

Notice of Meeting



Scan here to access the public documents for this meeting

Eastern Area Planning Committee

**Wednesday 20th November 2019 at
6.30pm**

At the Calcot Centre, Highview (off Royal Avenue), Calcot, RG31 4XD

Members Interests

Note: If you consider you may have an interest in any Planning Application included on this agenda then please seek early advice from the appropriate officers.

Date of despatch of Agenda: Tuesday, 12 November 2019

FURTHER INFORMATION FOR MEMBERS OF THE PUBLIC

Note: The Council broadcasts some of its meetings on the internet, known as webcasting. If this meeting is webcasted, please note that any speakers addressing this meeting could be filmed. If you are speaking at a meeting and do not wish to be filmed, please notify the Chairman before the meeting takes place. Please note however that you will be audio-recorded. Those taking part in Public Speaking are reminded that speakers in each representation category are grouped and each group will have a maximum of 5 minutes to present its case.

Plans relating to the Planning Applications to be considered at the meeting can be viewed in the Calcot Centre between 5.30pm and 6.30pm on the day of the meeting.

No new information may be produced to Committee on the night (this does not prevent applicants or objectors raising new points verbally). If objectors or applicants wish to introduce new additional material they must provide such material to planning officers at least 5 clear working days before the meeting (in line with the Local Authorities (Access to Meetings and Documents) (Period of Notice) (England) Order 2002).

For further information about this Agenda, or to inspect any background documents referred to in Part I reports, please contact the Planning Team on (01635) 519148

Email: planapps@westberks.gov.uk



Agenda - Eastern Area Planning Committee to be held on Wednesday, 20 November 2019
(continued)

Further information, Planning Applications and Minutes are also available on the Council's website at www.westberks.gov.uk

Any queries relating to the Committee should be directed to Stephen Chard / Jessica Bailiss on (01635) 519462/503124 Email: stephen.chard@westberks.gov.uk / jessica.bailiss@westberks.gov.uk



Agenda - Eastern Area Planning Committee to be held on Wednesday, 20 November 2019
(continued)

To: Councillors Peter Argyle, Jeremy Cottam, Alan Law (Chairman), Royce Longton (Vice-Chairman), Alan Macro, Geoff Mayes, Graham Pask, Joanne Stewart and Andrew Williamson

Substitutes: Councillors Gareth Hurley, Owen Jeffery, Nassar Kessell, Tony Linden, Ross Mackinnon and Keith Woodhams

Agenda

Part I

Page No.

1. **Apologies**
To receive apologies for inability to attend the meeting.
2. **Minutes** 7 - 28
To approve as a correct record the Minutes of the meeting of this Committee held on 30 October 2019.
3. **Declarations of Interest**
To remind Members of the need to record the existence and nature of any personal, disclosable pecuniary or other registrable interests in items on the agenda, in accordance with the Members' [Code of Conduct](#).
4. **Schedule of Planning Applications**
(Note: The Chairman, with the consent of the Committee, reserves the right to alter the order of business on this agenda based on public interest and participation in individual applications.)
 - (1) **Application No. & Parish: 18/01221/FULD - Land Adjoining 32 The Moors, Pangbourne** 29 - 40

Proposal: Construction of a new dwelling with associated parking and landscaping.

Location: Land Adjoining 32 The Moors, Pangbourne

Applicant: Mr and Mrs Bond

Recommendation: Refuse planning permission



Agenda - Eastern Area Planning Committee to be held on Wednesday, 20 November 2019
(continued)

- (2) **Application No. & Parish: 19/01544/FULEXT - Land to the West of Dorking Way, Calcot, Reading** 41 - 68

Proposal: Full planning application for the erection of 199 dwellings (including affordable housing) with public open space, hard and soft landscaping and vehicular access from Dorking Way.

Location: Land to the West of Dorking Way, Calcot, Reading.

Applicant: Bellway Homes Limited.

Recommendation: Grant planning permission subject to the completion of Section 106 legal agreement. Otherwise, refuse planning permission.

- (3) **Application No. & Parish: 19/01658/FUL - The Rectory, Englefield Road, Theale, Reading** 69 - 84

Proposal: Erection of single storey building to be used as area office for Oxford Diocese. With parking, landscaping and facilities for the Parochial Church Council and the Rector of the Holy Trinity Church

Location: The Rectory, Englefield Road, Theale, Reading, Berkshire, RG7 5AS

Applicant: The Oxford Diocese

Recommendation: Grant planning permission

Items for Information

5. **Appeal Decisions relating to Eastern Area Planning** 85 - 86
Purpose: To inform Members of the results of recent appeal decisions relating to the Eastern Area Planning Committee.

Background Papers

- (a) The West Berkshire Core Strategy 2006-2026.
(b) The West Berkshire District Local Plan (Saved Policies September 2007), the Replacement Minerals Local Plan for Berkshire, the Waste Local Plan for Berkshire and relevant Supplementary Planning Guidance and Documents.
(c) Any previous planning applications for the site, together with correspondence and report(s) on those applications.



Agenda - Eastern Area Planning Committee to be held on Wednesday, 20 November 2019
(continued)

- (d) The case file for the current application comprising plans, application forms, correspondence and case officer's notes.
- (e) The Human Rights Act.

Sarah Clarke
Head of Legal and Strategic Support

If you require this information in a different format or translation, please contact
Moira Fraser on telephone (01635) 519045.



This page is intentionally left blank

DRAFT

Note: These Minutes will remain DRAFT until approved at the next meeting of the Committee

EASTERN AREA PLANNING COMMITTEE

MINUTES OF THE MEETING HELD ON WEDNESDAY, 30 OCTOBER 2019

Councillors Present: Peter Argyle, Jeremy Cottam, Alan Law (Chairman), Royce Longton, Alan Macro, Geoff Mayes, Graham Pask, Joanne Stewart and Andrew Williamson

Also Present: Jessica Bailiss (Policy Officer (Executive Support)), Bob Dray (Development Control Team Leader), Paul Goddard (Team Leader - Highways Development Control) and Sarah Melton (Senior Planning Officer)

PART I

23. Minutes

The Minutes of the meeting held on 18th September 2019 were approved as a true and correct record and signed by the Chairman, subject to the following amendment:

Item 19/01038/FULD – Land Adjacent to 1A King Street, Mortimer Common, Page 29, final paragraph: To read Councillor Joanne Stewart.

24. Declarations of Interest

Councillor Graham Pask declared an interest in Agenda Item 4(1), but reported that, as his interest was a personal or an other registrable interest, but not a disclosable pecuniary interest, he determined to remain to take part in the debate and vote on the matter.

25. Schedule of Planning Applications

(1) Application No. & Parish: 18/02472/FUL - Bradfield Village Hall, Southend Road, Bradfield, Southend, Reading

(Councillor Graham Pask declared a personal interest in Agenda Item 4(1) by virtue of the fact that he had been Ward Member for Bradfield and had received emails from people who supported and objected to the application. As his interest was personal and not prejudicial or a disclosable pecuniary interest, he determined to remain to take part in the debate and vote on the matter.)

The Committee considered a report (Agenda Item 4(1)) concerning Planning Application 18/02472/FUL in respect of the demolition of existing village hall and garages and construction of new village hall (D1/D2 mixed use) and associated parking and access, removal of existing recreational facilities, creation of new multi-games area, relocation of children's play area, new boundary treatment, landscaping and ancillary works.

Mr Bob Dray, Team Leader – Development Control, introduced the report and highlighted the following points:

- There had been a total of 107 letters of objection to the application and 82 letters of support.
- Two previous applications for the site had been refused due to design concerns, loss of open space and the cumulative impact that would have been caused.

EASTERN AREA PLANNING COMMITTEE - 30 OCTOBER 2019 - MINUTES

- One of the previous applications was for four dwellings alongside a replacement hall. These dwellings had been removed from the current proposals.
- Plans of the site showed the previous scheme in yellow against the current scheme, which had been placed further back into the site.
- The site would provide a series of benefits including modern replacement facilities.
- Parking spaces on the site would increase from 26 to 71 if the application was approved.
- The footway to the front of the site would be increased in width to 1.5 metres.
- There would be a loss of open space to the rear of the site if the application was approved and this was a key consideration.
- Sport England had been consulted on the application and paragraph 6.20 onwards of the report detailed a series of negotiations. Sports England had concluded that the scheme was acceptable and now raised no technical objections.
- The village hall would be built in a Dutch barn style, which had received objections. This style had been chosen because it helped to keep the height of the building down and was considered to suit the rural location. It was acknowledged that some harm would be caused by the substantive building if approved.
- The application was considered to be on balance as it had benefits and adverse effects.
- Having taken account of all the relevant planning policy considerations and other material considerations, it was considered that the application complied with the development plan when considered as a whole, and therefore approval of the application was recommended.
- The Update Report included five further letters of objections and clarified a number of matters that had been raised at the site visit regarding phasing, the construction management plan, storage sheds, building heights, alternative proposals suggested by third parties and existing tennis courts/MUGA.

In accordance with the Council's Constitution, Andrew House, Parish Council representative, Jonathan Alderman, Giles Allen and Michael Mee, objectors, William Rowntree and Ken Littlechild, supporters, Christine Evans, applicant and Councillor Ross Mackinnon, Ward Member, addressed the Committee on this application.

Parish Council Representation:

Mr House in addressing the Committee raised the following points:

- He was the Chairman of Bradfield Parish Council, which objected to the application.
- Bradfield sat within the south east of the North Wessex Downs Area of Outstanding Natural Beauty (NWDONB).
- The application was often referred to as a the 'local marmite project' as it had divided the community.
- A previous application in 2017 had been refused.
- The Parish Council had objected to the current application with a five to four majority split.

