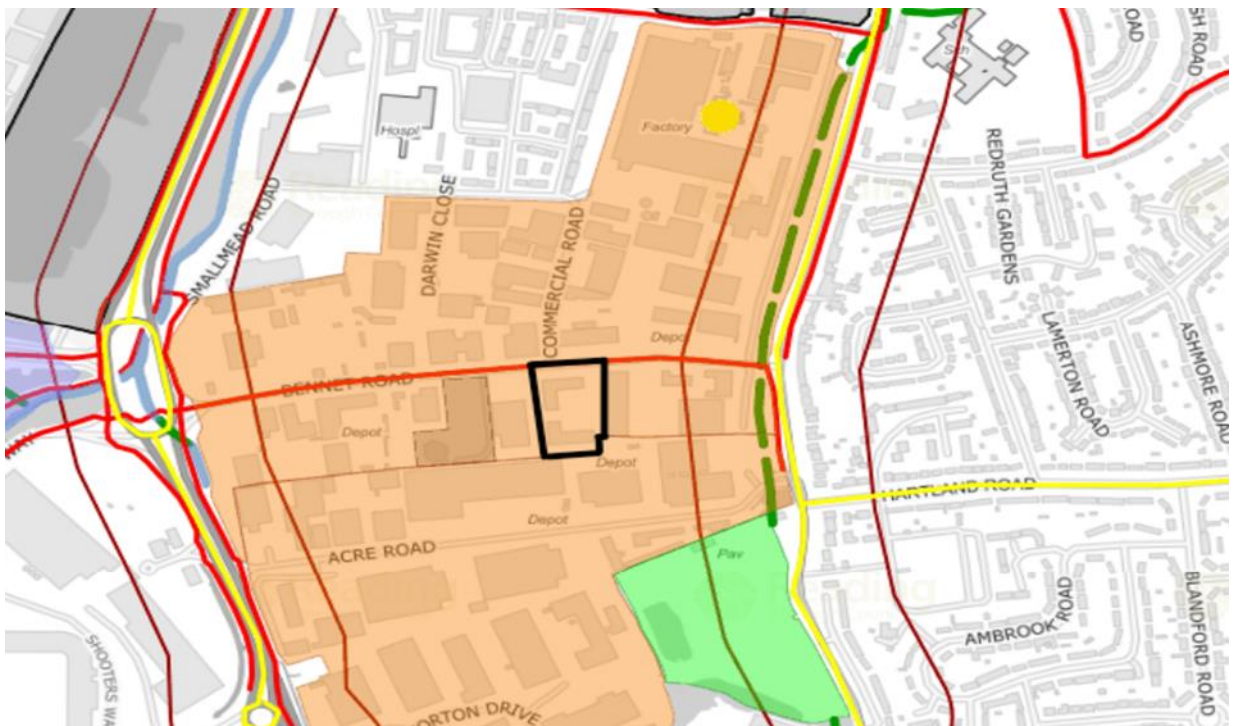


Figure 1 Extract from the proposals map showing site boundary in black and the core employment area allocation in orange

- 2.5 The Site is also accessible via a number of transport options, including cycling, walking and bus routes. The closest bus stop to the Site is located approximately 270m away to the east

located along Bennet Road. Bus services 6 and 6a both stop here; both services run from Central Reading to Whitley Wood via Whitley and vice versa. Reading Train Station is also approximately 4km north of the Site, providing access to all major routes around the UK.

- 2.6 The Site is very well strategically located with the main A33 located west of the site, providing wider access to the M4 and wider strategic road network.
- 2.7 The Environment Agency's Flooding Map identifies that the majority of the Site falls within Flood Zone 1 (Low Probability), therefore has less than 1 in 1,000 annual probability of flooding from rivers.
- 2.8 The Site is located within Zone 3 (Secondary Core Area), of the Council's adopted Parking Standards and Design SPD. There are total of 148no. existing parking spaces located sporadically throughout the Site.
- 2.9 There are also no designated heritage assets located within the Site nor are there within its immediate vicinity.

3.0 PLANNING HISTORY

- 3.1 We have undertaken a review of the Council's online planning records to identify the relevant planning history for the Site. The Site has been subject to a number of planning applications, the most relevant ones are tabulated below:

Reference	Proposal	Decision
210320	Change of use of building (Plot 1) from Class B1(a) (offices) to C3 (dwelling houses) to comprise 27 flats. Prior Notification under Class O, Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended).	Approved 21/04/2021
210306	Change of use of building (Plot 2) from Class B1(a) (offices) to C3 (dwelling houses) to comprise 22 flats. Prior Notification under Class O, Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended).	Approved 19/04/2021
200598	Recladding of existing commercial buildings, erection of two storey building to contain an 'amenity pod', re-arrangement of carparking layout and landscaping.	Approved 24/09/2020
141804	Change of Use of ground floor from B1 and A1 to D1A for offices consulting and treatment rooms to provide services entailing counselling to clients in relation to reproductive health matters, ultrasound scanning, medical assessment including blood and urine testing sexual health screening and procedures to regulate fertility both medical and under local anaesthetic.	Approved 16/12/2014
890477	Use of Buildings for Business Purposes (Class B1).	Approved 10/03/1989

- 3.2 The two above prior notifications¹ (decision notices attached at **Appendix 1**) therefore allow the buildings on the Site to be converted to residential uses within three years from the date of decision (19/04/2021 and 21/04/2021), therefore conversion by April 2024. There are a number of pre-commencement conditions which specifically relate to the need for a contamination assessment and a detailed remediation scheme.

¹ The site is located within an existing Article 4 Direction.

4.0 PROPOSED DEVELOPMENT

Overview

- 4.1 This application seeks full planning permission to demolish the existing buildings and redevelop the Site to provide a modern and efficient industrial and logistics unit of 4,308 sqm including 646 sqm of ancillary office floorspace, a revised vehicular access, new parking arrangements and associated service yards and landscaping.
- 4.2 In addition to the above, new parking arrangements have been considered along with associated service yards, landscaping and an external break out area for staff members.

Use and Amount

- 4.3 The Site would seek a flexible use of Class E (g)(iii), B2 'General Industry' and B8 'Storage and Distribution' with ancillary office space (Class E (g)(iii)) located at a first-floor mezzanine level; the office space would be located on the northern elevation of the building, facing out onto Bennet Road, ensuring an active frontage.
- 4.4 The majority of the floorspace would be utilised by the E (g)(iii)/B2/B8 operations on site, with flexibility proposed to ensure a wide number of end users could be accommodated.

Layout

- 4.5 The industrial unit would be located towards the northwest of the Site with vehicle parking situated along the west and south of the building. The HGV parking/loading areas would also be located to the south of the building, and would be obscured from public view. The access remains along the existing access point off Bennet Road, although in a slightly realigned position.
- 4.6 The front elevation, fronting Bennet Road, is of reduced height, with ancillary offices located at first floor. The predominant access point is via the front elevation, however there is also an access point to the rear of the building, allowing access for those parking at the southern area of the Site.

Scale and Appearance

- 4.7 The building would have a total Gross Internal Area ('GIA') of 4308 sqm, of which the ancillary office element would comprise 646sqm.
- 4.8 The proposed building has been designed with a highly efficient thermal envelope centred around high levels of insulation and airtightness to reduce the amount of energy required to

heat and cool the building. The mechanical and electrical services will utilise energy in a highly efficient manner.

- 4.9 The building has been designed and would be constructed to achieve an 'Outstanding' rating under the Building Research Establishment Environmental Assessment Method (BREEAM) Assessment scheme and an EPC rating of "A".
- 4.10 The submitted Design and Access Statement (December, 2022) contains further information.

