
Planning Statement

Erection of a car showroom building and a car valet building (sui generis), with associated car parking and landscaping works.

September 2017

Planning Statement

Worton Grange, Imperial Way, Reading



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1. Introduction

- 1.1. This planning statement has been prepared by Savills on behalf of Kier Reading LLP in support of a planning application ('the application') in relation to land at Worton Grange, Imperial Way, Reading ('the site'), shown edged in red on the Location Plan at **Appendix 1**.
- 1.2. The site measures 0.54 hectares and is located in South Reading, just north of the M4, Junction 11. The site forms part of the Worton Grange development which is identified on the Site Plan at **Appendix 2**.
- 1.3. Planning permission was granted on 14 April 2016 for a hybrid application (reference 151944) ('the Original Consent') to redevelop Worton Grange, comprising:
- 1) Outline planning permission for up to 175 dwellings, including affordable housing (with all matters reserved apart from access); and
 - 2) Full planning permission for 12 commercial units (with flexible use within Classes B1(c), B2 and B8) with ancillary retail sales to accommodate trade counters; two car showrooms with provision for MOT and servicing (Sui Generis); three retail warehouse units (Class A1); 120 bed hotel (Class C1); pub with restaurant facility (Class A4); coffee shop (Class A1); restaurant (Class A3); and a bank (Class A2).
- 1.4. This application relates to the part of the detailed element of the original consent, known as Car Showroom 1, which comprises of a 1,114.8 sqm car showroom building with provision for MOT and servicing, and 120 car parking spaces. This application seeks approval (as a new full planning application) for a number of changes which are required to the building and layout as a result of an occupier for the building having being secured.
- 1.5. The current proposals deviate from the plans approved under the original consent in the following ways:
- Floor plans changes, including:
 - Customer entrance repositioned centrally (south west elevation);
 - Vehicle access doors relocated to north east elevation (x2) and south east elevation (x1);

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- Fire doors added to north west elevation;
 - Service yard area included to the north east of the building;
 - Floor plan demarcates the different areas at ground and mezzanine level, including showroom space, car MOT area, vehicle workshop, parts storage and staff / sales offices.
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- Roof plan changes, including:
 - Roof profile altered, with 'hip end' removed from northern side. Overall height is unchanged and the roof remains behind and below the parapet.
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- Elevational changes, including:
 - Extent of glazing on north west elevation reduced and replaced by cladding system, feature wall, signage and a section of full height curtain wall glazing (northwest corner);
 - Glazing in north east elevation omitted and vehicle access doors added;
 - Glazing in south west elevation increased and cladding system replaced with full height curtain wall glazing across entire elevation (excluding signage area);
 - Cladding system on south east elevation replaced with vertical hung cladding, render feature wall, signage and full height curtain wall glazing (southwest corner); and
 - End user signage shown (which is for illustration only and would be subject to a separate application for advertisement consent).
-
- Site layout changes, including:
 - Service yard area included to the north east of the building;
 - Number of car parking spaces parking reduced from 120 to 107 and car park layout amended;
 - Single storey car valet building added to the south east edge of the site;
 - Cycle parking relocated to the north of the car showroom building;
 - Bin store added to the north east of the car showroom building; and
 - 3.2m high x 15m long 'feature wall' to the north east side car showroom building.

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Description of Development

1.6. The planning application proposes:

“Erection of a car showroom building and a car valet building (sui generis), with associated car parking and landscaping works.”

Pre-application consultation

1.7. Consultation with Reading Borough Council (RBC) Officers confirmed that the proposed changes to Car Showroom 1 could not be dealt with under Section 96A of the Town and Country Planning Act 1990 and that a new planning application would be required.

Accompanying Reports

1.8. On the basis that this application seeks approval for only minor changes to the Car Showroom 1 as approved under the original consent, it has been agreed with RBC Officers that the Planning Statement deal with technical matters, with addendum notes provided to address transport issues and Sustainable Drainage Proposals. The agreed submission material is set out in the Table 1.1 below.