EASTERN AREA PLANNING COMMITTEE - 30 OCTOBER 2019 - MINUTES

- The Parish Council were objecting to the application for a number of reasons including loss of green space and the position of the hall on the site.
- The Parish Council objected to re-locating the children's play areas as part of the plans, as it would be less overlooked.
- The layout and design of the site would encourage increased anti-social behaviour (ASB) and raised safety concerns.
- The Parish Council was concerned about the overall excessive size of the hall building particularly the foyer area.
- In the view of the Parish Council the proposed village hall did not sit well in the planned location in the development plan.

Member Questions to the Parish Council:

Councillor Graham Pask noted the Parish Council's concerns about the children's play area. Currently this facility was positioned to the front of the site and this had caused safety concerns due to traffic issues when accessing the area. He queried why Mr House felt the area would be unsafe if positioned further back on the site. Mr House stated that the current play area could be seen from the road. The new proposed location was acceptable in that those using the park would not have to walk through traffic however, it would be shielded by the proposed village hall building and therefore less visible. There was concern that this could cause an element of ASB.

Councillor Alan Law referred to the comment from Mr House regarding the Parish Council's majority split on the application and asked him to further clarify this point. Mr House stated that the Parish Council had objected to the 2017 application, with a four to three majority. The Parish Council had objected to the revised current with a five to four majority split.

Objector Representations:

Mr Jonathan Alderman, Mr Giles Allen and Mr Michael Mee in addressing the Committee raised the following points:

- Mr Alderman stated that a social media campaign against the proposal had gained 100 followers.
- It was not felt that the proposal was a sustainable development.
- The proposal contradicted the NPPF and CS18.
- There were a number of crucial issues that needed to be considered:
 - 1) The size of proposal and why it needed to be so big. The report concluded that the proposed building was substantive. It was two and half times the size of the original building. Other areas such as Hermitage, had developed smaller village halls. The proposal was too large for the local area.
 - 2) The location of the hall. Mr Alderman queried why the proposal needed to be sited on the green area of the site, which would cause a loss of green space. He understood that as part of the previous application the building had been placed back 35 metres on the site to lessen the visual impact of the 10m ridge height. The new ridge height of 8.6m allowed the building to be 25 metres further forward on the site.
 - 3) A business plan for the scheme had not been provided and therefore there was no proof that there was demand for such a facility in the local area. The

EASTERN AREA PLANNING COMMITTEE - 30 OCTOBER 2019 - MINUTES

suggestion was that the hall would benefit community groups however, there was fear that it would become a traffic magnet.

4) Environmental harm. The application was contrary to policy CS19 and would have an eroding impact on the village, if approved. In Mr Alderman's view, in the fast moving economical/technological climate green space was at a premium and needed protecting. There was fear that approval of the application would lead to further applications which would require acceptances contrary to policy CS18.

- Mr Alderman pleaded that if the Committee were minded to approve the application then it take action to mitigate some of the concerns raised using conditions. If the application was refused there were more appropriate ideas for the site.

Member Questions to the Objector:

Councillor Pask queried how much larger the village hall at Hermitage was than the proposed scheme. Mr Allen confirmed that the footprint of Hermitage Village Hall was 520m² and the footprint for the proposed scheme was 570m². The proposed footprint was bigger than any other village hall that could be found in the area.

Supporter Representations:

Mr William Rowntree and Mr Ken Littlechild in addressing the Committee raised the following points:

- Mr Rowntree referred to objections to the hall that claimed it was too high. Mr Rowntree stated that when looking at the height of adjacent properties it could be seen that this was not the case.
- If viewing the current hall from South End Road, a person needed to raise their vision ten degrees upwards when looking at the highest point of the current hall. For the new scheme vision would only need to be raised seven degrees from the same position. Therefore height was not a consideration in Mr Rowntree's view.
- Mr Rowntree was part of the Village Shop Committee, which had been promised a storage area for some time. The proposed scheme would provide this.
- The current hall had been on the site for 60 years. It needed to be replaced with a new hall that could serve another 60 years.
- The footpath as part of the proposed design was safe for everyone including children.
- The new hall would be economical, easy to maintain and could be used by various groups.
- Mr Littlechild referred to the point made by Mr Rowntree regarding the current village hall being 60 years old. When the hall had been built, society had been very different. On a Sunday people had gone to church and car usage had been very minimal. At the time the current village hall was built, it had been a very fine hall however, it was now inadequate. Therefore a hall needed to be built like it had been 60 years ago, that would meet the needs to future generations for another 60 years.
- The proposed village hall would be a wonderful facility that would provide a social centre.

EASTERN AREA PLANNING COMMITTEE - 30 OCTOBER 2019 - MINUTES

- Currently a lot of organisations used facilities outside of the village but the proposed scheme would mean that they could return to the village.
- Mr Littlechild asked that the Committee support the application.

Member Questions to the Supporters:

Councillor Andrew Williamson referred to the storage area mentioned for use by the village shop and queried what this storage space would be used for. Mr Rowntree confirmed that it would provide storage for documentation that had to be held by the Post Office for several years.

Councillor Alan Macro noted that it had been stated that the hall would be more economical however, the report detailed that only BREEAM 'Good' had been awarded. Mr Rowntree was unable to comment on this point but stated that it would be an insulated modern building and therefore more economical. Councillor Macro stated that he would ask the agent to confirm the BREEAM point later in the proceedings.

Agent's Representations:

Christine Evans' in addressing the Committee raised the following points:

- The village hall was built on land given to the community in 1941. The hall had seen many community events over the years including Women's Institute events and ballet.
- The plans before Members represented seven years of hard work and planning. Consultation has been carried out with users of the site. Other village halls had been visited as part of the process to learn about successes and failures.
- Over the years, plans for the site had evolved. Some changes to the scheme had not been viewed favourably but had been accepted. The proposal for housing on the site had been removed. Highways requirements could now be met.
- Ms Evans stated that the aim was to make the site as safe as possible removing any conflict between pedestrians and cars.
- Regarding the open space there would still be 160m² to the rear of the proposed building, which backed onto Hedge Copse Lane.
- It was felt that the current scheme best satisfied criteria. Every effort had been made to minimise the impact however, it was impossible to please everybody.
- The facility would meet the needs of the 21st Century.
- The car park would provide parking for users of the village shop, parents dropping and collecting children from school, the mobile library and a space for the local bus service to turn around safely.
- Ms Evans referred to the multi games area (MUGA) that would be provided as part of the scheme along with the improved footpath.
- Facilities would encourage exercise and aid mental health via recreational activities.
- The scheme would be unique and for everyone to use. It would play a vital part in the community to help minimise social isolation.

EASTERN AREA PLANNING COMMITTEE - 30 OCTOBER 2019 - MINUTES

Member Questions to the Agent:

Councillor Royce Longton asked who owned the site and Ms Evans confirmed that it had been owned by the Bradfield Village Hall Charitable Incorporated Organisation (CIO) since 1941.

Councillor Macro questioned Ms Evans regarding the BREEAM rating of 'Good'. Ms Evans stated that reaching BREEAM 'Excellent' included meeting a number of regulations that were expensive to reach. This would have caused excessive financial burden with little benefit. Reaching BREEAM 'Good' had been negotiated with Planning Officers early in the application process.

Councillor Jeremy Cottam asked what the open green space was currently used for. Ms Evans confirmed that this was used for dog training or kicking a football around. It was confirmed that the area was not a formal football pitch. Ms Evans stated that the land the proposed village hall would be built on had not been used for sport in the time she had known it.

Councillor Pask referred to the MUGA and safety concerns raised by the Parish Council and asked if Ms Evan's had any comments. Ms Evans stated that if walking along South East Road, the current play area could not be seen because of a hedge. Other villages had taken the advice to move play areas away from roads. Pedestrians walked across the field regularly and therefore there was little risk regarding ASB in Ms Evan's view.

Councillor Geoff Mayes asked if Bradfield Village Hall CIO had all the funding it needed to complete the project. Ms Evan's stated that they did not yet have the total amount required however, a six figure sum would be awarded to the scheme if planning approval was given.

Councillor Pask further queried the parking situation and use of the car park. Ms Evans stated that the local school had no on-site parking and therefore vehicles parked along Hedge Copse Lane. The school had asked if it could utilise the car park if approval was given during school drop off and pick up times. Regarding the bus service, West Berkshire Council had put a new bus service in place in the village, which would be able to turnaround in the car park if approval was given. The current car park was too small for this purpose.

Councillor Williamson queried the increase in the number of car parking spaces for the village hall to 63. Ms Evans confirmed that this number had been requested by the Highways Department. Eight of these had been allocated to the village shop and ten had been required for overflow parking. Councillor Williamson queried if the parking was the reason why the proposed village hall had been positioned 20m further forward on the site. Ms Evan's reported that the garden area could have been used for car parking however, they had wanted to preserve this area.

Councillor Law referred to the point made by the objectors that there was no plan to use all of the space planned for and asked Ms Evan's to comment on this point. Ms Evans stated that there was no reason to believe that the hall would not be fully utilised. The current hall was not used because space was limited. The proposed village hall would mean the space could be used by the after school club, whilst allowing the rest of the building to be used by other groups. The committee room could be used for ad-hoc events including polling activity, when the others halls were in use.

Ward Member Representation:

Councillor Ross Mackinnon in addressing the Committee raised the following points:

- He had been a West Berkshire Council Member since May 2019 and had inherited the area from Councillors Pask and Quentin Webb.

EASTERN AREA PLANNING COMMITTEE - 30 OCTOBER 2019 - MINUTES

- He wanted to give an overview of the thoughts of the village on the application. As the Committee had heard the community and Parish Council was split on the application.
- There was agreement overall that a new village hall was required as the current one was in a state of disrepair. The current trustees were having to spend a lot of money to maintain it.
- Both objectors and supporters had given an informative presentation of the community's views. Councillor Mackinnon stated that it could be seen from the Planning Officer's report that the application was balanced. The proposal was for a larger hall however, on the other hand there were other buildings in the area of a similar size. There would be a loss of green space however, better facilities would be provided including a MUGA. There were genuine reasons for and against the application.
- Whatever the Committee decided Councillor Mackinnon hoped that the village accepted it in good grace. Councillor Mackinnon looked forward to hearing the Committee's debate on the application.