Access and Parking Provision

- 4.11 The Site is accessed off the highway (Bennet Road) from a single point of access towards the north-east corner of the Site. The access will be repositioned to allow HGV access to the rear.
- 4.12 The primary pedestrian access point to the building will be located on the north elevation as shown within the application drawings. In addition to the primary access, a secondary access point is also proposed at the rear of the building. Walkways are also proposed along sides of the building on both the western and eastern elevations.
- 4.13 The unit would provide 2 dock access, 2 level access (a total of 4 HGV) and 1 level access for a van/HGV within the southern yard area, allowing sufficient space provided for turning to ensure that all vehicles leave the Site in a forward gear, the accompanying tracking demonstrates this.
- 4.14 The Site would provide 43no. parking spaces, of which 3no. would be designated as accessible car parking spaces and 4no. spaces would be available as active electric vehicle charging points located on site. All spaces would be future proofed with passive provision.
- 4.15 The associated car parking is to be located along the eastern boundary, with additional parking located towards the southern area of the Site.
- 4.16 A cycle storage facility is provided along the eastern boundary of the site with capacity for 20 bicycles. In addition, alongside the entrance to the site is a proposed well-being/ breakout space.

Landscaping

- 4.17 An area of soft landscaping is proposed along the front elevation, looking onto Bennet Road, where shrub planting and pleached trees are proposed. The CGI images accompanying this application illustrate what the frontage onto Bennet Road will look like.
- 4.18 In addition, an external seating area is proposed along the north eastern boundary, which will accommodate seating and will be landscaped, including shrub planting and ornamental hedging.

Hours of Operation

4.19 The Site will operate on an unrestricted 24-hour basis.

5.0 PLANNING POLICY CONTEXT

The Development Plan

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that where the development plan contains relevant policies, applications for development which are in accordance with the plan should be allowed unless material considerations indicate otherwise. Paragraph 219 of the NPPF advises that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework; the closer the policies in the plan to the policies in the NPPF, the greater the weight that may be given.
- 5.2 The relevant Development Plan comprises the policies contained within the Local Plan for Reading (adopted March 2019) (the 'Local Plan'). The Council's Revised Parking Standards and Design SPD, Sustainable Design and Construction SPD and the Employment Skills and Training SPD all provide further details and are material considerations. The NPPF and National Planning Practice Guidance (PPG) also form material considerations.

Local Plan for Reading

- 5.3 The Local Plan was adopted in November 2019, and covers the Plan Period up to 2036. The purposes of the plan address some of the key issues relating to sustainability, climate change and development control.
- 5.4 The vision for Reading is to become a smart and sustainable city by 2050 that:
- a) Shares success to support and enabling thriving communities;
 - b) Delivers a real sense of place and identity;
 - c) Thrives on cultural and cross-generational diversity;
 - d) Is recognised for its heritage and natural assets;
 - e) Embeds technology to deliver innovation and low carbon living for all;
 - f) Welcomes ethical and sustainable businesses who support Reading.
 - g) In addition, the Local Plan identifies a number of relevant objectives, as set out below:
 - h) Make the most efficient use of Reading's limited land, particularly, previously developed land;
 - i) Improve the quality of life for those living, working, studying and visiting the Borough, creating inclusive, sustainable communities with good access to employment.
 - j) Ensure new development and existing areas are accessible and sustainable, in accordance with the sustainability appraisal objectives, including reducing its effects on, and adapting to climate change.

- 5.5 With regards Reading's Spatial Strategy, as set out within the Local Plan, there is a high level of need for new employment floorspace, therefore one identified part of the Spatial Strategy is the need to retain existing employment areas, and where possible, intensify them.
- 5.6 There are a number of policies which are relevant to this proposal, these include the following:
- Policy CC1 'Presumption in Favour of Sustainable Development' requires all applications to be determined in accordance with the development plan unless material considerations indicate otherwise.
 - Policy CC2 'Sustainable Design & Construction' states that the redevelopment of buildings will be acceptable where the design and site layout use energy, water, minerals, materials and other natural resources appropriately, efficiently and with care. All major non-residential development proposals are required to meet the most up to date BREEAM 'Excellent' standard where possible. all non-residential development should incorporate water conservation measures to appropriate levels set out in the applicable BREEAM standard. Greywater recycling and rainwater harvesting should be included where energy and cost effective.
 - Policy CC3 'Adaptation to Climate Change' requires all development to incorporate measures to adapt to climate change, include measures relating to orientation, resilience, landscaping and minimising surface water run off. promotes awareness of climate change through influence of adapting buildings to provide natural heating and ventilation. Buildings should also be both resistant and resilient to climate change in minimising the impact of surface water runoff.
 - Policy CC4 'Decentralised Energy' requires all large scale development to consider the inclusion of decentralised energy provision within the Site unless it can be demonstrated that the scheme is not suitable, feasible or viable. Where there is existing decentralised energy provision present within the vicinity large scale development will be expected to link in unless it is demonstrated it is not feasible.
 - Policy CC5 'Waste Minimisation and Storage' requires development to minimise the generation of waste in construction, use and end of life of buildings.
 - Policy CC6 'Accessibility and the Intensity of Development' expects development to consider the scale and density so that it is well related in terms of accessibility by walking, cycling and public transport.
 - Policy CC7 'Design and the Public Realm' emphasises the importance of high design quality through the influence of layout, landscape, density and mix, scale and architectural detail and materials. These components would be assessed to ensure that the design would act as a positive contribution towards the character, quality of the public realm, ease of movement, legibility, adaptability and diversity of an area.

- Policy CC8 'Safeguarding Amenity' requires development to not cause a detrimental impact on existing/new properties. Proposals which generate regular HGV movements on residential roads will not be acceptable.
- Policy CC9 'Securing Infrastructure' proposals will not be permitted unless infrastructure lost or made necessary by the development will be provided through direct provision or financial contributions at the appropriate time. Employment development should provide mitigation measures in line with its impacts on labour and skills and on the transport network. The highest priority will be given, inter alia, to measures to improve or enhance biodiversity (including off-site tree planting).
- Policy EN12 'Biodiversity and the Green Network' requires new development to demonstrate how the location and type of green space, landscaping and water features provided within a scheme have been arranged such that they maintain or link into the existing Green Network. Such features should be designed to maximise the opportunities for enhancing the Network. All new development should maximise opportunities to create new assets and link into areas where opportunities are as yet unidentified on the Proposals Map.

5.7 On all sites, development should not result in a net loss in biodiversity and geodiversity and should provide a net gain for biodiversity wherever possible. Development should protect and wherever possible enhance features of biodiversity interest on and adjacent to the application site and should provide new planting and wildlife friendly ecological enhancements (such as bird and bat boxes). In exceptional circumstances where the need for development clearly outweighs the need to protect the value of the Site, and it is demonstrated that the impacts cannot be avoided, mitigated or compensated onsite, then new development will be provided off-site to ensure there is no net loss in biodiversity.

- Policy EN14 'Trees, Hedges & Woodland' required trees/hedges to be protected from damage or removal where they are of importance. Reading's vegetation cover will also be extended. New development shall make provision for tree retention or planting within the application site or off-site in appropriate situations.
- Policy EN15 'Air Quality' states development should have regard to the need to improve air quality and reduce the effects of poor air quality.
- Policy EN16 'Pollution and Water Resources' states development should only be permitted where it would not be damaging to the environment and sensitive receptors.
- Policy EN17 'Noise Generating Equipment' states where noise generating equipment is proposed, the noise source specific level should be at least 10dBA below the existing background level as measured at the nearest noise sensitive receptor.

