

Date: 9 December 2024
Application: 241861



**WOKINGHAM
BOROUGH COUNCIL**

SDL Highways

Development Management &
Compliance

P.O. Box 157

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Berkshire, RG40 1BN

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Dear SDL Highways,

Approval of Reserved Matters Consultation

Application Number: 241861

Applicant: Wokingham Borough Council

Site Address: Land At Church Lane And Hyde End Road, Spencers Wood and Three Mile Cross, Reading, RG7 1HB

Parish: Shinfield

Grid Reference: Easting - 472491, Northing - 167200

Type of Development: Major All other developments

Proposal: Application for the approval of reserved matters pursuant to outline planning consent O/2013/0346 (130162) for the erection of the primary school building sub-phase of the development. Details of Layout, Appearance, Landscaping and Scale to be determined.

Please find attached a re-consultation on **revised plans** from the Development Management team for the above site. The documents associated with this are available to view in Information at Work. Below is a recommended consultation response template. We would be grateful if you could utilise this template for responses where appropriate. Once complete, please index this response into Information at Work against the application 241861.

The new details are as follows: **1. Document Schedule – setting out the various documents**

submitted and their status pursuant to this submission

2. Proposed Site Plan – supersedes previous drawing

3. Proposed Site Roof Plan – supersedes previous drawing

4. Swept Path Analysis – new drawing

5. Updated Drainage and SUDS Strategy – supersedes previous submission

6. Consultation Response Action Log – new document

7. Energy and Sustainability Note – new document

8. Response to Shinfield Parish Council consultation comments – new document

9. Transportation Technical Note – new document

10. View of Year 1-2 Playground – new image

If you are recommending conditions please note that recommended conditions should also include reasons and relevant policies stating why the condition is required. A list of standard conditions can be found on the Z Drive at: [Z:\Standard Planning Conditions](#)

Your observations are required in respect of this application within **10 working days** of the above date. If you need any more information please do not hesitate to contact the case officer Christopher Howard.

Yours sincerely,
Development Management & Compliance

MEMORANDUM

From:	Gordon Adam Development Control	To (Case Officer):	Christopher Howard
Service	SDL Highways	App No:	241861
Address:	Land At Church Lane And Hyde End Road, Spencers Wood and Three Mile Cross, Reading, RG7 1HB.		
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Site Visit Made:	Yes		

Summary Of Recommendations

- ☒ Recommend approval but with condition(s) & reason(s) **stated below**;
- ☐ Recommend approval with no conditions
- ☐ Recommend refusal for the reason(s) **stated below**;
- ☐ Negotiate the amendments **stated below**; or
- ☐ Request further information before determination as **stated below**.

Comments On Proposal

Comments in red concern the revision dated 9th December 2024.

Comments in below concern additional information submitted 25th Feb 2025

General

1. Highways understands that this is a reserve matters application for a one form entry (210 pupils) primary capacity via a satellite school provision.
2. The school will be located on a site on Fullbrook Avenue.
3. The application is supported by a school travel plan. However, highways would have expected a transport statement to have been submitted in support of this application. This document is required. A transportation technical note (TTN) has been submitted, which is welcomed.

Parking

4. It is proposed that there would be a total of 49 parking spaces on site (29 staff spaces, 16 visitor/drop off spaces and 4 disabled spaces.
5. Highways cannot provide comments on the number of spaces until a transport statement containing evidence supporting this level of spaces has been submitted. The applicant confirms that the school will have 29 no. of

full-time staff, the proposed level of provisions will meet the council's parking standards.

6. The parking spaces would need to be 5m x 2.5m in dimensions. This will need to be confirmed as they appear to be 4.8m x 2.4m. **The revised parking spaces have dimensions of 5m x 2.5m, which are welcomed.**
7. There is ample space behind the spaces for safe manoeuvring.

Cycle Parking

8. It is proposed that there would be 70 cycle spaces for pupils and 10 other spaces. Whilst the 10 spaces have a canopy, all other spaces would need to be sheltered. **A total of 82 cycle spaces are proposed, included 10 spaces located immediately adjacent to the main pedestrian entrance at Fullbrook Avenue and the remaining 72 spaces located adjacent to the pedestrian entrance to the school playground. The applicant confirms that all spaces will be sheltered.**
9. 42 of the spaces are accessed from a gate from the footpath to the west of the site that connects Fullbrook Avenue with Ryeish Lane. Highways would have expected to see an additional gate into the play area so that this area of cycle parking can be accessed from Fullbrook Avenue. There appears to be a gated access from the car park. However, this access would be block by a parked car. **The revised pedestrian access is away from parking spaces and is therefore clear from obstruction, it is also connected into Fulbrook Avenue which is welcome.**
10. The remaining 28 spaces are accessed from Hyde End Lane which is unlit. Clarification is required. **The cycle spaces accessed from Hyde End Lane have been removed. No further comments**
11. Details of the cycle parking require to be submitted to meet Condition 30 of the Outline approval. **The details have not been submitted in this revision.** This is still outstanding however, highways is content to secure the details through a planning condition to this reserve matters application.