Member Questions to the Officers:

Councillor Pask asked Mr Dray to clarify points raised about BREEAM. Mr Dray explained that policy requested BREEAM 'Excellent' however, this had been explored as part of the previous application and was not reachable. Therefore a BREEAM rating of 'Good' was deemed acceptable. The nature of the building had to be taken into consideration and Officers were satisfied in this case that BREEAM 'Good' was acceptable.

Councillor Mayes queried the roof of the building and if there would be glazing and velux windows. He further queried if this could cause a disadvantage regarding heating loss. Mr Dray noted the point however, stated that he would be surprised if it would hold the application back from achieving BREEAM 'Excellent'. Councillor Law added the inability to reach BREEAM 'Excellent' was normally finance related.

Councillor Macro referred to section 1.12 of the report and queried if there would be two children's play areas. Mr Dray identified the two areas on the plan of the site and stated that conditions would be used to agree the detailed design if approved.

Councillor Cottam queried safety implications if plans were approved particularly around parking. Mr Paul Goddard, Highways Officer, concurred with comments that highways safety on the site would be improved. The footways within the site and the footway fronting the site would also be widened to 1.5m if the application was approved.

Councillor Williamson asked Mr Goddard to clarify the Highway Department's request for further car parking spaces on the site. Mr Goddard confirmed that Officers had tried to find a balance regarding the size of the new hall and the number of car parking spaces that would be required. Parking standards were currently outdated and required one car parking space per five squares metres of (village hall) space, which equated to 102 car parking spaces. If this was applied to the usable hall space then it equated to 63 car parking spaces. Mr Goddard stated that if the application went to Appeal, it was felt that this number could be defended.

Mr Dray added that the existing uses were judged to constitute a mixed D1 and D2 use, and so a degree of professional judgement was required on determine the appropriate parking level. Mr Goddard commented that there was no car parking standard for D1 use, only for D2 use. Councillor Williamson noted that the size of the building therefore

EASTERN AREA PLANNING COMMITTEE - 30 OCTOBER 2019 - MINUTES

determined the number of car parking spaces and was the reason why the building was being pushed back into the site.

Councillor Law referred to the overflow car parking and queried if parking was only permitted at certain times of the year. Mr Dray stated that this was getting confused with permitted development rights for temporary uses. He added that there was a condition regarding the overflow parking, which could only be used when the main parking facility was at full capacity or when special events were taking place.

Councillor Macro had noted that the position of the proposed scheme would mean the existing hall could remain whilst the new hall was constructed. He queried if the existing hall would not be demolished until the new building was built. Mr Dray stated that there was a new condition within the Update Report regarding phasing of the development and demolition. It was possible that the existing hall could remain whilst the new hall was built as it was on a different footprint. A condition was recommended for phased implementation. This would agree a timetable for construction so that the existing building was not retained for too long.

Councillor Law noted that Officers stated that the scheme was not 'finely balanced'. This was a term that had not been used before. Mr Dray stated that the application was 'balanced' in the sense that there were both benefits and adverse effects of granting permission but, in this instance, Officers considered that the benefits comfortably outweighed the adverse effects, hence it was not considered by Officers to be 'finely balanced'.

Debate:

Councillor Pask stated that as the former Ward Member for Bradfield he was aware of the discussions that had taken place over the last four to five years regarding the site. He felt that the Chairman of the Parish Council had perfectly described the application when he had referred to it as 'marmite'. A judgement however, needed to be made based on planning considerations. Everyone agreed that a change was required to the village hall in its current state and a decision needed to be made on the application. Four houses had formed part of the previous application, to help provide funding for the village hall however, there had been concern raised about encroachment onto the village road through Bradfield.

Councillor Pask commented on the loss of green space that would result from the application being approved for events such as the May Fair however, the proposed car park area could be used for such events. Councillor Pask was also mindful that the population was only going to grow and therefore there would be increased pressure for more facilities. Both Hermitage and Basildon had excellent village halls that were either replacements or refurbishments. If planning permission was granted, Councillor Pask stated that this would open the door to grant funding for the hall and he referred to the six figure sum that had been mentioned.

Councillor Pask commented on the modern facilities that would be provided as part of the hall. He understood the reason for polarised opinions about the application however, in his view the current application had taken into account all issues raised through previous applications. Councillor Pask was therefore minded to support the application.

Councillor Williamson struggled to see a justification for the increase of 43 parking spaces. He felt that this could encourage car use in the area rather than reduce it. He was conscious of the loss of green space. He concurred that the proposal would offer a fantastic facility for future generations to use however, the parking that encroached onto the green space caused him concern. In his view it would have been better to move the village hall forward to retain some of the green space.

EASTERN AREA PLANNING COMMITTEE - 30 OCTOBER 2019 - MINUTES

Councillor Cottam concurred with the views raised by Councillor Pask. The Bradfield Village Hall CIO were responsible for managing the hall and were confident it would be utilised. The current hall was out of date and dilapidated and was no longer fit for purpose. In Councillor Cottam's view it needed updating. He felt that the proposal would improve safety on the site particularly for young children. There would be adequate space for the May Fair Event if the application was approved.

Councillor Macro referred to comments by Councillor Williamson about the size of the car park and stated that although there was a climate emergency, unfortunately reduced car parking did not normally deter people from using their cars. If there was concern regarding the impact environmentally, Councillor Macro suggested that electric charging points would be a better solution.

Councillor Joanne Stewart referred to the mixed use of the space, which sounded inclusive. Thought had been given for disabled users. Councillor Stewart noted that Mr Littlechild had described how the village hall would be used as a community space and in her mind this was exactly what it should be used for. Regarding the environmental issues, Councillor Stewart felt that solar panels could be considered. The community could potentially be divisive for years to come however Councillor Stewart was pleased to hear it was being planned for.

Councillor Longton proposed that Members support the Officer recommendation to grant planning permission. This proposal was seconded by Councillor Pask.

The Chairman invited Members of the Committee to vote on the proposal by Councillor Longton, seconded by Councillor Pask. At the vote the motion was carried.

RESOLVED that the Head of Development and Planning be authorised to grant planning permission subject to the following conditions:

Conditions

Conditions

1. Commencement of development

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. Approved plans

The development hereby permitted shall be carried out in accordance with the following approved plans:

- BVH Site Plan 030719
- BVH_173.04 Proposed Roof plan
- BVH_174.06 Proposed Elevation (street elevation)
- BVH_175.06 Proposed Elevation (from field)
- BVH_176.06 Proposed Elevation (towards children's play area)
- BVH_177.05 Proposed (towards the village store)
- BVH_172.08 Proposed Ground and first floor plan
- BVH_180.10 Proposed Site plan.

EASTERN AREA PLANNING COMMITTEE - 30 OCTOBER 2019 - MINUTES

- BVH_179.04 Proposed Site sections

Reason: For the avoidance of doubt and in the interest of proper planning.

3. Setting Back of Gates

Any gates to be provided at the vehicular access into the site shall be set back at a minimum distance of 5 metres from the edge of the adopted highway and shall open inwards (into the site).

Reason: In the interest of road safety and to ensure that vehicles can be driven off the highway before the gates are open. This condition is imposed in accordance with the National Planning Policy Framework (2019) and Policy CS13 of the West Berkshire Core Strategy (2006-2026).

4. Visibility Splays

No development hereby permitted shall take place until visibility splays of 2.4 metres by 43 metres have been provided at the vehicular access to the site from Southend Road. The land within these visibility splays shall thereafter be kept free of all obstructions to visibility over a height of 0.6 metres above the carriageway level.

Reason: In the interests of road safety. This condition is imposed in accordance with the National Planning Policy Framework (2019) and Policy CS13 of the West Berkshire Core Strategy (2006-2026). A pre-commencement condition is required because safe access/egress must be provided before any development takes place.

5. Parking and Turning Areas

The village hall hereby permitted shall not be brought into use until the vehicle parking and turning spaces have been surfaced, marked out and provided in accordance with the approved plans. The parking and turning spaces shall thereafter be kept available for parking (of private motor cars and/or light goods vehicles) at all times.

Reason: To ensure the development is provided with adequate parking facilities, in order to reduce the likelihood of roadside parking that would adversely affect road safety and the flow of traffic. This condition is imposed in accordance with the National Planning Policy Framework (2019), Policy CS13 of the West Berkshire Core Strategy (2006-2026), Policy P1 of the Housing Site Allocations DPD (2006-2026) and Policy TRANS1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

6. Cycle parking

The village hall hereby permitted shall not be brought into use until the cycle parking has been provided in accordance with the approved drawings and this area shall thereafter be kept available for the parking of cycles at all times.

Reason: To ensure the development reduces reliance on private motor vehicles and assists with the parking, storage and security of cycles. This condition is imposed in accordance with the National Planning Policy Framework (2019), Policy CS13 of the West Berkshire Core Strategy (2006-2026) and Policy TRANS1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

7. Sustainable Drainage

EASTERN AREA PLANNING COMMITTEE - 30 OCTOBER 2019 - MINUTES

No development hereby permitted shall take place until details of sustainable drainage measures to manage surface water within the site have been submitted to and approved in writing by the Local Planning Authority. These details shall:

- a) Incorporate the implementation of Sustainable Drainage methods (SuDS) in accordance with the Non-Statutory Technical Standards for SuDS (March 2015), the SuDS Manual C753 (2015) and West Berkshire Council local standards, particularly the WBC SuDS Supplementary Planning Document December 2018;
- b) Include and be informed by a ground investigation survey which establishes the soil characteristics, infiltration rate and groundwater levels;
- c) Include attenuation measures to retain rainfall run-off within the site, off site discharge will not be permitted;
- d) Include construction drawings, cross-sections and specifications of all proposed SuDS measures within the site;
- e) Include run-off calculations, discharge rates, infiltration and storage capacity calculations for the proposed SuDS measures based on a 1 in 100 year storm +40% for climate change;
- f) Include pre-treatment methods to prevent any pollution or silt entering SuDS features or causing any contamination to the soil or groundwater;
- g) Ensure any permeable paved areas are designed and constructed in accordance with manufacturers guidelines;
- h) Include a management and maintenance plan for the lifetime of the development. This plan shall incorporate arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a residents' management company or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

The development shall thereafter be implemented in accordance with the approved details.