- Policy EN18 'Flooding and Drainage' directs development to areas at the lowest risk of flooding. The policy also requires all major developments to incorporate sustainable drainage systems.
- Policy EM1 'Provision of Employment' sets out the councils target for employment floorspace. The council proposes to provide a net increase of 148,000 sqm of industrial and/ or warehouse space by the year 2036. Development that would exceed the levels of employment development set out, after existing permissions and allocations are accounted for, will need to address impacts upon housing.
- Policy EM2 'Location of New Employment Development' states that other major employment uses, including industrial and storage and distribution will be located in the A33 corridor or in the Core Employment Areas, Core Employment Area EM2d identifies the Site as part of the Bennet Road employment area.
- Policy EM3 'Loss of Employment Land' states that within Core Employment Areas, the overall level of employment land should be maintained. Proposals that would result in a loss of such land will not be permitted other than in exceptional circumstances.
- Policy TR1 'Achieving the Transport Strategy' emphasises the importance of promoting sustainable transport facilities such as walking, cycling and using public transport more frequently. Development proposals should ensure the appropriate provision for works and contributions to ensure an adequate level of accessibility for all sustainable transport modes.
- Policy TR3 'Access, Traffic and Highway-Related Matters' supports proposals involving new or altered accesses where the development would not have a detrimental impact on the functioning of the existing transport network. Development will only be permitted where they are acceptable in highways terms.
- Policy TR4 'Cycle Routes and Facilities' seeks to maintain and enhance existing cycle routes which have been identified in the most up-to-date Cycling Strategy. Proposals should also seek to introduce/ increase cycle parking facilities to enable people to park closer to more key destinations.
- Policy TR5 'Car and Cycle Parking and Electric Vehicle Charging' sets out that development should provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport. With regards the provision for electric vehicle charging points, there is a requirement for 10% of space to have an active charging point.

Other Material Considerations

National Planning Policy Framework (July 2021)

- 5.8 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. Its focus is primarily on achieving sustainable development and the matters to be considered. As such, it is a material consideration that Paragraph 218 should be taken into account immediately when dealing with planning applications.
- 5.9 Paragraph 7 confirms that the purpose of the planning system is to contribute to the achievement of sustainable development. As such, the objective of sustainable development is summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. Paragraph 8 goes on to identify the three overarching objectives of sustainable development: economic, social and environmental.
- 5.10 Following on from this, Paragraph 10 identifies that at the heart of the Framework is a 'presumption in favour of sustainable development'. Paragraph 11 confirms that for decision-taking this means approving development proposals that accord with an up-to-date development plan without delay.
- 5.11 Paragraph 81 identifies that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. Paragraph 83 states that planning decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for storage and distribution operations at a variety of scales and in suitably accessible locations.
- 5.12 Paragraph 111 states that development should only be prevented or refused on highways grounds if there would be unacceptable impacts on highway safety, or the residual cumulative impacts on the road network would be severe. In addition to this, Paragraph 106(e) of the NPPF states that planning policies should provide for any large-scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. Footnote 42 of the NPPF identifies that examples of large-scale transport facilities include ports, airports, interchanges for rail freight, public transport projects and roadside services.
- 5.13 Section 11 (Paragraphs 119-125) of the NPPF relates to 'making effective use of land'. With regard to previously developed land, paragraph 119 identifies that planning decisions should promote an effective use of land in meeting the need for homes and other uses. In addition, paragraph 120 states that planning decisions should give substantial weight to the value of using suitable brownfield land.

- 5.14 Paragraph 130 states that planning decisions should ensure that developments: function well; add to the overall quality of the area for the lifetime of development; are visually attractive; have appropriate and effective landscaping; are sympathetic to the local character including the surrounding built environment; and maintain a strong sense of place.
- 5.15 Paragraph 174 states that planning decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity. In addition, planning decisions should prevent development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability.
- 5.16 Paragraph 179 states that local plans should protect and enhance biodiversity and safeguard components of local wildlife-rich habitats and wider ecological networks. Local plans should promote enhancement of priority habitats and identify and pursue opportunities for securing measurable net gains for biodiversity
- 5.17 Paragraph 180 states that when determining applications local planning authorities should ensure if significant harm to biodiversity cannot be avoided (through locating development on alternative sites), adequately mitigated or as a last resort compensated then planning permission should be refused.
- 5.18 Paragraph 186 identifies that planning decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

National Planning Practice Guidance

- 5.19 The Planning Practice Guidance was published by the Government on 29th November 2016 and was last updated on the 24th June 2021. This document is a web-based resource used to reflect and support the NPPF. The relevant key topics are set out below:

Design

- 5.20 The PPG states that well-designed places can be achieved by taking a proactive and collaborative approach at all stages of the planning process, from policy and plan formulation through to the determination of planning application and the post approval stage (Reference ID: 26-001-2019001).

- 5.21 To be read alongside this, the National Design Guide (published on 1st October 2019), sets out the characteristics of well designed places and demonstrates what good design means in practice.
- 5.22 Good design is set out in the National Design Guide under the following 10 characteristics:
- a) Context
 - b) Identity
 - c) Built form
 - d) Movement
 - e) Nature
 - f) Public spaces
 - g) Uses
 - h) Homes and buildings
 - i) Resources
 - j) Lifespan
- 5.23 Key sections of the National Design Guide that are relevant to this proposal are as follows:
- a) Section 42: Well-designed development proposals are shaped by an understanding of the context that identifies opportunities for design as well as constraints upon it. This is proportionate to the nature, size and sensitivity of the site and proposal.
 - b) Section 43: Well-designed new development is integrated into its wider surroundings, physically, socially and visually. It is carefully sited and designed and is demonstrably based on an understanding of the existing situation.
 - c) Section 66: Built form is determined by good urban design principles that combines layout, form and scale in a way that responds positively to the context. The appropriate density will result from the context, accessibility, the proposed building types, form and character of the development.
 - d) Section 67: Well-designed places use the tight mix of building types, forms and scale of buildings and public spaces for the context and proposed density, to create a coherent form of development that people enjoy. They also adopt strategies for parking and amenity that support the overall quality of the place.

Determining a planning application

- 5.24 Paragraph 006 (Reference ID: 21b-006020190315) of the PPG states that the National Planning Policy Framework represents up to date Government planning policy and is a material consideration that must be taken into account where it is relevant to a planning application or appeal. This includes the presumption in favour of development found at Paragraph 14 of the framework. If decision takers choose not to follow the National Planning Policy Framework, where it is a material consideration, clear and convincing reasons for doing so are needed.

Supplementary Planning Documents

Employment, Skills and Training SPD (2013)

- 5.25 In April 2013, the Employment, Skills and Training SPD was adopted as part of the previous Core Strategy which has now been replaced by the Local Plan however this SPD remains in use.
- 5.26 The SPD relates to both the Construction and the End User Phase, and requires measures relating to both of these to be secured through Section 106 Agreements. The SPD sets out that a Employment Skills Plan or financial contribution may be provided for each stage. The aim of both phases is to provide specific training for local people prior to employment. The training may include work experience, training on equipment, CV and interview preparation, site visits, customer services and work trials.

Revised Car Parking Standards and Design SPD (2011)

- 5.27 Parking provision for all modes of transport is an important element when considering land use and development. The Car Parking Standards and Design SPD was revised and adopted in October 2011 which provides guidance regarding the maximum required parking levels for any new development proposals coming forward (our emphasis). An analysis of the urban environment and transport links has helped established a Zonal Scheme which focuses on creating different parking standards for levels 1-4 zones; these include Zone 1 (Central Core Area), Zone 2 (Primary Core Area), Zone 3 (Secondary Core Area) and Zone 4 (Wide Urban Area).
- 5.28 The Site in this case falls into Zone 3 where there is a wide variety of land uses within a 400m walk to high frequency bus services. The maximum parking requirement for sites within this zone 3 is 1 parking space per 100m² for B2-B7 General & Specific Industrial' uses and 1 parking space per 150m² for B8 'Storage & Distribution' uses.

Sustainable Design and Construction SPD (2019)

- 5.29 The Sustainable Design and Construction SPD was adopted in December 2019. This SPD responds to the climate change emergency by setting out realistic goals and objectives for sustainable design. The BREEAM method is most commonly deployed to help assess the environmental quality of the buildings design.