DOCUMENT/PLAN	REFERENCE
Application Form	PP-06312306
CIL Questionnaire	N/A
Planning Statement	September 2017
Transport Addendum Note	32618-TN011
Sustainable Drainage System Proposal	PCS Engineers
Design and Access Statement	1894-P-DAS2
Site and Building Plan	1894 - P - 269
Site Location Plan	1894 - P - 270
Proposed Site Plan	1894 - P - 271
Proposed Ground Floor and Mezzanine Plan 1	1894 - P - 272
Roof Plan	1894 - P - 273
Elevations	1894 - P - 274

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Sections	1894 - P - 275
Proposed Valet Building	1894 - P - 276

Table 1.1 – List of Documents / Plans

Structure of the Planning Statement

- 1.9. The structure of this Planning Statement is set out as follows:
- **Section 2 (Site and Surroundings)** sets out a description of the site and surrounding area;
 - **Section 3 (Proposed Development)** sets out a detailed description of the development proposals;
 - **Section 4 (Planning Policy Framework)** sets out the relevant planning policy framework that the proposals are to be considered against;
 - **Section 5 (Planning Assessment)** introduces the discussion on the material planning considerations arising from the application proposals;
 - **Section 6 (Planning Obligations and CIL)** provides an overview of planning obligations and CIL; and
 - **Section 7 (Conclusions)** presents our conclusions.
- 1.10. The principle of a car showroom on the site was established under the original consent and is therefore considered to be acceptable. The proposals form part of the Worton Grange development and will contribute to the delivery of a wider mix of commercial uses that will support the local economy and generate a number of new employment opportunities at this highly sustainable location. The development therefore constitutes sustainable development, in both isolation and as part of the wider redevelopment of Worton Grange, that will help deliver significant social, economic and environmental benefits to South Reading in accordance with the Council's aspirations for this area and the National Planning Policy Framework (NPPF). The proposed development should therefore be considered favourably by the Local Planning Authority.

2. The Site and Surrounding Area

The Site

- 2.1. The site measures 0.54 hectares and forms part of the Worton Grange development site which extends to approximately 8.20 ha of previously developed land. The site is located in South Reading alongside a key route into Reading from the Basingstoke Road and A33, approximately 550m north of the M4, Junction 11.
- 2.2. The wider site boundaries are formed by roads consisting of Imperial Way to the north-west, Basingstoke Road to the south-east and the A33 (where it joins Basingstoke Road) to the south-west.
- 2.3. The wider development site has been cleared and the initial phases of the original consent are under construction, including the delivery of the Section 278 highway works which among other things create new accesses from Basingstoke Road and Imperial Way and a new spine road running north / south through the commercial element of the original consent. The application site is located in northern corner of the commercial part of the original consent, adjacent to Imperial Way.

3. Proposed Development

3.1. The application seeks planning permission for the erection of a 1,271.11 sqm (GIA) building (including a mezzanine with ancillary office space and staffroom area) for use as a car showroom (sui-generis), a 125 sqm (GIA) single storey car valet building, associated car parking (107 spaces) and landscaping.

3.2. The physical elements of the development will comprise:

Car showroom building:

- Building with a rectangular plan form 7.40m in height (to parapet); and
- External elevations comprising of a mixture of vertically laid composite insulated metal cladding panels (Silver - RAL 9006), white render, and powder coated aluminium framed curtain wall system (Silver - RAL 9006).

Car valet building:

- Three bay building (with open valet area) 4.5m in height located to the south-east of the site; and
- External elevations comprising of a mixture of vertically laid composite insulated metal cladding panels (Silver - RAL 9006), outward opening solid metal doors (Silver – RAL 9006) and vertically opening metal doors (Silver – RAL 9006).

3.3. The development proposes 107 car parking spaces consisting of a mixture of staff, customer and display (internal and external) spaces. Further details are provided within the accompanying Transport Addendum Note.

3.4. The site will be accessed from the new spine road (connecting Basingstoke Road and Imperial Way) which is currently being constructed in accordance with the Section 278 works agreed under the original consent.

4. Planning Policy Framework

4.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that planning applications should be determined in accordance with the Development Plan, unless material considerations indicate otherwise. The Council's Development Plan comprises the:

- Reading Borough Local Development Framework (LDF) Core Strategy (adopted 2008 and altered January 2015); and
- Sites and Detailed Policies Document (adopted 2012 and altered January 2015).

4.2. The National Planning Policy Framework (NPPF), Planning Practice Guidance and the Council's emerging Local Plan 2036 Supplementary Planning Guidance / Documents are also relevant material considerations.

Reading Borough Local Development Framework (LDF) Core Strategy

4.3. The main policies relevant to the determination of this application are set out below:

- *Policy CS2 'Waste Minimisation'*. The need to minimise the generation of waste in the construction, use and life of buildings and promote more sustainable approaches to waste management.
- *Policy CS3 'Social Inclusion and Diversity'* states that major developments should demonstrate measures to enhance social inclusion and access to services and facilities. The policy also encourages public involvement in planning.
- *Policy CS4 'Accessibility and the Intensity of Development'*. This policy states that the scale and density of development within the Borough will be related to its level of accessibility by walking, cycling and public transport to a range of services and facilities.
- *Policy CS5 'Inclusive Access'*. All buildings should be designed to provide suitable access to, into and within, its facilities, for all potential users, including disabled people.