Reason: To ensure that surface water will be managed in a sustainable manner; to prevent the increased risk of flooding; to improve and protect water quality, habitat and amenity and ensure future maintenance of the surface water drainage system can be, and is carried out in an appropriate and efficient manner. This condition is applied in accordance with the National Planning Policy Framework (2019), Policy CS16 of the West Berkshire Core Strategy (2006-2026) and Part 4 of Supplementary Planning Document Quality Design (June 2006). A pre-commencement condition is required because the design of the sustainable drainage measures must be known early in the development process.

8. Arboricultural details

Notwithstanding the information submitted within the application documentation, no development or other operations hereby permitted shall commence on site until an updated arboricultural method statement has been submitted to and approved in writing by the Local Planning Authority. The statement shall make provision for:

- confirmation of the retention of tree number T22;
- confirmation of implementation of an arboricultural watching brief secured;
- details of the implementation, supervision and monitoring of all temporary tree protection; and
- details of any special construction works within any defined tree protection area.

Reason: To ensure the protection of retained trees and the enhancement of the development by the retention of natural features during the construction phase in accordance with the National Planning Policy Framework (2019) and Policies CS14, CS18 and CS19 of the West Berkshire Core Strategy 2006-2026. A pre-commencement condition is necessary because insufficient detailed information accompanies the application; proposed foundations, tree protection installation, other measures and works may be required to be undertaken throughout the construction phase and so it is necessary to approve these details before any development takes place.

9. Landscaping

No development or other operations hereby permitted shall commence on site until a detailed scheme of hard and soft landscaping for the site, including for the car parking areas, new footways and communal garden, is submitted to and approved in writing by the Local Planning Authority. The soft landscaping details shall include schedules of plants noting species, plant sizes and proposed numbers/densities, an implementation programme and details of written specifications including cultivation and other operations involving tree, shrub and grass establishment. The scheme shall ensure;

- (a) Completion of the approved landscape scheme within the first planting season following completion of development.
- (b) Any trees shrubs or plants that die or become seriously damaged within five years of this development shall be replaced in the following year by plants of the same size and species.

Reason: To ensure the implementation of a satisfactory scheme of landscaping in accordance with The National Planning Policy Framework (2019) and Policies CS14, CS18 and CS19 of the West Berkshire Core Strategy 2006-2026. A pre-commencement condition is necessary because insufficient detailed information accompanies the application; landscaping measures may require work to be undertaken throughout the construction phase and so it is necessary to approve these details before any development takes place.

10. Plant and machinery

All plant, machinery and equipment installed or operated in connection with the carrying out of this permission shall be so enclosed and/or attenuated that noise coming from it does not at any time, increase the ambient

EASTERN AREA PLANNING COMMITTEE - 30 OCTOBER 2019 - MINUTES

equivalent continuous noise level as measured according to British Standard BS4142:2014 at any adjoining or nearby residential property.

Reason: To protect neighbouring residential amenity. This condition is imposed in accordance with the National Planning Policy Framework (2019), policy CS14 of the West Berkshire Core Strategy 2006-2026, Policy OVS.5 and OVS.6 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

11. Fume extraction details

Prior to the kitchen facilities within the village hall building hereby approved being brought into use, details of a scheme for the extraction, treatment and dispersal of fumes and odours from the kitchen shall have been submitted to and approved in writing by the Local Planning Authority. The kitchen shall thereafter be operated and maintained in accordance with the approved scheme.

Reason: To protect neighbouring residential amenity. This condition is imposed in accordance with the National Planning Policy Framework (2019), policy CS14 of the West Berkshire Core Strategy 2006-2026, Policy OVS.5 and OVS.6 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

12. Boundary Treatment

Notwithstanding the information submitted within the application documentation, the development hereby permitted shall not be occupied until details, to include a plan indicating the positions, design, materials and type of boundary treatment and gates to be erected within the site including the acoustic fence to the northern boundary, perimeter fencing around the MUGA, community garden, children's play areas, vehicular entrance from Southend Road and field access have been submitted to and approved in writing by the Local Planning Authority. The boundary treatments shall be completed in accordance with the approved scheme before the development hereby permitted is first occupied. The boundary treatment shall thereafter be retained in accordance with the approved details.

Reason: To protect neighbouring residential amenity, to reduce the risk of crime and anti-social behaviour and to ensure the satisfactory appearance of the development. This condition is imposed in accordance with the National Planning Policy Framework (2019), policy CS14 of the West Berkshire Core Strategy 2006-2026, Policy OVS.5 and OVS.6 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

13. Refuse and Recycling Facilities

Notwithstanding the information submitted within the application documentation, prior to the first occupation of the village hall building hereby permitted, details of refuse and recycling storage areas/facilities within the site shall have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the refuse and recycling facilities have been provided in accordance with the approved details and shall thereafter be retained for this purpose.

Reason: To ensure that there is adequate and safe refuse/recycling facilities within the site and to ensure the physical form of the facilities would harmonise with the surroundings. This condition is imposed in accordance

EASTERN AREA PLANNING COMMITTEE - 30 OCTOBER 2019 - MINUTES

with the National Planning Policy Framework (2019), Policies CS13 and CS14 of the West Berkshire Core Strategy (2006-2026) and Supplementary Planning Document Quality Design (June 2006).

14. MUGA and Children's Play Area Specification

Notwithstanding the information submitted within the application documentation, no development hereby permitted shall commence until details of the design and layout of the approved Multi Use Games Area (MUGA), children's play areas and other play space within the site have been submitted to and approved in writing by the Local Planning Authority (in consultation with Sport England). The play facilities shall not be constructed other than in accordance with the approved details.

Reason: To ensure the development is fit for purpose and sustainable. This condition is imposed in accordance with the National Planning Policy Framework (2019) and Policy CS13 of the West Berkshire Core Strategy (2006-2026).

15. External/Facing Materials

No development hereby permitted shall take place above foundation level until details and samples of all external facing materials have been submitted to and approved in writing by the local planning authority. The development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure the satisfactory appearance of the development in accordance with The National Planning Policy Framework (2019), Policy CS14 of the West Berkshire Core Strategy (2006-2026) and the Quality Design SPD (June 2006).

16. Obscure Glazing

All first floor windows in the village hall building hereby permitted shall be fitted with obscure glazing before the individual rooms to which the windows relate are first brought into use. The obscure glazing shall thereafter be retained as such.

Reason: To avoid overlooking/loss of privacy to the occupiers of neighbouring residential properties. This condition is imposed in accordance with the National Planning Policy Framework (2019), Policy CS14 of the West Berkshire Core Strategy (2006-2026), Supplementary Planning Document Quality Design (2006) and Supplementary Planning Guidance 04/2 House Extensions (July 2004).

17. Electric Charging Points

Prior to the first occupation of the village hall building hereby permitted, details of electric vehicle charging points within the site shall have been submitted to and approved in writing by the Local Planning Authority. The village hall shall not be brought into use until the electric charging points have been provided in accordance with the approved details. The charging points shall thereafter be retained and kept available for use by electric vehicles.

Reason: To promote the use of electric vehicles. This condition is imposed in accordance with the National Planning Policy Framework (2019), Policies CS13 and CS14 of the West Berkshire Core Strategy (2006-2026), Policy P1 of the Housing Site Allocation DPD and Policy TRANS1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

EASTERN AREA PLANNING COMMITTEE - 30 OCTOBER 2019 - MINUTES

18. BREEAM

The village hall building hereby permitted shall achieve a minimum of Very Good under BREEAM (or any such equivalent national measure of sustainable building which replaces that scheme). The building shall not be occupied until a final Certificate has been issued certifying that BREEAM (or any such equivalent national measure of sustainable building which replaces that scheme) rating of Very Good has been achieved for the development, has been issued and a copy has been provided to the Local Planning Authority.

Reason: To ensure the development contributes to sustainable construction. This condition is imposed in accordance with the National Planning Policy Framework (2019), Policy CS15 of the West Berkshire Core Strategy (2006-2026) and Supplementary Planning Document Quality Design (June 2006).

19. Overflow car parking

The 10 car parking spaces within the community garden area adjacent to the eastern boundary of the site hereby approved shall only be used as overflow car park when the other off-road car parking areas within the site for village hall use are at full capacity or during special events.

Reason: To minimise potential conflict between pedestrians and vehicular traffic in the interests of highway safety and to ensure a satisfactory environment for users of the community garden. This condition is imposed in accordance with the National Planning Policy Framework (2019) and Policy CS13 of the West Berkshire Core Strategy (2006-2026).

20. Contamination

If contamination is found at any time during site clearance, groundwork and construction within the application site, the discovery shall be reported as soon as possible to the local planning authority. A full contamination risk assessment shall be carried out and if found to be necessary, a 'remediation method statement' shall be submitted to the local planning authority for written approval. Works shall thereafter be carried out in accordance with the approved 'remediation method statement' and a final validation report shall be submitted to and approved in writing by the local planning authority before the dwellings hereby permitted are first occupied.

Reason: In order to protect the amenities of proposed occupants/users of the application site. This condition is imposed in accordance with the National Planning Policy Framework (2019), Policy CS14 of the West Berkshire Core Strategy (2006-2026) and Supplementary Planning Document Quality Design (2006).

21. Lighting

Notwithstanding the information submitted within the application documentation, no external lighting shall be installed or operated within the site development until a scheme setting out the hours of use, type, design, lux levels and measures to control glare and overspill light from sports lighting, and measures to ensure sports lights are switched off when not in use, have been submitted to and approved in writing by the Local Planning Authority in consultation with Sport England. The scheme shall accord with [Sport England's "Outdoor Sports Lighting" Briefing Note published in 2012]. The approved sports lighting shall thereafter be operated and maintained in

EASTERN AREA PLANNING COMMITTEE - 30 OCTOBER 2019 - MINUTES

accordance with the approved details.