6.0 COMPLIANCE WITH THE DEVELOPMENT PLAN

6.1 This section of the statement will assess the proposal against the relevant policies from the development plan which have been outlined in section 5. The key issues in relation to this proposal are as follows:

- Principle of Development
- Design Considerations
- Highways and Parking
- Flood Risk and Drainage
- Biodiversity
- Noise
- Air Quality
- BREEAM, Energy and Sustainability
- Ground Conditions
- Utilities
- External Lighting

Principle of Development

- 6.2 Policy EM1 (Provision of Employment) sets out that the Council is targeting a net increase in employment floorspace of 148,000sqm of industrial and/or warehouse floorspace by the end of 2036. As a result, the proposed development would result in the reprovision of employment floorspace, and any considerations in relation to the impact employment floorspace has on housing need is not applicable. As per the spatial strategies set out within the Local Plan, this application accords with the aspirations of the need to retain and intensify existing employment floorspace where possible.
- 6.3 Policy EM2 (Location of New Employment Development) states that employment uses should be located within employment areas such as EM2d. Policy EM3 (Loss of Employment Land) states that the overall level of employment land should be maintained.
- 6.4 Paragraph 81 of the NPPF seeks to create conditions in which businesses can invest, expand and adapt. It confirms that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. Each area should be allowed to build on its strengths, counter any weaknesses and address the challenges of the future. Areas with high levels of productivity should be able to capitalise on their performance and potential.

- 6.5 The Site currently has two extant planning permissions which allow for the change of use of the existing buildings to residential flats, therefore changing the original intended use of the Site. The consents have not yet been implemented and the applicant seeks to retain an employment use on the Site as part. Notwithstanding this, the extant applications create a realistic fall-back position which forms a material consideration.
- 6.6 The proposed application seeks to retain the brownfield Site as an employment use, and provide modern and market facing floorspace in the place of out of date and underutilised office floorspace (which has extant permission for conversion to residential uses). Therefore, the proposed is considered to accord with Local Plan Policies EM1, EM2 and EM3 and is acceptable in principle.

Creation of Jobs

- 6.7 The proposed development will create the employment opportunities, as well as opportunities for skills and training. In line with the Council's SPD, a financial contribution or skills strategy will be provided for both the construction and end user phase.

Design Considerations and amenity

- 6.8 Policies CC2 (Sustainable Design & Construction) and CC7 (Design and the Public Realm) from the Local Plan set out the design framework proposals seeking planning consent. Policy CC7 emphasises the importance of 'good design' to ensure a high standard of design is achieved that is compatible with the site's surroundings. This includes scale, height, massing, layout, siting, building form/design, architecture, materials, access points and servicing, as well as reducing the potential for criminal activity and anti-social behaviour. Policy CC8 states that development should not cause a detrimental impact upon new/existing properties.
- 6.9 Section 12 of the NPPF is also clear in its approach that great importance should be attached to achieving good design within new developments which is a key aspect of sustainable development, while Paragraph 126 outlines the need for the creation of high quality, beautiful and sustainable buildings and places.
- 6.10 The approach to design and its rationale for the proposed development is set out within the accompanying Design and Access Statement (DAS). The DAS provides a comprehensive review of the design principles for the proposed development that have been informed by constraints and opportunities including design approach, access, masterplan including landscape design principles, sustainability, and crime prevention.
- 6.11 The DAS identifies how the proposal will deliver a high-quality employment development through the integration of design, sustainability and connectivity providing a scheme that can

be flexible to respond to future market demand. The proposed employment development is designed to provide a high-quality facility for its occupiers.

- 6.12 The proposed building has been designed, both in terms of its scale and appearance, to reflect the prevailing appearance and characteristics of the surrounding area which comprises of industrial and commercial uses. The surrounding uses also mean that there will be no adverse amenity impacts upon neighbouring residents.
- 6.13 The unit would be located towards the north-western portion of the Site with vehicle parking situated along the west and south of the building, similar to the existent layout. The northern quarter of the proposed building will be at a reduced height when compared to the remainder of the building.
- 6.14 The northern elevation of the proposed building, fronting Bennet Road will also have an active frontage, demonstrating high quality design has been incorporated throughout.
- 6.15 Taking the above into account, the proposed is considered to comply with Local Plan Policies CC2 and CC7 and NPPF Section 12 and Paragraph 126.

Highways and Parking

- 6.16 Policies TR1 (Achieving the Transport Strategy), TR3 (Access, Traffic and Highway-Related Matters), TR4 (Cycle Routes and Facilities) and TR5 (Car and Cycle Parking and Electric Vehicle Charging) seek to ensure that proposals are acceptable in highway terms and sufficient parking and cycle parking are provided.
- 6.17 Paragraph 113 of the NPPF requires all developments generating significant amounts of movement to be supported by a Transport Assessment alongside a Travel Plan. To meet this requirement, a Transport Statement and Travel Plan have been prepared by Mode Transport Planning in support of the application. Paragraph 112 of the NPPF also requires proposals to (amongst other things); give priority first to pedestrian and cycle movements, address the needs of people with disabilities and reduced mobility, minimise the scope for conflicts, be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations between pedestrians, cyclists and vehicles.
- 6.18 Paragraph 111 confirms that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

- 6.19 A Transport Statement and Framework Travel Plan prepared by Mode (December 2022) accompanies this application. The Site is accessed off Bennet Road which sits between the A33 Road and Basingstoke Road (B3031). The Site has a single access point which is located towards the north-eastern boundary.
- 6.20 The proposal seeks to amend the sites access by way of repositioning in order to enable sufficient manoeuvrability of larger vehicles such as HGV's. The access will be increased to 7.3m and the radii will be increased to 15m. No other changes are proposed in terms of the pedestrian access as the existing junction layout is suitable.

Parking

- 6.21 The proposed development includes a total of 43 car parking spaces, including 3 accessible spaces, 4 electric vehicle spaces, 4 HGV loading doors (2 dock and 2 level) and an additional level access for a van.
- 6.22 The proposed level of parking has been provided based on the flexible E(g)(iii)/B2/B8 uses, taking into the account the Council's Standards. A parking accumulation study has been undertaken within the submitted Transport Statement. This demonstrates that the forecast parking demand would peak at 37 vehicles during the hours of 10:00 – 11:00, which can be accommodated within the proposed parking provision on the site (43 spaces).
- 6.23 These parking levels are therefore within the maximum standards for B2 uses (43 spaces) and whilst they are above the maximum standards for B8 uses (29 spaces) the evidence contained within the Transport Statement shows this is a reasonable and evidenced approach.
- 6.24 In accordance with the Council's cycle parking standards, the site will provide safe, secure and covered cycle storage for up to 20 bicycles in the form of a dedicated cycle store for both staff and visitors. The provision of quality cycle parking will help encourage employees to travel sustainably to and from the development site.
- 6.25 In addition, the proposals would provide 100% provision of EV charging (4 of the 43 as active and the remainder as passive).
- 6.26 Therefore, the proposed development provides sufficient car parking, HGV parking, EV charging spaces, accessible spaces and cycle parking in accordance with Local Plan Policies TR4, TR5, Reading's Revised Car Parking Standards and Design SPD and NPPF Paragraphs 111, 112 and 113.

Traffic and Congestion

- 6.27 An assessment of the impact associated with traffic generation has been conducted to show the levels of traffic flow entering and leaving the Site during peak times of the day. At present

there are 38 vehicles arriving and 5 departing from the Site between the hours of 08:00 - 09:00 and 4 cars arriving and 40 vehicles departing between the hours of 17:00 - 18:00. Due to the nature of the existing use, there are currently no HGV's attending the Site.