Electric Vehicle Charging

12. Highways would have expected the transport statement to include details of electric vehicle charging. **The applicant proposes that EVCP to be secure via planning condition. However, as EVCP is secured under the latest Building Regulations (Approved Document S). The applicant is required to indicate the provision of EVCP in the revised submission.**

An Electric Vehicle Charging Supplementary Note dated 24th Jan 2025 has been submitted which is welcome. The note recommends that there would be provided 3 active and 8 passive spaces which is welcome. No details of the location of these spaces have been provided though the applicant is willing to secure this plan through a planning condition which is acceptable.

Access

13. It is proposed that the vehicular access to the school will be from the access that is already provided off Fullbrook Avenue. This access was agreed as part of the construction of Fullbrook Avenue.

14. Tactile paving and dropped kerbs are missing from this access and need to be provided. **The applicant agrees and recommends those to be secured via pre-commencement planning condition.**

Pedestrians and Cyclists

15. A 3m pavement has already been provided in both sides of Fulbrook Avenue.
16.3 dropped kerbs and tactile paving have already been provided. There is a missing tactile paving and dropped kerb on the north side which will need to be provided. **The applicant agrees and recommends those to be secured via pre-commencement planning condition.**
17. There is currently a road sign in close proximity to the proposed pedestrian access which will require removing. Please see below. **The applicant agrees and recommends those to be secured via pre-commencement planning condition.**



18. Highways would recommend the installation of railings at the kerb side outside the pedestrian access to the school.

Swept Path Assessments

19. Swept path assessment of a refuse lorry has been submitted for entry and exit into the site. Highways would need to see an assessment of this vehicle safely manoeuvring in the site to ensure the vehicle can enter and leave in forward gear. **The swept path analysis of refuse vehicle has been provided in the TTN, the manoeuvring in Figure 4.2 is acceptable.**
20. Highways would also need to see swept paths of a large car entering and leaving each of the end parking spaces. **The swept path analysis of large car has been provided in the TTN, the manoeuvring in Figure 4.2 is acceptable.**

Delivery and servicing

21. Highways would expect the transport statement to include the level of deliveries to the school. **The applicant recommends those details to be secured via a planning condition of Delivery and Servicing Plan (DSP).**

School Travel Plan

22. A school Travel Plan has been submitted which is welcome.
23. Under condition 41 of the Outline Approval a final School Travel Plan would need to be submitted within 6 months of occupation. **The applicant recommends the Travel Plan to be reviewed after the operator has been identified and to submit the Travel Plan submission under the discharge application for condition 41 of the outline planning permission.**
24. The travel plan has been reviewed by our school travel plan officer who states that the principles contained in the document are good. However, highways would like to see what arrangements will be made for the school to continue with the travel plan once the initial five-year term is up.
25. If this can be done, then the travel plan would be acceptable. **This is covered by condition 41 of the outline approval and there are no further comments.**

Construction Method Statement

26. For a development of this size highways would have expected a framework construction method statement to have been submitted.
27. However, conditions 24 and 25 of the outline planning approval secures this document.

Conditions & Reasons (if required)

Car Parking details required

Prior to the commencement of the development there shall be submitted to and approved in writing by the local planning authority, details of school parking spaces including electric vehicle charging spaces. The school shall not be occupied until the parking space so-approved has been provided in full accordance with the approved details. The parking space shall thereafter be retained in accordance with the approved details and shall remain available for the parking and charging of vehicles at all times.

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

Cycle parking - details required

Prior to the commencement of the development hereby permitted details of secure and covered bicycle storage/ parking facilities for the occupants of and visitors to the school shall be submitted to and approved in writing by the local planning authority. The cycle storage/ parking shall be implemented in accordance with such details as may be approved before occupation of the development hereby permitted and shall be permanently retained in the approved form for the parking of bicycles and used for no other purpose.

RF9 In order to ensure that secure weather-proof bicycle parking facilities

are provided so as to encourage the use of sustainable modes of travel. Relevant policy: NPPF Section 4 (Sustainable Transport) and Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

Pedestrian Improvements

Prior to commencement details of pedestrian improvements on Fulbrook Avenue to include dropped kerbs, tactile paving and removal of traffic sign shall be submitted to and approved in writing by the local planning authority. The pedestrian improvements shall be implemented in accordance with such details as may be approved before occupation of the development hereby permitted.

Reason: In the interests of sustainable travel, convenience and highway safety in accordance with Wokingham Borough Core Strategy Policies CP1, CP6.

Delivery Servicing Plan

Prior to occupation a Delivery and Servicing Plan be submitted to and approved in writing by LPA.

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

Date:	4 th March 2025	Signed:	Gordon Adam
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