Reason: To ensure a satisfactory living environment for future occupiers in accordance with the National Planning Policy Framework (2019), Policy CS14 of the West Berkshire Core Strategy (2006-2026) and Supplementary Planning Document Quality Design (2006).

22. Construction Management Plan

No development hereby permitted shall take place on any phase of the development until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority for the corresponding phase. The statement shall provide for:

- provide for mitigation measures in accordance with BS:5228, Code of practice for noise and vibration control on construction and open sites;
- Parking of vehicles of site operatives and visitors;
- Loading and unloading of plant and materials;
- Storage of plant and materials used in constructing the development;
- Erection and maintenance of security hoarding including decorative displays and facilities for public viewing;
- Temporary access arrangements to the site, and any temporary hard-standing;
- Wheel washing facilities;
- Measures to control the emission of dust, dirt, smell and other effluvia during construction;
- Control of surface water run off during construction;
- Site security arrangements including hoardings;
- Proposed method of any piling for foundations;
- Detail of haulage routes for hgv deliveries;
- Measures to protect local biodiversity during construction.
- construction and demolition working hours;
- hours during the construction and demolition phase, when delivery vehicles or vehicles taking materials are allowed to enter or leave the site.
- Hours of work
- Hours of good deliveries
- Measures to the protect the playing fields beyond the western boundary of the site from construction relating activities.

The development shall be carried out in accordance with the approved details.

Reason: To safeguard the amenity of adjoining land uses and occupiers, and in the interests of highway safety. The approval of this information is required at this stage because insufficient information has been submitted with the application. A pre-condition is required because insufficient information accompanies the outline application and the CMS must be in place before demolition/construction operations commence. This condition is applied in accordance with the National Planning Policy Framework, Policies CS13 and CS14 of the West Berkshire Core Strategy (2006-2026), and Policies OVS.5, OVS.6 and TRANS.1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007)

23. Village Hall - Hours of Operation

The use of the village hall hereby permitted is restricted to the following hours of operation:

EASTERN AREA PLANNING COMMITTEE - 30 OCTOBER 2019 - MINUTES

08:00 to 23:00 - Mondays to Sunday including Public Holidays, and

On no more than 5 days per calendar year, to allow for special events, the village hall use hereby permitted can commence from the earlier time of 06:00.

Reason: To protect neighbouring residential amenity. This condition is imposed in accordance with the National Planning Policy Framework (2019), Policy CS14 of the West Berkshire Core Strategy (2006-2026).

24. MUGA and Childrens Play Areas Hours of Operation

The use of the MUGA and children's plays areas hereby permitted are restricted to the following hours of operation:

08:00 to 21:00 - Mondays to Saturdays; and

09:00 to 20:00 - Sunday and Public Holidays.

Reason: To protect neighbouring residential amenity. This condition is imposed in accordance with the National Planning Policy Framework (2019), Policy CS14 of the West Berkshire Core Strategy (2006-2026).

25 Solar Panels

Notwithstanding the details shown within the application documentation, prior to the installation of any solar panels hereby permitted, details of the panels shall have been submitted to and approved in writing by the local planning authority. The development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure the satisfactory appearance of the development in accordance with The National Planning Policy Framework (2019), CS14 of the West Berkshire Core Strategy (2006-2026) and the Quality Design SPD (June 2006).

26. Phasing of development and demolition (added)

No development shall take place until a phasing plan has been submitted to and approved in writing by the Local Planning Authority. The above plan shall include details of the phasing of the development of the site, and a timetable for the demolition of the existing village hall as part of the development programme. Thereafter the development and demolition shall be carried out in accordance with the approved plan.

Reason: To ensure appropriate phasing of development, including the timely demolition of the existing village hall to avoid harm to the amenity of the area. A pre-commencement condition is required because the phasing plan would need to be adhered to through all demolition and construction operations. This condition is applied in accordance with the National Planning Policy Framework, Policies CS13, CS14 and CS19 of the West Berkshire Core Strategy 2006-2026, and Policies OVS.5, OVS.6 and TRANS.1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

(2) Application No. & Parish: 19/01803/FUL - Murdochs, Bath Road, Calcot, Reading

The Committee considered a report (Agenda Item 4(2)) concerning Planning Application 19/01803/FUL in respect of the demolition of a derelict public house and construction of surface car park, including associated fencing and security control.

EASTERN AREA PLANNING COMMITTEE - 30 OCTOBER 2019 - MINUTES

Ms Sarah Melton, Senior Planning Officer, introduced the report and ran through the key points. It was confirmed that approval had been given in principle for the loss of the public house.

In accordance with the Council's Constitution, Kevin Page, Parish Council representative, Robert Teesdale, agent, Councillor Peter Argyle, Ward Member and Councillor Tony Linden, Adjacent Ward Member, addressed the Committee on this application.

Parish Council Representation:

Kevin Page in addressing the Committee raised the following points:

- He was the Chairman of Tilehurst Parish Council. The report provided by the Planning Officer was comprehensive and the Parish Council agreed with the recommendation to refuse planning permission.
- The proposed car park, which would entail a large area of hard standing was not in keeping with the surrounding residential area. In the view of the Parish Council one blot on the landscape would be replaced with another if the application was approved.
- The Parish Council had not received enough information about the application however, now that this had been received it still did not feel assured.
- There was concern that the application would increase traffic in the area particularly on the bend at the bottom of Langley Hill.
- If the site became a car park there was concern that there would be re-occurrences of travellers using the site as has occurred in the past. The site was notorious for travellers. There had been a number of traveller incursions on the site, which was why bollards had been placed at the entrance.
- The access to and from the site was particularly concerning. It had been noted from a letter on the 14th August that security fencing and CCTV was proposed for the site. The Parish Council questioned if this would provide adequate security. The fencing and CCTV facility would also be unsightly in the local area.
- The Parish Council questioned if there was any need for a car park in the proposed location.

Agent's Representations:

Mr Teesdale in addressing the Committee raised the following points:

- He would manage whatever development went ahead on the site.
- The site had been labelled a 'Brexit' site and any plans for domestic housing were not currently viable. This would however be looked into in the future.
- The car park would provide a short term business and 24 hour security would be provided on the site. This would include a security person being present on the site 24 hours per day and this was important with regards to comments made about travellers.
- The applicant was responsible for ensuring no-one was able to enter the site and cause harm to themselves. At the present time the site was often used by people using illegal substances, and needles and faeces had been removed from the vacant building on the site.
- Regarding the appraisal for the site, a development plan had been established and the loss of the public house had been approved in principle.

EASTERN AREA PLANNING COMMITTEE - 30 OCTOBER 2019 - MINUTES

- The car park would just be a short term business and Mr Teesdale stated that the site had once housed a public house and therefore had already been used for car parking purposes in the past.
- Regarding the character and appearance of the site, this was covered comprehensively in the report. The aim would be to build housing on the site as soon as possible.
- The impact on amenity was minimal. Security on the site was a key point of the application as it would provide a person on the site 24 hours per day. This would help to deter travellers and keep the health and safety risk, including the use of illegal substances on the site, to a minimum.
- It was noted in the report that a small number of buses served the area however, what had been omitted was that the times of these services had been reduced substantially.
- It was noted that the site was unattractive at the current time and this was unlikely to change prior to housing being approved.

Member Questions to the Agent:

Councillor Graham Pask referred to the point that the site would be used for housing in the future. He acknowledged that the existing structure was hard to secure and asked why this had not been demolished. Mr Teesdale stated that they had been advised that they were not allowed to demolish it currently.

Councillor Alan Law further queried the point about demolition of the current structure. Mr Teesdale referred to the outline application for the site for four houses, which had been approved. Until this application was progressed they were unable to secure the demolition of the public house. He asked Officers to state if this point was incorrect.

Councillor Peter Argyle asked if there was any evidence to suggest the sort of people that would need to use the car parking facility if approved. Mr Teesdale stated that the facility would be aimed at car sharers and those using the M4 corridor. No traffic of parking survey had been undertaken. It was a sensible business proposal to help raise revenue that would also help secure the site.

Councillor Williamson further questioned the point of demolition. He asked if permission was being sought for the car park so that the building could be demolished. If permission was given to simply demolish the structure, Councillor Andrew Williamson asked if the applicant would be happy with this. Mr Teesdale stated that the applicant would be happy with this however, there was the issue that open space attracted travellers.

Councillor Williamson noted that there would be a security person on the site 24 hours a day, seven days per week. He queried why CCTV was also required. Mr Teesdale stated that people liked to feel assured that their vehicle was being watched at all times.

Ward Member Representation:

Councillor Peter Argyle in addressing the Committee raised the following points:

- He had listened to the problems currently being caused by the site, which was an eye sore however, as stated by Planning Officers the use of the area as a car park was not in keeping with the residential character of the area.
- The site with the current structure demolished would be even more out of keeping with the area.

EASTERN AREA PLANNING COMMITTEE - 30 OCTOBER 2019 - MINUTES

- Councillor Argyle was not sure how many people would actually use the site for car parking.
- There were currently bollards on the entrance to the site that would need removing and this could be an incentive for travellers.

Councillor Argyle read out a statement from his fellow Ward Member, Councillor Richard Somner, who raised the following points:

- The current site was a health and safety risk as well as a security risk.
- West Berkshire Council had repeatedly funded solutions to manage travellers due to the site being vacant and unsecured, such as implementing a barrier blockade to the road, which needed to be monitored to ensure it remained in place.
- There was great concern from the general public in the area. The site was an embarrassment to anyone who cared about the area and to the two Parish Councils.
- Whilst the original use of the building historically generated a reasonable amount of traffic during lunch or evening trading hours there would be great concern regarding the impact of increased traffic volume at probable peak hours.
- Councillor Somner provided details of the existing public transport services to the area that served the A4 corridor well.
- There was little evidence that encouraging residents to drive to the location to car share would be beneficial to either the area, the local residents of the environment.
- What needed to happen with the site, in Councillor Somner's view, was the fulfilment of the previously approved application to develop the site into homes that were in keeping with those surrounding it.
- If the original use of the building could not be reinstated then there was an extant application that should be put into action. If not in full, then initially with the safe demolition of the current building and securing of the site.