- 6.28 The proposed scheme on the other hand would result in a reduction in traffic generation throughout the day. The number of vehicles arriving at the Site would be 18 and 4 would be departing between the hours of 08:00 - 09:00, whereas 1 vehicle would arrive and 13 would be departing between the hours of 17:00 - 18:00. This proposal also takes into account HGV traffic flow; the assessment shows there would be 2 HGV's arriving and 1 leaving the Site during the hours of 08:00 - 09:00. There would also be no scheduled HGV trips during the evenings.
- 6.29 The assessment shows that there would be a total reduction of 21 two-way vehicle trips in the morning and 30 two-way trips in the evening. HGV trips would lead to 3 additional trips during the morning hours, however including HGV movements, vehicle trips remain lower than at present. On this basis, it is considered that this proposal complies with Local Plan Policy TR1, TR3, TR4, TR5, Reading's Revised Car Parking Standards and Design SPD and NPPF Paragraphs 111, 112 and 113, whereby the proposed development would have a positive impact on the existing highway, as a result of the reduced movement to and from the Site.

Flood Risk and Drainage

- 6.30 Policy EN18 (Flooding and Sustainable Drainage Systems) states that "all major developments must incorporate sustainable drainage systems (SuDS) as appropriate and in line with the Government's Technical Standards".
- 6.31 Paragraph 159 of the Framework states that "inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future) [and] where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere".
- 6.32 A Flood Risk Appraisal has been prepared by Delta-Simons (June 2022) as part of this submission. The report identifies and confirms that the Site is located within Flood Zone 1 (low probability) and also does not exceed the 1-hectare threshold requirement for a Flood Risk Assessment. The risk of surface water flooding is also considered to be low to moderate. In this case, a Flood Response Plan was recommended. Additionally, it was suggested that the on-site drainage should be well maintained.
- 6.33 Due to the Site comprising impermeable surfacing and also taking into account the delivery vehicles, there is limited options for SuDs. A Drainage Strategy has been produced by Nolan Associates (November 2022 which identifies the most applicable methods of drainage on Site.

The assessment looked at all the available options and found that the introduction of underground attenuation tanks is the most practical way to provide the full storage required.

- 6.34 In light of the above it is considered that the proposed development would comply with Local Plan Policy EN18 and NPPF Paragraph 159.

Biodiversity

- 6.35 Policy EN12 (Biodiversity and the Green Network) and EN14 (Trees, Hedges and Woodland) require development to not result in a net loss in biodiversity and provide a net gain where possible. Ecological enhancements (including bird and bat boxes) should be provided. In exceptional circumstances, off-site mitigation can be provided where it is not possible to provide it on-site. Development should make provision for tree planting.
- 6.36 NPPF Paragraphs 174, 179 and 180 set out that planning decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity. If harm cannot be avoided, then it should be mitigated or compensated elsewhere.
- 6.37 An Ecological Assessment has been provided by FPCR (December 2022) which confirms that the proposed development will provide a net loss in biodiversity of -76.79% and a net gain of +5.55% for hedgerows. The reason behind this is the existing grassland on the Site creates an artificially high baseline, beyond its limited ecological value (noting that it is not linked to the wider network).
- 6.38 In order to ensure the proposed scheme complies with the relevant policy, it is proposed that a suitable contribution is made towards off-site mitigation in this instance to ensure that the Site does not result in a net loss in biodiversity. This contribution, which could be secured via a suitably worded planning condition/obligation, could be used to upgrade local Council assets, or to purchase biodiversity credits through emerging schemes. The rationale behind this approach is:
- 6.39 The proposed development is acceptable in principle in providing modern and market facing employment floorspace to replace outdated stock
- 6.40 The proposed development would ensure the continuing use of the Site for employment, rather than converting the Site into residential uses, for which there is an extant and implementable consent
- 6.41 The proposed development has been designed to be market facing and provide sufficient floorspace and HGV parking to operate efficiently

- 6.42 As set out within the Ecological Assessment, we also consider that offsite provision is acceptable/appropriate in this instance as:
- 6.43 The nature of the biodiversity on the Site when assessed against the metric has meant a large percentage loss in biodiversity is found. In reality, this is akin to '1 biodiversity unit'.
- 6.44 The re-provision of similar typologies on the Site would negate the ability to deliver a market facing and commercial scheme
- 6.45 The Site does not represent a linked biodiversity feature as sought by the Local Plan
- 6.46 The ability to provide off-site enhancements (including provision of additional trees) will allow for a more targeted and productive approach to providing biodiversity than re-providing a relatively low value typology (the Ecological Appraisal sets out more information).
- 6.47 As such, for the above reasons we consider that in this instance off-site enhancement would provide a more holistic approach to biodiversity generation and would meet with the aims of Local Plan Policies EN13 and EN14 as well as NPPF Paragraphs 174, 179 and 180.
- 6.48 As such, on balance we consider that the proposals are acceptable in this regard with appropriate mitigation provided.

Noise

- 6.49 Policy EN17 (Noise Generating Equipment) stipulates that where noise generating equipment is proposed, the noise source specific level should be at least 10dBA below the existing background level as measured at the nearest noise sensitive receptor.
- 6.50 Paragraph 185 of the NPPF states that planning policies and decisions should ensure that new development is appropriate for its location taking into account the likely effects of pollution on health, living conditions and the natural environment. As a result, they should mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development.
- 6.51 The accompanying Noise Assessment prepared by AAC (December 2022) outlines that sound level monitoring was undertaken over an eight day period to assess the nearest noise sensitive receptors to inform the noise assessment. As a result, the nearest noise sensitive receptors were close to a busy road, and separate from the site by over 200m with existing buildings in between. Consequently, no adverse impacts are predicted during operation, thus no mitigation measures are required.
- 6.52 Consequently, the proposed development complies with both Local Plan Policy EN17 and NPPF Paragraph 185.

Air Quality

- 6.53 Policy EN15 (Air Quality) states development should have regard to the need to improve air quality and reduce the effects of poor air quality.
- 6.54 Paragraph 186 of the NPPF states that planning policies and decisions should take into account the cumulative impacts from individual sites in local areas. As a result, opportunities to improve air quality or mitigate impacts should be identified.
- 6.55 An Air Quality Assessment has been provided by AAC (December 2022) which demonstrates that during construction, the dust risk assessment is classified as medium risk, however as a result of the suggested mitigation measures, the residual effects are temporary, and not significant. In addition, whilst the proposal is operationally, the air quality impacts are considered to be not significant and therefore no mitigation measures are deemed as necessary.
- 6.56 As a result of the above, it is considered that the proposed development would comply with Local Plan Policy EN15 and NPPF Paragraph 186.

BREEAM and Sustainability

- 6.57 Policy CC2 (Sustainable Design and Construction) requires all development to be sustainable and address the impact of climate change. Policy CC2 requires all major non-residential developments are required to achieve a BREEAM rating of 'excellent'. In addition, Policy CC4 (Decentralised Energy) requires development to assess/link in to decentralised energy systems is feasible.

BREEAM

- 6.58 A BREEAM Pre-Assessment (the 'Assessment') has duly been carried out by Engineering Services Consultancy (May 2022) in support of the application. This Assessment is also supported by a Lifecycle Carbon Assessment.
- 6.59 The Assessment considers a number of factors which include management, health and wellbeing, energy, transport, water, materials, waste, land use & ecology, pollution and innovation and then gives the proposal a score from 0-100.
- 6.60 The Assessment identifies that a total potential BREEAM score of 90.28% has been achieved which equates to a rating of 'Outstanding'. The proposed development therefore exceeds Policy requirements in terms of BREEAM, which is considered to be a material benefit of the scheme. We note, however, that any requirements to meet BREEAM should be limited to policy compliance.