- *Policy CS7 'Design and the Public Realm'*. Development must be of high design quality that maintains and enhances the character and appearance of the area.
- *Policy CS10 'Location of Employment Development'* states that major employment uses will be located in the A33 corridor or in the Core Employment Areas.
- *Policy CS22 'Transport Assessments'*. Proposals should make appropriate provision for works and contributions to ensure an adequate level of accessibility and safety by all modes of transport in accordance with an agreed transport assessment submitted with an application.
- *Policy CS23 'Sustainable Travel and Travel Plans'*. Proposals for major development need to show a commitment to implement measures to promote and improve sustainable transport facilities.
- *Policy CS24 'Car/Cycle Parking'*. Will be determined in accordance with separate standards.
- *Policy CS34 'Pollution and Water Resources'*. Development will only be permitted where it would not be damaging to the environment through air, land, noise or light pollution; where it would preserve ground and surface water quality; and where existing water resources, sewerage and wastewater treatment infrastructure are adequate to support the development.
- *Policy CS36 'Biodiversity and Geology'*. Development should retain, protect and incorporate any features of biodiversity or geological interest found within the application site.

Sites and Detailed Policies Document (adopted 2012 and altered January 2015).

4.4. The main policies relevant to the determination of this application are set out below:

- 4.5. *Policy DM4 'Safeguarding Amenity'*. Development should not cause a significant detrimental impact to the living environment of existing or new residential properties.
- 4.6. *Policy DM12 'Access, traffic and highway-related matters'*. This considers the impact of new or altered accesses, improvement works to the transport network, the creation of new transport infrastructure or the generation of additional trips on the transport network.
- 4.7. *Policy DM18 'Tree Planting'*. This policy requires new development to make provision for tree planting within the application site, or off site in appropriate situations.
- 4.8. *Policy DM19 'Air Quality'*. Development should have regard to the need to improve air quality and reduce the effects of poor air quality. Where a development would introduce residential development within an Air Quality Management Area detrimental effects on that use should be mitigated.
- 4.9. *Policy SA2A 'Worton Grange'*. Worton Grange is identified as one of three South Reading Strategic Development Sites forming part of the South Reading Framework. The site is allocated under Policy SA2a for the following uses:
- residential 175 - 275 units;
 - community uses;
 - small scale retail and leisure uses (at a scale commensurate to the needs of the housing proposal);
 - open space;
 - public transport interchange;
 - some office floorspace (ranging from small-scale up to the equivalent of the previous levels of floorspace on site); and warehousing redevelopment.
- 4.10. *Policy SA14 'Cycle Routes'*. Development should not detrimentally affect an identified cycle route and where there are opportunities improvements to the route or cycling facilities will be sought within developments.

National Planning Policy Framework (NPPF)

- 4.16. The NPPF provides an overarching framework for the production of local policy documents and the consideration of development proposals. At the heart of the framework is a presumption in favour of sustainable development which should be seen as a 'golden thread' running through both plan-making and decision-taking. For decision-taking this includes approving development proposals that accord with the development plan without delay.
- 4.17. The NPPF sets out that there are three dimensions to sustainable development. An economic role - contributing to building a strong, responsive and competitive economy; a social role - supporting strong vibrant and healthy communities; and an environmental role – contributing to protecting and enhancing the natural, built and historic environment. The NPPF states that these roles are mutually dependent and should not be taken in isolation.
- 4.18. The following sections of the NPPF are of particular relevance to the proposed development.

Section 1: Building a strong, competitive economy

- 4.19. The NPPF supports sustainable economic growth and states:

"The Government is committed to securing economic growth in order to create jobs and prosperity..." (Paragraph 18).

'The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system' (Paragraph 19)."

Section 7: Good Design

4.20. Paragraph 56 sets out that the Government attaches great importance to the design of the built environment stating “Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positivity to making places better for people”.

Supplementary Planning Documents and Guidance

4.21. The relevant SPD’s and other guidance includes:

- Planning Obligations under S106 SPD (Adopted April 2015) sets out how S106 contributions will be secured in the context of CIL.
- Employment, Skills and Training SPD (Adopted April 2013) provides guidance on how developers are expected to contribute to employment initiatives.
- Revised Parking Standards and Design SPD (Adopted October 2011) provides guidance on the level of parking required for new developments.