Adjacent Ward Member Representation:

Councillor Tony Linden in addressing the Committee raised the following points:

- His Ward was just across the road from the application site. The site was a complete eye sore and there was concern regarding the safety, particularly with regards to children.
- Councillor Linden stated that there was already a car park at Sainsbury's that could be used and a bus services in the area.
- As stated by Councillor Somner, the site should be used for housing. He was aware of issues relating to Brexit however, this was the same for everyone.

Member Questions to the Ward Member:

Councillor Law asked if the car park at Sainsbury's was time limited. Councillor Linden stated that there was no camera in place currently. Others in the area were time limited but Sainsbury's was not.

Member Questions to Officers:

Councillor Pask asked if the current structure could be demolished. Mr Bob Dray stated that there was outline consent for housing on the site, so reserved matters with

EASTERN AREA PLANNING COMMITTEE - 30 OCTOBER 2019 - MINUTES

conditions could be applied for by the applicant. Based on what had been said, Mr Dray suspected that the concern with the extant permission may be that a CIL charge would become liable if demolition occurred under the terms of that permission.

Sarah Melton stated that the outline application would be valid until April 2021. Mr Dray stated that a reserved matters application could be made up to three years from the date of the outline permission, and that a further two years would be allowed following approval of reserved matters to implement.

Councillor Williamson noted that the local community had an issue with the building and therefore for the good of the community asked if the Council could help to facilitate demolition of the building. Ms Melton stated that standalone application for the demolition of the building could possibly be approved without a CIL Charge.

Councillor Jeremy Cottam asked if it was the owner's responsibility to ensure the site was safe and it was confirmed that it was although Mr Dray stated that this fell outside of the planning system.

Councillor Geoff Mayes asked if the land owner was responsible for the cost of removing travellers from the site. It seemed that the car park might be a solution to this issue. If the vacant structure was removed it would leave the site open and Councillor Mayes was concerned that it would leave it vulnerable. Ms Melton stated that this was not for consideration as part of the application. Mr Dray elaborated that safety, securing and ASB were capable of being material considerations, but advised members that they should not base a decision based on reference to any particular group of people.

Councillor Williamson asked if the land to the front of the site was within the ownership of West Berkshire Council and Mr Goddard confirmed that it was.

Councillor Joanne Stewart was interested that an objection had not been raised by Highways. Councillor Stewart was concerned about access in and out of the site. She felt that this could be particularly dangerous when exiting the site when trying to see if vehicles were travelling down Langley Hill. Councillor Stewart asked for comments on her points from the Highways' Officer. Mr Paul Goddard stated that if the car park was used by car sharers then there would be less vehicles on the road. A highways assessment had not been carried out on the site and if Member's were concerned this could be added as an additional reason for refusal to the application. Mr Goddard reported that the sight lines onto Langley Hill were deemed acceptable. Councillor Law concurred as the site once housed a public house. Councillor Stewart agreed with this point however, highlighted that traffic would not have been travelling in and out of the site at peak times.

Councillor Law queried if the application was for a temporary or permanent car park facility and Mr Dray confirmed that the application was for a permanent car park. Temporary permission could be considered, although Officers had considered this option and concluded against such a recommendation.

Debate:

Councillor Williamson proposed that Members approved the Officer recommendation to refuse planning permission, based on the reasons detailed in the report. The proposal was seconded by Councillor Argyle.

Councillor Macro was concerned about the viability of the proposal. He feared that if not enough funding was raised to fund the security proposed for the site then issues could arise. Councillor Macro supported issues raised by Officers and the impact these would have on the area.

EASTERN AREA PLANNING COMMITTEE - 30 OCTOBER 2019 - MINUTES

Councillor Graham Pask understood the problems raised by the applicant however, felt that a demolition plan with secure fencing would be favourable. Councillor Pask supported the Officers recommendation to refuse planning permission.

The Chairman invited the Committee to vote on the proposal by Councillor Williamson, seconded by Councillor Argyle. At the vote the motion was carried.

RESOLVED that the Head of Development and Planning be authorised to refuse planning permission for the following reasons:

1. Impact on character and appearance of the area

The application site by reason of its location and size sits within a prominent position along the Old Bath Road and Bath Road (A4). The immediate context and wider surrounding area is predominately residential in character. The street scene to the east of Bath Road and Old Bath Road consists of a varied building line made up of detached and semi-detached dwellings with a mixture of designs. Whilst the buildings along this stretch of Tilehurst and Calcot are significantly varied, the frontages of Bath Road (A4) and Old Bath Road are ones of built up frontages with substantial buildings set back in their plot. The removal of built form from the site would result in a significant gap in the street scene that would be incongruous in appearance. Furthermore the introduction of an expanse of tarmac and chain link fencing hard against the road would create a very stark and unattractive environment which is out of character and fails to make a positive contribution to the street scene in what is a prominent location. The proposed works are therefore contrary to the requirements of paragraph 127 of the NPPF, which requires, inter alia, that development will function well and add to the overall quality of the area, result in a visually attractive development, is sympathetic to the local character and maintain a strong sense of place. Furthermore the proposed works are contrary to the requirements of Policy CS14 of the West Berkshire Core Strategy 2006-2026 which requires development to demonstrate high quality and sustainable design that respects and enhances the character and appearance of the area. Additionally, the proposal fails to comply with Core Strategy Policy CS19 which requires development to appropriate in terms of location and the existing settlement form, pattern and character. The proposal scheme does not respect the residential character of the area.

(The meeting commenced at 6.30 pm and closed at 8.26 pm)

CHAIRMAN

Date of Signature

Agenda Item 4.(1)

Item No.	Application No. and Parish	Statutory Target Date	Proposal, Location, Applicant
(1)	18/01221/FULD Pangbourne	25 July 2018 ¹	Construction of a new dwelling with associated parking and landscaping Land Adjoining 32 The Moors, Pangbourne Mr and Mrs Bond

¹ Extension of time agreed with agent until 30th November 2019

The application can be viewed on the Council's website at the following link:

<http://planning.westberks.gov.uk/rpp/index.asp?caseref=18/01221/FULD>

Recommendation Summary: Refuse planning permission

Ward Member: Councillor Gareth Hurley

Reason for Committee Determination: Called-in by former Councillor Pamela Bale

Committee Site Visit: 13th November 2019

Contact Officer Details

Name: Donna Toms
Job Title: Planning Officer
Tel No: 01635 519111
Email: donna.toms@westberks.gov.uk

1. Introduction

- 1.1 This application seeks full planning permission to construct a three bed house of a modern design.
- 1.2 The land adjacent to 32 The Moors, Pangbourne is undeveloped piece of land situated outside of the defined settlement boundary of Pangbourne. The majority of the land is situated within Flood Zones 2 and 3, and which is known to have flooded in the past. Information gathered from a previous planning application (07/00357/HOUSE) shows most of the eastern part of the application site as falling outside of the red line indicating the extent of the residential curtilage of 32 The Moors and suggests this land has been used as a paddock or orchard rather than formal garden.
- 1.3 The proposed dwelling will be long and narrow, measuring 16.8 metres by 6.75 metres, with a total height of approximately 6.75 metres. The dwelling will be situated approximately 3.7 metres from the existing entrance to the site. Car parking will be provided within the site. Materials include red brick to match existing, grey aluminium doors and windows, and timber entrance door. The elevation towards The Greenways will be plain with only two obscure glazed windows proposed. The elevation towards the garden will house the majority of the glazing for the property.

2. Planning History

- 2.1 The table below outlines the relevant planning history of the application site.

Application	Proposal	Decision / Date
16/02701/FULD	Construction of a new dwelling with associated access and landscaping	Refused 05.12.2016

3. Procedural Matters

- 3.1 A site notice was displayed on 4 June 2018 on the entrance gate; the deadline for representations expired on 25 June 2018.
- 3.2 Community Infrastructure Levy (CIL) is a levy charged on most new development to pay for new infrastructure required as a result of the new development. CIL will be charged on residential (C3 and C4) and retail (A1 - A5) development at a rate per square metre (based on Gross Internal Area) on new development of more than 100 square metres of net floorspace (including extensions) or when a new dwelling is created (even if it is less than 100 square metres).
- 3.3 The nature of the development means that it will be liable for CIL. However, CIL liability will be formally confirmed by the CIL Charging Authority under separate cover following the grant of any permission. More information is available at www.westberks.gov.uk/cil

4. Consultation

Statutory and non-statutory consultation

- 4.1 The table below summarises the consultation responses received during the consideration of the application. The full responses may be viewed with the application documents on the Council's website, using the link at the start of this report.

Pangbourne Parish Council:	No objection to this planning application but wish to comment that they would want to be satisfied that the property was 21 metres from its nearest facing neighbour. They also wish to note that it is outside the settlement boundary but understand that it is right on the edge of this boundary.
WBC Highways:	The Moors is a highway but is not maintained at public expense. It is classified as a Private Street but is subject to highway rights. The vehicle parking proposed is acceptable. A shed for cycle storage must be included within the proposal. The Highway recommendation is for conditional approval.
WBC Tree Officer:	<p>The application is for the erection of a new property, within the existing garden curtilage, the plans provide have indicated, the site contains some trees and hedges, however no details on species, stem diameters or root protection areas have been provided.</p> <p>The footprint may have an impact on the RPAs of boundary trees, which act as important screening, to both the existing property, water treatment plant and the adjacent footpath and, but further details would be required, but could be covered by planning conditions.</p> <p>I have no objection in principle to the development subject to the conditions being attached to any formal consent.</p>
WBC Environmental Health:	No response
WBC Ecological Officer:	No response
WBC Rights of Way Officer:	No response
Ramblers' Association:	No objection
North Wessex Downs:	No response
The Canal and Rivers Trust:	No response
WBC Planning	No comments were received

Policy:	
WBC Waste Management:	The addition of a further dwelling in this location raises no cause for concern with regard to the storage and collection of refuse and recycling.
Environment Agency:	Additional information submitted overcomes EA objection to the proposal subject to condition being included.