Sustainability

- 6.61 Sustainable development seeks to achieve the needs of the current demand without having to compromise the ability for future generations to meet their own needs. Climate change is also a driver for sustainable development which is important to consider over a long period. The demand for energy and fuel also continues to increase and is driven by increases in urbanisation, globalisation, and population growth.
- 6.62 In consideration of the above, a Sustainability Statement has been prepared by Engineering Services Consultancy (December 2022). The report finds that the proposed development would be designed with an enhanced building fabric which improves the thermal performance. A VRF system is considered as an air source which will be utilised to provide heating and cooling in the office areas. A minimum EPC rating of 'A' is also sought to be achieved, although a rating of "A+" will be targeted.
- 6.63 The proposed development would be designed to incorporate sustainable drainage systems which would in effect reduce the constraint on existing drainage systems. Sustainable transport will also be promoted throughout the construction stage and the negative impacts reduced through the use of local suppliers and labour.
- 6.64 The proposal has taken into consideration the various areas covered within the report. The proposed development would mitigate the negative impacts and where possible would aim to target opportunities for enhancement to the environment, economy and society.
- 6.65 It is therefore considered that this proposal would also comply with Local Plan Policies CC2 and CC4 and Paragraphs 7, 10 and 11 within the Framework.

Ground Conditions

- 6.66 Policy EN16 (Pollution and Water Resources) sets out that development will only be permitted where it would not be damaging to the environment and sensitive receptors through land, noise or light pollution.
- 6.67 Paragraph 183 of the NPPF sets out that planning policies and decision should ensure a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination.
- 6.68 A Geo-Environmental Assessment has been prepared by Delta-Simons (November 2022) in support of the planning application. This Assessment included Site works and six rounds of ground gas and water monitoring.
- 6.69 The Assessment identifies that significant contamination of the soils has not been identified at the Site. Although no asbestos containing materials (ACM) was identified, ACM may still be present within the existing buildings on site which therefore means it cannot fully be discounted on this basis.

- 6.70 Nonetheless, the proposed development includes the provision of a new building and associated hardstanding which covers much of the Site to break the linkage between the existing soils and future users of the Site. The Assessment nonetheless recommends a clean layer of topsoil is introduced in the newly landscaped areas of the Site.
- 6.71 With these measures in place, the proposals would comply with Local Plan Policy EN16 and paragraph 183 of the NPPF.

Utilities

- 6.72 Policy EN16 (Pollution and Water Resources) stipulates development will only be permitted where it would not be damaging to the environment and sensitive receptors through land, noise or light pollution; where it would result in no deterioration in, or ideally enhance ground and surface water quality, and where adequate water resources, sewerage and wastewater treatment infrastructure will be in place to support the proposed development.
- 6.73 A Utilities Infrastructure Review was produced by Engineering Services Consultancy (April 2022). The report identified the extent and level of gas, water, electricity and telecommunication utilities which are available within close proximity of the proposed development site. It was concluded within the report that the site has existing utility services available.
- 6.74 Therefore, based on the above, the proposal is in accordance with the requirements set out within Local Plan Policy EN16.

External Lighting Details

- 6.75 Policy CC7 (Design and the Public Realm) sets out that developments should ensure they create safe and accessible environments where crime and disorder or fear of crime does not undermine quality of life.
- 6.76 Paragraph 97 of the NPPF states that planning policies and decisions should promote public safety, specific reference is made to taking proportionate steps to reduce vulnerability, increase resilience and ensure public safety and security.
- 6.77 As a result, external lighting is to be provided across the site, located in the parking areas along the eastern boundary of the proposed building and southern boundary of the Site.
- 6.78 Consequently, the provision of external lighting ensures the creation of a safe environment in compliance with Local Plan Policy CC7 and paragraph 97 of the NPPF.

7.0 DRAFT HEADS OF TERMS

Section 106

- 7.1 The proposed Development will give rise to the need for planning contributions, made necessary by the development. With this in mind, the contents of any Section 106 Agreement will be the subject of more detailed negotiation and discussion as part of the planning process.
- 7.2 At this stage, and without prejudice, it is considered the below may be required:
- Employment Skills Plan (ability to produce a strategy or pay financial contribution for each phase (construction and end user));
 - Biodiversity offsetting (Subject to further discussions); and
 - Monitoring contribution.
- 7.3 The applicant's solicitor's details are:
- Gowling LLP, 2 Snowhill, Birmingham, B4 6WK
- 7.4 The applicant agrees to pay the Council's reasonable legal costs.

Community Infrastructure Levy

- 7.5 Reading Borough Council has an adopted CIL Charging Schedule, which was adopted in April 2015. However, due to the industrial nature of this proposed development, Reading Borough Council's CIL will not apply (£0 per sqm).

8.0 CONCLUSIONS

- 8.1 This Planning Statement has been prepared by Barton Willmore, now Stantec, on behalf of DV5 Coltham (Reading) Ltd to assess the planning issues arising from a full planning application for the following description at Bennet Court, Bennet Road, Reading:

“Full Planning Application consisting of the demolition of the existing buildings and construction of one industrial building (Use Class E (g)(iii) B2/B8) with ancillary offices; repositioning of existing access on Bennet Road; cycle, car, van and HGV parking; and all other ancillary and enabling works including landscaping, drainage, engineering and boundary treatments.”

- 8.2 The proposed development represents an opportunity to deliver economic benefits to Reading and the surrounding area, allowing for the redevelopment of an existing employment, brownfield site for industrial employment purposes.
- 8.3 This Planning Statement has demonstrated that the proposed development complies with the requirements and aspirations of Reading’s Local Plan and accompanying SPDs, and accords with national planning policy.
- 8.4 The supporting technical reports submitted as part of the Planning Application has also demonstrated compliance with all planning policy requirements, at a local and national level.
- 8.5 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 provides that the determination of a planning application must be in accordance with the Local Plan, unless material considerations indicate otherwise. As demonstrated within this Planning Statement and the supporting information, the proposal complies with the adopted Local Plan, SPD’s and NPPF, therefore the Council should seek to approve this planning application.

APPENDIX 1

Planning History

TOWN AND COUNTRY PLANNING ACT 1990

**THE TOWN & COUNTRY PLANNING
(DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND) (AMENDMENT)
ORDER 2016**

To: Pegasus Group
Columbia Centre
Station Road
Bracknell
RG12 1LP

Application No: 210306
Application type: Office use to dwelling
house - Class O, Part 1 GPDO 2015

**APPLICATION FOR PRIOR APPROVAL
UNDER CLASS O, PART 3 OF SCHEDULE 2 TO THE TOWN AND COUNTRY
PLANNING (GENERAL PERMITTED DEVELOPMENT) (ENGLAND) (AMENDMENT)
ORDER 2016**

Applicant: Ultima Properties Ltd

READING BOROUGH COUNCIL as Local Planning Authority give notice that the prior approval of the Local Planning Authority is **GIVEN** for the following development in accordance with the plans and supporting information submitted in connection with this application.

Proposal: Change of use of building (Plot 2) from Class B1(a) (offices) to C3 (dwelling houses) to comprise 22 flats. Prior Notification under Class O, Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended).

At: 1 Bennet Court Bennet Road Reading RG2 0QX

OTHER STATUTORY CONSENTS MAY BE REQUIRED

Date: 19 April 2021



Head of Planning, Development
& Regulatory Services *JFM*

Application At: 1 Bennet Court Bennet Road Reading RG2 0QX

Application No: 210306

Application type: Office use to dwelling house - Class O, Part 1 GPDO 2015

The development shall be carried out in accordance with the details approved by the Local Planning Authority as follows, unless otherwise agreed in writing by the Local Planning Authority:

CONDITIONS & REASONS

1. This development under Class O is permitted subject to it being completed within a period of 3 years starting with the prior approval date on this decision notice.

Reason: To comply with the requirement of paragraph O.2. (2) of the Town and Country Planning (General Permitted Development) (England) (Amendment) Order 2016.