Emerging Reading Local Plan 2036

4.22. RBC are in process of preparing a new Local Plan to manage growth in Reading up to 2036. The Council consulted on their Draft Local Plan in May to June 2017. The Council's Local Plan timetable, as set out in the Local Development Scheme updated in November 2016, is set out in Table 4.1 below.

MILESTONE	DATE
Call for Sites	January 2014
Issues and Options consultation	January 2016
Draft Local Plan consultation	April 2017
Revised Draft Local Plan consultation	November 2017
Submission to Secretary of State	February 2018
Examination in Public	April-June 2018
Adoption	January 2019

Table 4.1 – Local Development Scheme (November 2016)

- 4.23. The plan is at an early phase in the preparation process and is not considered to carry any weight as a material consideration at this stage. Notwithstanding this, the emerging policies would have no bearing on the principle of development already established at the site.

Community Infrastructure Levy (CIL)

- 4.24. The CIL Charging Schedule was approved in January 2015 and took effect from 1st April 2015. The proposed floorspace is not chargeable development as set out in the Council's CIL Charging Schedule.

Other material considerations

- 4.25. As referred to earlier, the original consent was granted on 14 April 2016 for a hybrid scheme incorporating 175 residential dwellings and a range of non-residential uses. Within the detailed part of the original consent were two car showrooms, referred to as Car Showroom 1 and 2. The current application seeks full planning permission for a revised scheme for Car Showroom 1 only. However, the scale and use of the revised proposal is unchanged from the original consent and it would remain part of the wider Worton Grange redevelopment scheme, which is under construction. The original consent is therefore a relevant material consideration that should be afforded substantial weight in determining the current planning application.

5. Planning Assessment

Principle of development

- 5.1. The application site is located in south Reading, which is an area identified within RBC's SDPD as offering major opportunities for regeneration and development, particularly along the A33 and Basingstoke Road Corridors.
- 5.2. The principle of a car showroom on the site has been established by the original consent (reference 151944) and remains acceptable. Furthermore, the proposed development continues to support the regeneration and development of the site in accordance with Policy SA2a of the SDPD.

Sustainable Development

- 5.3. Paragraph 14 of the National Planning Policy Framework (NPPF) sets out the presumption in favour of sustainable development. It follows that in order for paragraph 14 to be engaged it is necessary to demonstrate that the site is in a sustainable location and that the proposal is in itself a form of sustainable development.
- 5.4. Development of the site will constitute sustainable development achieving a number of social, economic and environmental benefits.
- 5.5. Economic Dimension – the development would contribute towards building a strong, responsive and competitive economy by adding to the mix of uses within the area. The development would generate direct and indirect jobs during both the construction and operational phases.
- 5.6. Social Dimension – the proposed development is part of a wider development which will contribute to the regeneration of South Reading by creating a high quality new environment, enhancing the local and wider area.

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- 5.7. Environmental Dimension – The wider development has been designed to encourage sustainable modes of transport, support provision of a bus interchange/ bus stop and retain a clear zone within the site along with A33 for the potential Mass Rapid Transport System. Furthermore, the development will be designed to minimise waste and pollution.
- 5.8. For these reasons and taking into account the accessibility of the site by non car modes of transport, the application proposals can be considered sustainable development in accordance with the NPPF.

Design

- 5.9. Core Strategy Policy CS7 'Design and the Public Realm' seeks to achieve high quality design that maintains and enhances the character and appearance of the area.
- 5.10. The proposals are largely unchanged from those approved under the original consent. The key changes relate to the layout and external appearance of the car showroom building.
- 5.11. The proposals would increase the size of the car showroom customer entrance and reposition it centrally within the south west elevation, where it is expressed by a projecting bay. The main vehicle entrances would be located to the rear of the building, where they would not be visible from the public realm. These changes would enhance the way the showroom building interacts with the street scene and its contribution to the sense of place created by the new Worton Grange development.
- 5.12. The elevational alterations would see a greater range of materials and the introduction of curtain wall glazing to three elevations would add visual interest to the building and enhance the new townscape.
- 5.13. In summary therefore, the proposals would deliver a high quality development in accordance with the requirements of Policy CS7 'Design and the Public Realm' of the Core Strategy.

Access Arrangements

- 5.14. Access to the car showroom will remain as approved in the original consent. Access is provided from a road off the new spine road linking Basingstoke Road and Imperial Way (north / south alignment), which also serves a second car showroom and 12 trade city units.