Public representations

- 4.2 Representations have been received from 2 contributors, 1 of which support, and 1 of which has concerns but no objections.
- 4.3 The full responses may be viewed with the application documents on the Council's website, using the link at the start of this report. In summary, the following issues/points have been raised:
- The design fits well within the variety of properties in The Moors
 - The property is surrounded on four sides and therefore would not encourage development beyond the village boundary
 - Assurance given by applicant that off street parking would be created
 - Assurance given by applicant that hard standing was provided on the building site to enable all builders' and delivery vehicles to be parked off-road

5. Planning Policy

- 5.1 Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The following policies of the statutory development plan are relevant to the consideration of this application.
- Policies ADDP1, ADPP5, CS1, CS4, CS5, CS13, CS14, CS16, CS17, CS18, CS19 of the West Berkshire Core Strategy 2006-2026 (WBCS).
 - Policies C1, C3, P1 of the Housing Site Allocations Development Plan Document 2006-2026 (HSA DPD).
 - Policies OVS.5, OVS.6, TRANS.1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).
- 5.2 The following material considerations are relevant to the consideration of this application:
- National Planning Policy Framework (NPPF)
 - Planning Practice Guidance (PPG)
 - North Wessex Downs AONB Management Plan 2014-19
 - WBC House Extensions SPG (2004)
 - WBC Quality Design SPD (2006)
 - Planning Obligations SPD (2015)
 - Pangbourne Village Design Statement

6. Appraisal

6.1 The main issues for consideration in this application are:

- Principle of development
- Flood risk and drainage
- Character and appearance
- Residential amenity
- Highway safety

Principle of development

6.2 The application site lies outside of, but adjacent to, the defined settlement boundary for Pangbourne. It is therefore regarded as “open countryside” in terms of the housing supply policies. According to Policy ADPP1 of the Core Strategy only appropriate limited development in the countryside will be allowed. As stated above there is some doubt about the claimed status of most of the eastern part of the site as garden land but irrespective of this the whole of the site is considered to be undeveloped land as even that part which is accepted as garden forming part of the curtilage of 32 The Moors is not considered to comply with the definition of previously developed land set out in the NPPF. Moreover, this issue does not alter the fact that it lies outside the settlement boundary.

6.3 Policy ADPP5 of the Core Strategy provides the spatial strategy for the AONB. Recognising the sensitivity of the area, landscape protection is the priority in terms of housing provision. The policy states that, beyond housing site allocations there will be further opportunities for infill development and for development on previously developed land.

6.4 Policy CS1 of the Core Strategy states that new homes will be located in accordance with the settlement hierarchy outlined in the spatial strategy and area delivery plan policies as indicated above. Policy CS1 further states that new homes will be primarily developed on suitable previously developed land within settlement boundaries and other suitable land within settlement boundaries.

6.5 In the context of the above policies, Policy C1 of the HSA DPD provides a presumption against new residential development outside of the settlement boundaries, subject to a number of exceptions (including certain prescribed infill developments), none of which are relevant to this proposal.

6.6 As such, a new dwelling on this site, which is outside the settlement boundary, is considered to be unacceptable in principle.

Flood risk and drainage

6.7 According to paragraph 155 of the NPPF, inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere. According to paragraph 157, all plans should apply a sequential, risk-based approach to the location of development so as to avoid, where possible, flood risk to people and property. They should do this, and manage any residual risk, by (amongst others) applying the sequential test and then, if necessary, the exception test.

- 6.8 The aim of the sequential test is to steer new development to areas with the lowest risk of flooding. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding. If it is not possible for development to be located in zones with a lower risk of flooding (taking into account wider sustainable development objectives), the exception test may have to be applied.
- 6.9 According to Core Strategy Policy CS16, the sequential approach in accordance with the NPPF will be strictly applied across the District. Development within areas of flood risk from any source of flooding, will only be accepted if it is demonstrated that it is appropriate at that location, and that there are no suitable and available alternative sites at a lower flood risk. When development has to be located in flood risk areas, it should be safe and not increase flood risk elsewhere, reducing the risk where possible and taking into account climate change.
- 6.10 Consistent with the NPPF, Policy CS16 states that development will only be permitted if it can be demonstrated that through the sequential test and exception test (where required), it is demonstrated that the benefits of the development to the community outweigh the risk of flooding. The site includes land within Flood Zones 1, 2 and 3, and consequently the EA confirm that the sequential test must be passed. It is the Council's responsibility to decide whether a proposal passes the sequential test, not the EA's. It is recognised that the part of the site where the building is proposed is located within Flood Zone 1; however the sequential test applies where the "site" is at risk of flooding.
- 6.11 No sequential test has been undertaken by the applicant, but in any event it is considered that the sequential test would fail because sufficient land for housing can be permitted in West Berkshire without developing land in Flood Zones 2 or 3. Consequently, although these may be a technical solution to the flood risk on the site, there remains a flood risk policy objection.
- 6.12 The application is accompanied by a Flood Risk Assessment (FRA) that has been supplemented with additional information during the course of the application. The Environment Agency (EA) originally objected due to identified deficiencies with the FRA, but these have been resolved through the submission of additional information. On the 21st October, the EA confirmed that the additional information submitted overcomes their objections subject to planning conditions.
- 6.13 Overall, although the technical issues with the FRA have been resolved to the satisfaction of the EA, the proposed development fails the sequential test, and is therefore contrary to the aforementioned policies.

Character and appearance

- 6.14 The NPPF is clear that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 6.15 Policies CS14 and CS19 of the Core Strategy are also relevant in this instance. Policy CS14 states that new development must demonstrate high quality and sustainable design that respects and enhances the character and appearance of the area, and makes a positive contribution to the quality of life in West Berkshire. It further states that design and layout must be informed by the wider context, having regard not just to the immediate area, but to the wider locality. Policy CS19 outlines that in order to ensure that the diversity and local distinctiveness of the landscape character of the District is conserved and enhanced, the natural, cultural, and functional components of

its character will be considered as a whole. In adopting this holistic approach, particular regard will be given to the sensitivity of the area to change and ensuring that new development is appropriate in terms of location, scale and design in the context of the existing settlement form, pattern and character.

- 6.16 Policy C3 of the HSA DPD states that the design of new housing, including rural housing exception sites, conversions, extensions and replacement dwellings, must have regard to the impact individually and collectively on the character of the area and its sensitivity to change. Development should be designed having regard to the character of the area in which it is located taking account of the local settlement and building character. It should also have regard to Quality Design - West Berkshire Supplementary Planning Document, Conservation Area Appraisals and community planning documents such as Parish Plans and Town and Village Design Statements, the design principles set out in the North Wessex Downs AONB Management Plan and on the rural environment.
- 6.17 Part 2 of the Quality Design SPD offers guidance on how to respect residential character by emphasising that respecting the physical massing of an existing residential area is a critical part of protecting residential character. The physical bulk of the proposed dwelling has been considered in terms of its footprint, length, width and height in line with this guidance.
- 6.18 The Moors is a predominantly residential street made up of mostly red brick Victorian villas. The street scene is very uniform along the road with semi-detached properties each with front gables, and although there are some extensions and changes to individual dwellings, the character of the street is clearly identified by these properties. There is a strong building line on both sides of the road up to and including The Greenways.
- 6.19 The application site is currently open land with a verdant character. It provides a soft edge to the settlement, and makes a positive contribution to rural character of the street scene. The introduction of a new dwelling with associated hardstanding will adversely impact the natural edge of the settlement boundary and detract from its positive contribution.
- 6.20 The proposed dwelling will be set forward, whereby it would break the building line, albeit at the end of the road, and will be clearly seen from all travelling south along the public right of way. Owing to the position of the proposed dwelling and hard-standing, and with the loss of the open space, it is considered that it would fail to respect the character and appearance of the area. There are no concerns with the materials and detailing of this proposal.
- 6.21 For the above reasons, it is considered that the proposal fails to comply with the aforementioned policies.

Residential amenity

- 6.22 Securing a good standard of amenity for all existing and future occupants of land and buildings is a policy of the National Planning Policy Framework. Policy CS14 states that new development must make a positive contribution to the quality of life in West Berkshire.
- 6.23 The proposed dwelling will be situated near the front of the plot and approximately 12 metres from the nearest properties, 25 The Moors and The Greenways and approximately 24 metres from the adjacent neighbour 32 The Moors. The overall height of the building will be approximately 6.75 metres. Mature hedging separates the site from the pathway and from The Greenways. Apart from two roof windows,

one for a bathroom and one over the stairwell, both of which could be obscure glazed, there are no windows proposed on the east elevation facing towards The Greenways, it is concluded therefore there will be limited impact on neighbouring amenity subject to condition that the windows on the east elevation are obscure glazed and that no further windows should be permitted without written permission from the Council.

- 6.24 Owing to the distance of the proposed dwelling to the closest neighbouring properties, suitable shielding from existing mature planting, and subject to appropriate and necessary conditions being applied, there would be no material adverse effects on neighbouring amenity.
- 6.25 The proposed dwelling is set within a large plot and is considered to achieve the minimum garden sizes set out in the Quality Design SPD.

Highway safety

- 6.26 The access road to the site is along a narrow private road. Highways assessed the site and had no objections subject to condition.