2. The development shall be carried out only in accordance with the submitted information and details set out in the application form including the following plans and documents:

Drawing No: Plot 2 Site Plan

Drawing No: Ground Floor Plans (Only Plot 2 hereby approved)

Drawing No: First Floor Plans (Only Plot 2 hereby approved)

Received 22nd February 2021

Reason: In order to comply with the provisions of Part W of the Town and Country Planning (General Permitted Development) (England) Order 2016.

3. The glazing, ventilation and any other mitigation specified shall be installed in accordance with the specifications recommended within the Noise Assessment submitted with the application ACA Acoustics, 15th January 2021, Report Reference: 201205-R001A.

Reason: In order to protect the amenity of future occupants of the proposed development in accordance with Policy CC8 of the Reading Borough Local Plan 2019.

4. *No development shall commence on site including demolition and any preparatory works until an assessment of the nature and extent of contamination has been submitted to and been approved in writing by the Local Planning Authority. This assessment must be undertaken by a competent person, and shall assess any contamination on the site, whether or not it originates on the site. Moreover, it must include:
 - (i) a survey of the extent, scale and nature of contamination;
 - (ii) an assessment of the potential risks to:
 - human health,

Date: 19 April 2021



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- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

Reason: Reason: To ensure the development is suitable for its end use and the wider environment and does not create undue risks to occupiers of the site or surrounding areas due to contaminated land, in accordance with paragraph O.2(1) (b), Class O, Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development)(England) (Amendment) Order 2016 and in accordance with Policy EN16 of the Reading local Plan 2019.

5. *No development shall commence on site including demolition and any preparatory works until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been submitted to and been approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, an appraisal of remedial options, and proposal of the preferred option(s), and a timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason: To ensure the development is suitable for its end use and the wider environment and does not create undue risks to occupiers of the site or surrounding areas due to contaminated land, in accordance with paragraph O.2(1) (b), Class O, Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development)(England) (Amendment) Order 2016 and in accordance with Policy EN16 of the Reading local Plan 2019.

6. The approved remediation scheme under Condition 5 shall be implemented in accordance with the approved timetable of works. A validation report (that demonstrates the effectiveness of the remediation carried out) shall be submitted to and approved by the Local Planning Authority before first occupation of any residential unit.

Reason: To ensure the development is suitable for its end use and the wider environment and does not create undue risks to occupiers of the site or surrounding areas due to contaminated land, in accordance with paragraph O.2(1) (b), Class O, Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development)(England) (Amendment) Order 2016 and in accordance with Policy EN16 of the Reading local Plan 2019.

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& Regulatory Services *JFM*

7. In the event that contamination is found at any time when carrying out the approved development not previously identified, development shall be halted on that part of the site the contamination reported in writing to the Local Planning Authority.

An assessment of the nature and extent of contamination shall be undertaken and where remediation is necessary a remediation scheme, together with a timetable for its implementation, shall be submitted in writing to the Local Planning Authority for its written approval. The measures in the approved remediation scheme shall be implemented in accordance with the approved timetable. Halted works shall not be recommenced until the measures identified in the approved remediation scheme have been completed and a validation report has been submitted to and been approved in writing by the Local Planning Authority.

Reason: To ensure the development is suitable for its end use and the wider environment and does not create undue risks to occupiers of the site or surrounding areas due to contaminated land, in accordance with paragraph O.2(1) (b), Class O, Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development)(England) (Amendment) Order 2016 and in accordance with Policy EN16 of the Reading local Plan 2019.

INFORMATIVES

1. The proposal meets the relevant criteria set out in Class O and the proposal is not considered to have an adverse impact in relation to transport and highways matters, contamination risks on the site, flooding risks on the site, impacts of noise from commercial premises on the intended occupiers of the development; or light to habitable rooms.

2. The granting of Prior Approval relates only to the change of use of existing floor space and land. If external alterations or extensions to the building are intended, a separate planning application is required for these works.

3. The applicant is advised that as an application for prior approval under Class O, Part 3 of Schedule 2 to the Town and Country Planning (General Permitted Development) Order 2016, as amended by The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2016, this prior approval notice relates to the change of use of the building from Class B1(a) to C3 (dwellinghouses) only and no other use.

4. This prior approval relates only to the change of use of existing floor space and land. If there are any external alterations or extensions to the building, planning permission is required for these.

5. The occupiers of the residential units will not be automatically entitled to an on-street car parking permit. Current and new occupiers should be informed of this and be advised to find out more about parking permits on the Council's website. There is already a high

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level of on street car parking in the area and the site is located close to local facilities, with frequent public transport services on nearby roads.

6. i) The attention of the applicant is drawn to Section 59 of the Highways Act 1980, which enables the Highway Authority to recover expenses due to damage caused by extraordinary traffic.

ii) Any works affecting the Highway shall be in accordance with Reading Borough's Council's document "Guidance Notes for Activities on the Public Highway within the Borough of Reading". The applicant should note that compliance with this document is mandatory and licences to work on the Highway will only be issued if the requirements contained within it are met. A copy can be obtained from the Council's website.

7. We commonly receive complaints about noise and dust caused by construction and demolition works, particularly working outside reasonable hours and about smoke from bonfires associated with the burning of waste on site of minor developments.

Noisy construction, demolition and associated activities should be restricted to between the hours of 08:00hrs to 18:00hrs Mondays to Fridays, and 09:00hrs to 13:00hrs on Saturdays, with no noisy works taking place at any time on Sundays and Bank or Statutory Holidays. There should be no burning of waste on the site.

8. To minimise the disturbance by noise of future residential occupiers of the flats and its effect on neighbouring residents, residential accommodation must be designed and constructed or converted so as to achieve the insulation requirements set out in Building Regulations Approved Document E.

9. There is a widespread problem in Reading with rats as the rats are being encouraged by poor waste storage which provides them with a food source. Where developments involve shared bin storage areas e.g. flats and hotels there is a greater risk of rats being able to access the waste due to holes being chewed in the base of the large wheelie bins or due to occupants or passers not putting waste inside bins, or bins being overfilled. It is therefore important for the bin store to be vermin proof to prevent rats accessing the waste.

10. Some conditions have been highlighted (with an *) to make clear that they require approval from the Local Planning Authority before any development begins. This is because the details need to be designed or works implemented before any other works start on the site or are of a nature that it would be impractical to consider after work has started.

11. The local planning authority has worked positively and proactively with the applicant to resolve relevant matters to allow prior approval to be granted within the target timescale for the decision to be issued.

12. The application site comprises two detached two storey office buildings (Plot 1 and Plot 2) located on the south side of Bennet Road, known as 'Bennet Court'. This application relates to Plot 2. As such, for the avoidance of doubt, only the Plot 2 floorplans are hereby

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& Regulatory Services *JFM*

approved and not those associated with Plot 1 (which is being separately considered under reference 210320).

Date: 19 April 2021



Head of Planning, Development
& Regulatory Services *JPM*

TOWN AND COUNTRY PLANNING ACT 1990

**THE TOWN & COUNTRY PLANNING
(DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND) (AMENDMENT)
ORDER 2016**

To: Pegasus Group
Columbia Centre
Station Road
Bracknell
RG12 1LP

Application No: 210320
Application type: Office use to dwelling
house - Class O, Part 1 GPDO 2015

**APPLICATION FOR PRIOR APPROVAL
UNDER CLASS O, PART 3 OF SCHEDULE 2 TO THE TOWN AND COUNTRY
PLANNING (GENERAL PERMITTED DEVELOPMENT) (ENGLAND) (AMENDMENT)
ORDER 2016**

Applicant: Pegasus Group

READING BOROUGH COUNCIL as Local Planning Authority give notice that the prior approval of the Local Planning Authority is **GIVEN** for the following development in accordance with the plans and supporting information submitted in connection with this application.