Highway Impact

- 5.15. A Transport Assessment (TA) prepared by Peter Brett Associates (ref: 32618/5501) dated October 2015 was submitted in support of the original consent in accordance with Policy CS22 'Transport Assessments' of the Core Strategy. The current application is accompanied by a Transport Addendum Note prepared by Peter Brett Associates. This provides an update to the TA approved under the original consent.
- 5.16. Condition 56 and 57 of the original consent require Employment Travel Plans to be prepared and monitored. Where necessary, we would support the inclusion of these conditions as part of the current application. The application would therefore accord with Policy CS23 'Sustainable Travel and Travel Plans' of the Core Strategy.
- 5.17. Any highway impacts during construction works would be localised, temporary and utilise the nearby strategic roads. Condition 52 of the original consent requires submission of a 'Construction Management Statement' (CMS) prior to development commencing. We would support a similar condition requiring approval of a CMS.
- 5.18. The proposed development would therefore have no adverse impacts on the highway and complies with Policy CS22 of the Core Strategy and Policy DM12 of the SDPD.

Car parking

- 5.19. The application proposes 107 car parking spaces. The Transport Addendum note sets out the allocation of these spaces and confirms that they would comply with the Council's Revised Parking Standards and Design SPD.

- 5.20. The proposed parking is therefore considered to be in accordance with Policy CS24 'Car/Cycle Parking' of the Core Strategy.

Cycle Parking

- 5.21. Cycle parking for eight bicycles has been proposed adjacent to the car showroom building. This would be secure and sheltered in accordance with Policy CS24 'Car/Cycle Parking' of the Core Strategy and the Council's Revised Parking Standards and Design SPD.

Servicing

- 5.22. The detailed element of the original consent has been designed to enable suitable servicing, delivery and waste collection arrangements to be accommodated across the site and for different uses. The Transport Addendum note supporting the application includes tracking drawings (drawing number: 32618-001-023 A) to show how the development could be serviced, ensuring that delivery and refuse vehicles can enter and exit all parts of the site in a forward gear.
- 5.23. Conditions 54 and 77 of the original consent secure details relating to delivery and waste management. We would support inclusion of similar pre-occupation conditions in relation to the current application.
- 5.24. The application therefore accords with the requirements of Policy DM12 of the SDPD and Policy CS22 of the Core Strategy.

Waste Strategy

- 5.25. The original consent was supported by a Waste Strategy prepared by Peter Brett Associates (ref: 32618/2501 REV: 02) dated October 2015. This confirms that the strategy for waste management is to include measures in accordance with the waste hierarchy "eliminate, reduce, reuse, recycle".

- 5.26. With regard to operational waste, commercial waste will be collected and managed through commercial waste contracts. Condition 77 of the original consent requires a waste management plan to be agreed with the Council. We would support the inclusion of a similar condition in relation to the current application.
- 5.27. The development will therefore seek to minimise waste during construction and operational phases of the development in accordance with Policy CS2 'Waste Minimisation' of the Core Strategy.

Archaeology and heritage

- 5.28. The original consent was accompanied by a Historic Environment Desk-Based Assessment and Heritage Statement prepared by Waterman Infrastructure & Environment Limited (ref: WIB14723-101_R_2_1_8_NH) dated October 2015. This was prepared in consultation with Berkshire Archaeology.
- 5.29. Consequently Condition 74 was included in the original consent requiring a programme of archaeological work in accordance with a written scheme of investigation. However, in discharging Condition 74 the Council confirmed in its decision letter (reference 160806) dated 20 May 2016 that:

"Following consultations with Berkshire Archaeology, the submitted Archaeological Evaluation report by AB Heritage referenced No.50022 and dated 23/03/2016 satisfactorily lays out the results of trial trenching undertaken at Worton Grange. The results of the evaluation, although smaller in scale than originally planned, combined with the geotechnical results, demonstrate that the site has previously been reduced and in places there is a substantial depth of made ground. Considering this and the lack of any archaeological features within the area of the commercial proposals it is agreed that no further work is required within this area and no further archaeological work is required for the commercial development."

- 5.30. The Waterman report also assessed the impact on nearby designated heritage assets, which includes Grade II Listed Little Lea Cottage (180m south-west of the site) and St Paul's Church Hall (20m to the north-east). The report concludes that Little Lea Cottage has already been compromised significantly by the adjacent business park.

- 5.31. Similarly the report confirms that the setting of St Paul's Church Hall has already been compromised by the former industrial estate and concludes that there is the potential for any impact from the development to be mitigated by landscaping and planting to reduce inter-visibility.
- 5.32. The proposal would have no additional impact in comparison to the original consent and would not therefore harm the setting of these nearby listed buildings in accordance with Policy CS33 of the Core Strategy.