Proposal: Change of use of building (Plot 1) from Class B1(a) (offices) to C3 (dwelling houses) to comprise 27 flats. Prior Notification under Class O, Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended).

At: 1 Bennet Court Bennet Road Reading RG2 0QX

OTHER STATUTORY CONSENTS MAY BE REQUIRED

Date: 21 April 2021



Head of Planning, Development
& Regulatory Services *JFM*

Application At: 1 Bennet Court Bennet Road Reading RG2 0QX

Application No: 210320

Application type: Office use to dwelling house - Class O, Part 1 GPDO 2015

The development shall be carried out in accordance with the details approved by the Local Planning Authority as follows, unless otherwise agreed in writing by the Local Planning Authority:

CONDITIONS & REASONS

1. This development under Class O is permitted subject to it being completed within a period of 3 years starting with the prior approval date on this decision notice.

Reason: To comply with the requirement of paragraph O.2. (2) of the Town and Country Planning (General Permitted Development) (England) (Amendment) Order 2016.

2. The development shall be carried out only in accordance with the submitted information and details set out in the application form including the following plans and documents:

Drawing No: Plot 1 Site Plan

Drawing No: Ground Floor Plans (Only Plot 1 hereby approved)

Drawing No: First Floor Plans (Only Plot 1 hereby approved)

Received 25th February 2021

Reason: In order to comply with the provisions of Part W of the Town and Country Planning (General Permitted Development) (England) Order 2016.

3. The glazing, ventilation and any other mitigation specified shall be installed in accordance with the specifications recommended within the Noise Assessment submitted with the application ACA Acoustics, 15th January 2021, Report Reference: 201205-R001A.

Reason: In order to protect the amenity of future occupants of the proposed development in accordance with Policy CC8 of the Reading Borough Local Plan 2019.

4. *No development shall commence on site including demolition and any preparatory works until an assessment of the nature and extent of contamination has been submitted to and been approved in writing by the Local Planning Authority. This assessment must be undertaken by a competent person, and shall assess any contamination on the site, whether or not it originates on the site. Moreover, it must include:

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- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:
 - human health,
 - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
 - adjoining land,
 - groundwaters and surface waters,
 - ecological systems,
 - archaeological sites and ancient monuments;

Reason: To ensure the development is suitable for its end use and the wider environment and does not create undue risks to occupiers of the site or surrounding areas due to contaminated land, in accordance with paragraph O.2(1) (b), Class O, Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development)(England) (Amendment) Order 2016 and in accordance with Policy EN16 of the Reading local Plan 2019.

5. *No development shall commence on site including demolition and any preparatory works until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been submitted to and been approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, an appraisal of remedial options, and proposal of the preferred option(s), and a timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason: To ensure the development is suitable for its end use and the wider environment and does not create undue risks to occupiers of the site or surrounding areas due to contaminated land, in accordance with paragraph O.2(1) (b), Class O, Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development)(England) (Amendment) Order 2016 and in accordance with Policy EN16 of the Reading local Plan 2019.

6. The approved remediation scheme under Condition 5 shall be implemented in accordance with the approved timetable of works. A validation report (that demonstrates the effectiveness of the remediation carried out) shall be submitted to and approved by the Local Planning Authority before first occupation of any residential unit.

Reason: To ensure the development is suitable for its end use and the wider environment and does not create undue risks to occupiers of the site or surrounding areas due to contaminated land, in accordance with paragraph O.2(1) (b), Class O, Part

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3 of Schedule 2 of the Town and Country Planning (General Permitted Development)(England) (Amendment) Order 2016 and in accordance with Policy EN16 of the Reading local Plan 2019.

7. In the event that contamination is found at any time when carrying out the approved development not previously identified, development shall be halted on that part of the site the contamination reported in writing to the Local Planning Authority. An assessment of the nature and extent of contamination shall be undertaken and where remediation is necessary a remediation scheme, together with a timetable for its implementation, shall be submitted in writing to the Local Planning Authority for its written approval. The measures in the approved remediation scheme shall be implemented in accordance with the approved timetable. Halted works shall not be recommenced until the measures identified in the approved remediation scheme have been completed and a validation report has been submitted to and been approved in writing by the Local Planning Authority.

Reason: To ensure the development is suitable for its end use and the wider environment and does not create undue risks to occupiers of the site or surrounding areas due to contaminated land, in accordance with paragraph O.2(1) (b), Class O, Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development)(England) (Amendment) Order 2016 and in accordance with Policy EN16 of the Reading local Plan 2019.

INFORMATIVES

1. The proposal meets the relevant criteria set out in Class O and the proposal is not considered to have an adverse impact in relation to transport and highways matters, contamination risks on the site, flooding risks on the site, impacts of noise from commercial premises on the intended occupiers of the development; or light to habitable rooms.
2. The granting of Prior Approval relates only to the change of use of existing floor space and land. If external alterations or extensions to the building are intended, a separate planning application is required for these works.
3. The applicant is advised that as an application for prior approval under Class O, Part 3 of Schedule 2 to the Town and Country Planning (General Permitted Development) Order 2015, as amended by The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2016, this prior approval notice relates to the change of use of the building from Class B1(a) to C3 (dwellinghouses) only and no other use.
4. This prior approval relates only to the change of use of existing floor space and land. If there are any external alterations or extensions to the building, planning permission is required for these.

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5. The occupiers of the residential units will not be automatically entitled to an on-street car parking permit. Current and new occupiers should be informed of this and be advised to find out more about parking permits on the Council's website. There is already a high level of on street car parking in the area and the site is located close to local facilities, with frequent public transport services on nearby roads.

6. i) The attention of the applicant is drawn to Section 59 of the Highways Act 1980, which enables the Highway Authority to recover expenses due to damage caused by extraordinary traffic.

ii) Any works affecting the Highway shall be in accordance with Reading Borough's Council's document "Guidance Notes for Activities on the Public Highway within the Borough of Reading". The applicant should note that compliance with this document is mandatory and licences to work on the Highway will only be issued if the requirements contained within it are met. A copy can be obtained from the Council's website.

7. We commonly receive complaints about noise and dust caused by construction and demolition works, particularly working outside reasonable hours and about smoke from bonfires associated with the burning of waste on site of minor developments.

Noisy construction, demolition and associated activities should be restricted to between the hours of 08:00hrs to 18:00hrs Mondays to Fridays, and 09:00hrs to 13:00hrs on Saturdays, with no noisy works taking place at any time on Sundays and Bank or Statutory Holidays. There should be no burning of waste on the site.

8. To minimise the disturbance by noise of future residential occupiers of the flats and its effect on neighbouring residents, residential accommodation must be designed and constructed or converted so as to achieve the insulation requirements set out in Building Regulations Approved Document E.

9. There is a widespread problem in Reading with rats as the rats are being encouraged by poor waste storage which provides them with a food source. Where developments involve shared bin storage areas e.g. flats and hotels there is a greater risk of rats being able to access the waste due to holes being chewed in the base of the large wheelie bins or due to occupants or passers not putting waste inside bins, or bins being overfilled. It is therefore important for the bin store to be vermin proof to prevent rats accessing the waste.

10. In accordance with Article 35 (DMPO 2015) some conditions have been highlighted to make clear that they require approval from the Local Planning Authority before any development begins. This is because the details need to be designed or works implemented before any other works start on the site or are of a nature that it would be impractical to consider after work has started.

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11. The local planning authority has worked positively and proactively with the applicant to resolve relevant matters to allow prior approval to be granted within the target timescale for the decision to be issued.

12. The application site comprises two detached two storey office buildings (Plot 1 and Plot 2) located on the south side of Bennet Road, known as 'Bennet Court'. This application relates to Plot 1. As such, for the avoidance of doubt, only the Plot 1 floorplans are hereby approved and not those associated with Plot 2 (which is being separately considered under reference 210306).

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