Air Quality

- 5.33. The boundaries of the site along the A33 and Basingstoke Road are within an Air Quality Management Area (AQMA). The original consent was therefore accompanied by an Air Quality Assessment prepared by Peter Brett Associates (ref: 32618/3001 Rev: Issued V3) dated October 2015, which considered the impact of construction work, the operation of the commercial development, and the suitability of the site for residential development.
- 5.34. The assessment concluded that the proposed development would not result in any predicted exceedance of the Council's air quality strategy objectives as set out within their Air Quality Action Plan.
- 5.35. The proposed development would not result in any additional impacts on air quality in relation to the original consent and therefore accords with Policy CS34 'Pollution and Water Resources' of the Core Strategy and Policy DM19 'Air Quality' of the SDPD.

Noise

- 5.36. The original consent was accompanied by a Noise Impact Assessment prepared by Peter Brett Associates (ref: 32618 / 3001 Rev: 2) dated October 2015. The report established that sound levels at the site are currently dominated by vehicular movements from the A33, Basingstoke Road and Imperial Way. Traffic noise from the M4 motorway is also audible, being more prominent at night. Delivery and vehicle noise was also audible from the petrol filling station located along Basingstoke Road. The site is located in an urbanised area where it will naturally be subject to greater noise levels.

- 5.37. The Noise Impact Assessment assessed the potential impact of noise on the proposed residential development (within the outline element of the original consent) from the commercial development (within the detailed element of the original consent) and the surrounding highway network. Mitigation measures included the provision of an acoustic fence on the boundary between the residential and commercial development.
- 5.38. The current proposals would not give rise to additional noise or disturbance to neighbouring areas or the residential element of the original consent. On this basis the proposed development accords with Policy CS34 of the Core Strategy and Policy DM4 of the SDPD.

Ecology

- 5.39. The site is not subject to any statutory or non-statutory designations and is previously developed land which has been maintained limiting its ecological value.
- 5.40. The original consent was accompanied by a Preliminary Ecological Appraisal prepared by Waterman Infrastructure & Environment Limited (ref: WIB14723-101-R-1-5-1-HMB) dated October 2015. The appraisal raised no ecological issues but recommended further surveys in relation to the potential for bats. Consequently a Tree Assessment for Roosting Bats and Bat Survey Report were prepared by Waterman Infrastructure & Environment Limited (ref: WIB14723-101-R_6_3_1_HMB and WIB14723-101-R-5-4-1-HMB) dated October 2015.
- 5.41. The bat survey identified that the site was used by four bat species for foraging and commuting. The report confirms that subject to the recommended mitigation and enhancement measures being adhered to that the development could proceed without adversely impacting bats and would improved environment for communing and foraging bats. These measures have been secured under the original consent under Condition 63.
- 5.42. The current application would therefore not result in any additional ecological impacts and would therefore accord with Policy CS36 'Biodiversity and Geology' of the Core Strategy.

Trees

- 5.43. The original consent granted removal of a number of trees within the site and around is parameter in relation to the commercial development. The original consent has been implemented and the trees approved for removal have been felled. There are no trees on or adjacent to the site of Car Showroom 1. On that basis there are no arboriculture impacts to consider as part of the current application.

Landscaping

- 5.44. The original consent incorporates a site wide strategy for soft landscaping. Further details have been secured by Condition 63 of the original consent. The proposed development incorporates soft landscaping areas which will soften appearance of the parking areas in accordance with the wider strategy.
- 5.45. Condition 63 of the original consent requires submission of details of hard and soft landscaping, while Condition 64 and 65 deal with implementation and maintenance of the approved landscaping scheme. We would support the inclusion of similar conditions in relation to the current application.
- 5.46. The proposed scheme is therefore in accordance with Policy CS38 'Trees, Hedges and Woodlands' of the Core Strategy, Policy DM18 'Tree Planting' and Policy SA2a of the SDPD.

Lighting

- 5.47. A Lighting Impact Appraisal prepared by Peter Brett Associates (ref: 32618 | Issue REV 02) dated October 2015 was submitted alongside the original consent to assess the potential effects on sensitive receptors from obtrusive light. Conditions 68 and 70 were included in the original consent to secure details of external lighting (in relation to ecology and general amenity). We would support a similar condition in relation to the current application.
- 5.48. The proposed development would therefore accord with Policy CS34 of the Core Strategy.

Flood Risk and Drainage

- 5.49. The site is within Flood Zone 1 and less than 1 hectare in area. A Flood Risk Assessment (FRA) is therefore not a validation requirement. However, a FRA prepared by Peter Brett Associates (ref: 32618/2001/R001 Rev: 01) dated October 2015 accompanied the original consent, which confirmed that: vulnerability of the site to flooding from all sources including surface water and groundwater is low; there is a low risk of increased flood risk to third parties as a result of the development; and surface water management will be required as part of the proposals.
- 5.50. The proposed drainage strategy within the FRA demonstrated that the original consent would minimise the risk of flooding to the development and ensure that there would be no increase to flood risk to the surrounding area. Conditions 59 and 60 of the original consent secures a site wide Sustainable Drainage System (SuDS). The proposed development is accompanied by a Sustainable Drainage System Proposal report which confirms that the application would incorporate SuDS in accordance with the wider strategy.
- 5.51. The proposed development would therefore not result in any undue harm with regard to flood risk in accordance with the NPPF.

Contamination

- 5.52. The original consent was supported by a Geo-Environmental Assessment comprising a Phase 1 Preliminary Environmental Risk Assessment and Phase 2 Intrusive Ground Investigation and Risk Assessment prepared by Waterman Infrastructure & Environment Limited (ref: WIB14723-100-R-1-5-1-GH) dated October 2015.
- 5.53. The assessment concluded that given the proposed end use of the original consent, i.e. mixed commercial and residential development, the overall risk rating with respect to ground contamination for the site is low. The Waterman report incorporated a remediation strategy and Conditions 61 of the original consent requires implementation of those recommendations. An application to discharge Condition 61 has been submitted to the Council, which provided the verification details for the entire site, including the application site. On this basis, there are not considered to be any known risks from contamination.

- 5.54. The proposed development is in accordance with Policies CS34 of the Core Strategy and Policy SA3a SDPD.

Atomic Weapons Establishment

- 5.55. The application site is within the outer zone of the Atomic Weapons Establishment (AWE) at Burghfield. As the site will be likely to result in an increase in population of over 500 people, consultation is required with the Office for Nuclear Regulation (ONR) in accordance with Policy DM20 'Hazardous Installations' of the SDPD.
- 5.56. The ONR and the RBC Emergency Planner raised no objection in response to consultation as part of the original consent.
- 5.57. The proposed development would not present any greater risk as the original consent and would accord with Policy DM20 of the SDPD.

Impact on neighbouring amenity

- 5.58. The application site is located to the northern side of the wider Worton Grange development (as permitted under the original consent) opposite Worton Drive. The nearest residential properties are located to the east of Basingstoke Road. There is significant intervening commercial development (part of the original consent) and sufficient distance between the development and the nearest residential properties to the east of Basingstoke Road to ensure that the proposal would not result in any undue overbearing, overshadowing or overlooking impacts following completion of the development.
- 5.59. During the construction phase a Condition 52 of the original consent secures a 'Construction Management Statement' which among other things deals with matters of noise and site access arrangements. We would support a similar condition in relation to the current proposals.
- 5.60. The proposed development would accord with Policy DM4 'Safeguarding Amenity' of the SDPD.

6. Planning Obligations and CIL

Community Infrastructure Levy (CIL)

- 6.1. The proposed development would not be liable for the payment of CIL in accordance with the Council's charging schedule introduced in April 2015.

Planning Obligations / Draft Heads of Terms

- 6.2. The original consent is accompanied by a Section 106 Agreement dated 14 April 2016 ('the Original Agreement'). It is Kier's intention to construct the development in accordance with the current proposal, subject to planning permission being granted, rather than as approved by the original consent. On this basis, any relevant obligations in the original agreement which are triggered by construction of each building / phase need to be secured in the current scheme. This specifically relates to Part 4(6) Schedule 3 and the requirement for a Commercial Employment Skills Plan (ESP).
- 6.3. Although the original consent secures the ESP under a planning obligation in the original agreement, we would propose that a suitably worded planning condition would be an appropriate solution in this particular case where no other planning obligations are required. This approach is supported by the Planning Practice Guidance 'Use of Planning Conditions' at paragraph 011, which states that:
- "It may be possible to overcome a planning objection to a development proposal equally well by imposing a condition on the planning permission or by entering into a planning obligation under section 106 of the Town and Country Planning Act 1990. In such cases the local planning authority should use a condition rather than seeking to deal with the matter by means of a planning obligation."*
- 6.4. On this basis we would request that a suitably worded condition be included to secure an ESP and would be open to discuss the wording of this condition with the Council.

7. Conclusions

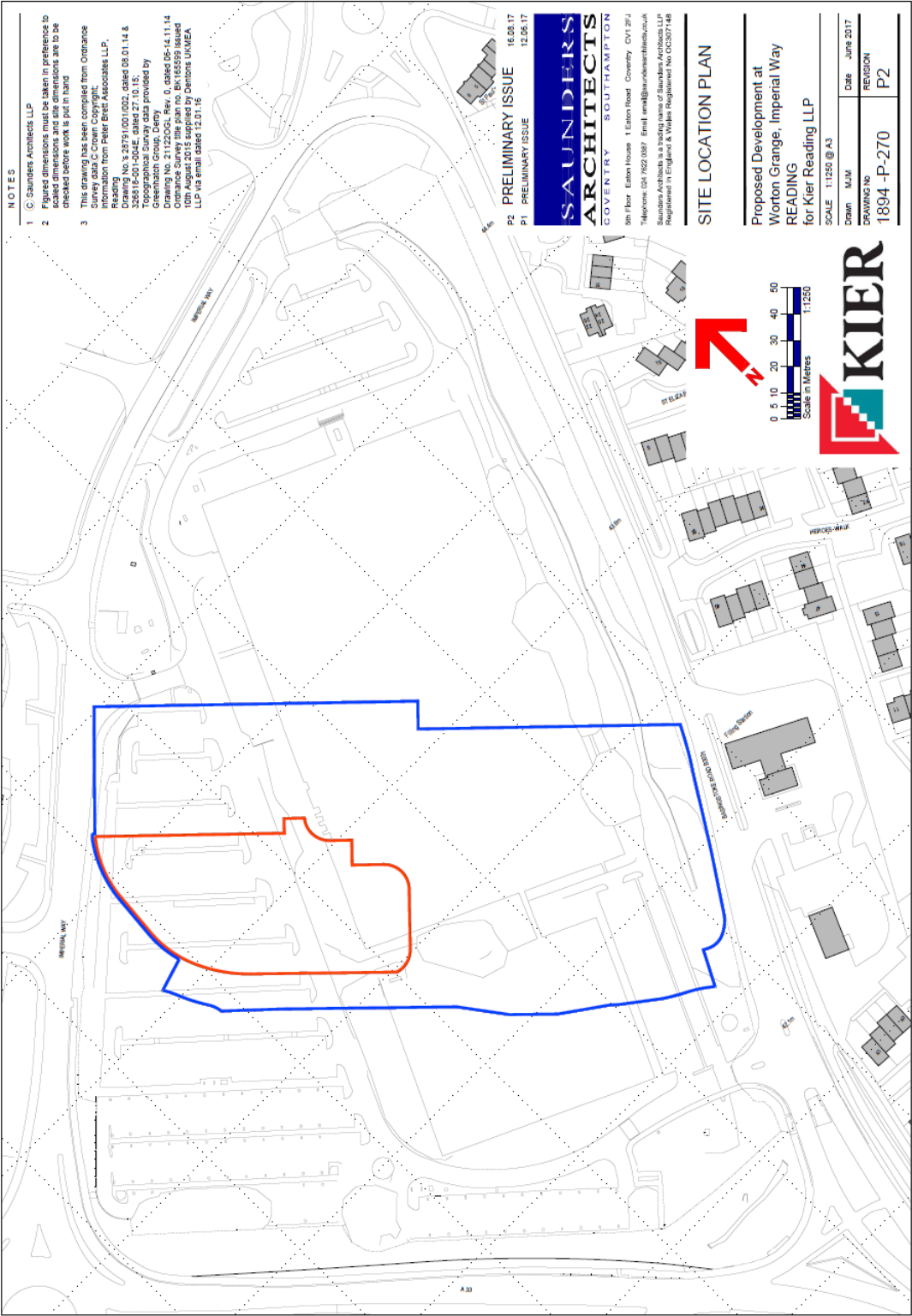
- 7.1. The proposed development has been designed with due regard to the Council's development plan and National Planning Policy Framework and guidance.
- 7.2. The application site forms part of one of three strategic sites that has been identified as having the potential to deliver significant development and improvement in South Reading. The proposed development represents a sustainable and efficient use of this site and the proposals create an attractive entrance into Reading which will help to revitalise and regenerate South Reading.
- 7.3. The principle of development was established under the original consent and the proposals would represent only minor changes, which would not give rise to any additional impacts.
- 7.4. The proposed development is therefore considered to be acceptable and should be approved by the Council without delay in order to allow the proposed development to come forward on the site as soon as possible.

Planning Statement

Worton Grange, Imperial Way, Reading



Appendix 1



Worton Grange, Imperial Way, Reading

Appendix 2