7. Planning Balance and Conclusion

- 7.1 Planning law requires that the application be determined in accordance with the development plan unless material considerations indicate otherwise. The application site is located outside of the settlement boundary and therefore within the open countryside where there is a presumption against new residential development. This conflict weighs heavily against granting planning permission.
- 7.2 The development is proposed on a site that falls within an area of flood risk. Whilst the development has been designed to position the building in the area least at risk of flooding, and technical solutions have been proposed to the satisfaction of the EA, there remains a flood risk policy objection in terms of the sequential test that also weighs heavily against granting planning permission.
- 7.3 The proposed dwelling will have an adverse impact on the street scene and the current green space to the end of this characterful road. This harm further weighs against granting planning permission.
- 7.4 There is a small public benefit in the provision of a new open market dwelling adjacent to the settlement of a Rural Service Centre. However, this benefit is outweighed by the above conflicts and harm. As such, the application is recommended for refusal.

8. Full Recommendation

- 8.1 To delegate to the Head of Development and Planning to REFUSE PLANNING PERMISSION for the reasons listed below.

Refusal Reasons

1. Location of new housing

The application site is located outside of any defined settlement boundary, within the North Wessex Downs Area of Outstanding Natural Beauty (AONB). According to Policy ADPP1, only appropriate limited development in the countryside will be allowed. Recognising the sensitivity of the area, landscape protection is the priority in terms of housing provision, Policy ADPP5 states that, beyond housing site

allocations there will be further opportunities for infill development and for development on previously developed land. Policy CS1 states that new homes will be located in accordance with the settlement hierarchy outlined in the spatial strategy and area delivery plan policies, and that new homes will be primarily developed on suitable land within settlement boundaries. In this context, Policy C1 provides a presumption against new residential development outside of the settlement boundaries, subject to a number of exceptions, none of which apply to this proposal. As such, a new dwelling on this site, which is outside the settlement boundary, does not comply with the aforementioned policies. The application is contrary to the National Planning Policy Framework, Policies ADPP1, ADPP5 and CS1 of the West Berkshire Core Strategy 2006-2026, and Policy C1 of the Housing Site Allocations DPD 2006-2026.

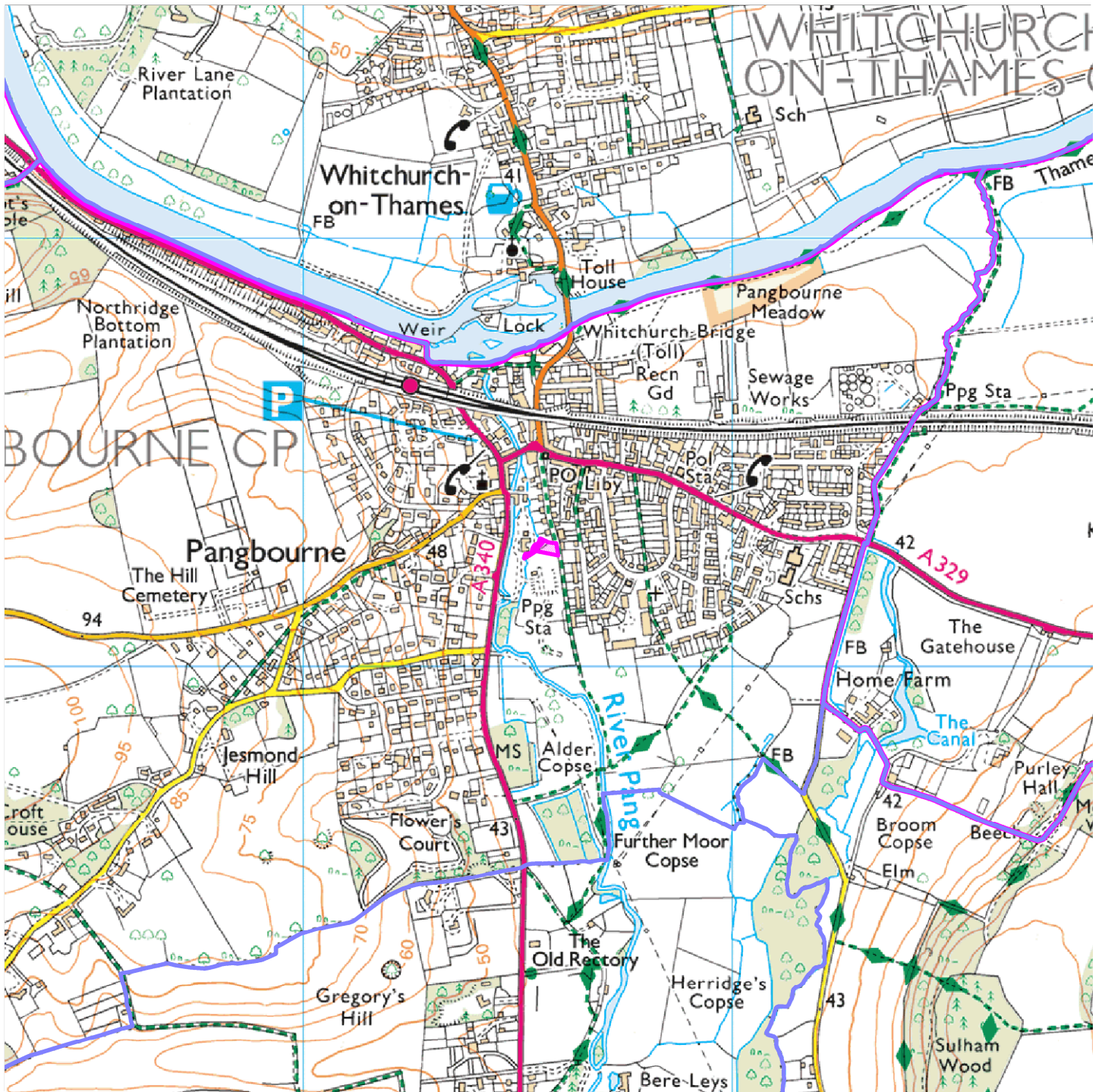
2. Flood risk sequential test

The site includes land within Flood Zones 1, 2 and 3, and consequently the flood risk sequential test of the NPPF is applicable. No sequential test has been undertaken by the applicant, but in any event it is considered that the sequential test would fail because sufficient land for housing can be permitted in West Berkshire without developing land in Flood Zones 2 or 3. Consequently, although these may be a technical solution to the flood risk on the site (through the measures proposed in the Flood Risk Assessment and associated documents), there remains a flood risk policy objection. The application is contrary to the National Planning Policy Framework, the Planning Practice Guidance, and Policy CS16 of the West Berkshire Core Strategy 2006-2026.

3. Character and appearance

The application site is located adjacent to the rural settlement within the North Wessex Downs Area of Outstanding Natural Beauty (AONB). The site comprises an existing open green space adjacent to the settlement boundary that provides a positive contribution to the street scene in terms of providing a soft edge to the settlement. The proposed building would result in the loss of this open space to the detriment of local character, and the building and hardstanding would be prominent additions to the street scene due to their position within the site. The application therefore fails to respect the character and appearance of the area, contrary to the National Planning Policy Framework, Policies ADPP5, CS14 and CS19 of the West Berkshire Core Strategy 2006-2026, and the Quality Design SPD.

This page is intentionally left blank



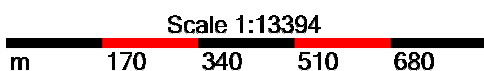
Map Centre Coordinates :

Scale : 1:13393

Reproduced from the Ordnance Survey map with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright 2003.

Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings .

Organisation	West Berkshire Council
Department	
Comments	Not Set
Date	07 November 2019
SLA Number	0100024151



This page is intentionally left blank

Agenda Item 4.(2)

Item No.	Application No. and Parish	Statutory Target Date	Proposal, Location, Applicant
(2)	19/01544/FULEXT Holybrook	7 th October 2019 ¹	Full planning application for the erection of 199 dwellings (including affordable housing) with public open space, hard and soft landscaping and vehicular access from Dorking Way. Land to the West of Dorking Way, Calcot, Reading. Bellway Homes Limited.

¹ Extension of time agreed with applicant until 31st December 2019

The application can be viewed on the Council's website at the following link:
<http://planning.westberks.gov.uk/rpp/index.asp?caseref=19/01544/FULEXT>

Recommendation Summary: Grant planning permission subject to the completion of Section 106 legal agreement. Otherwise, refuse planning permission.

Ward Members: Councillors Argyle and Somner

Reason for Committee Determination: The Council has received in excess of 10 objections

Committee Site Visit: 13th November 2019

Contact Officer Details

Name: Michael Butler
Job Title: Principal Planning Officer
Tel No: 01635 519111
Email: Michael.Butler@westberks.gov.uk

1. Introduction

- 1.1 This application seeks full planning permission for the erection of 199 dwellings on a greenfield site on land off Dorking Way in Calcot. The site is bounded by the A4 to the north-west, existing housing to the east, the M4 to the south-west, and open fields to the south east. The site is allocated as a housing scheme under the Housing Site Allocations DPD 2006-2026 (HSADPD). Accordingly, although a green field it now lies in the defined settlement boundary of the Eastern Urban Area.
- 1.2 The application site area is approximately 7.4 ha in extent. The application is accompanied by an Environmental Statement as required under the Environmental Impact Assessment Regulations of 2017. Of the 199 dwellings, 40% will be affordable housing (80 units in total). Plans are available which will show the projected location of these units, in accord with policy CS6 in the WBCS of 2006 to 2026. 56 of the affordable units will be for social rent, and 24 for shared ownership. The remaining 119 units will be for private sale. The proposed housing mix is 30 no. 1 beds, 56 no. 2 beds, 83 no. 3 beds, and 30 no. 4 beds. The vast majority of the housing will be 2 storey, but a number of the apartment blocks will be 2.5 storey.
- 1.3 In terms of the overall layout of the scheme, the planning drawings indicate that the sole vehicular access for the site onto the main highway network will be to the north on Dorking Way. This in turn leads onto the A4. There is to be a landscaped buffer zone to the west and south of the site, which will incorporate new planting, new trails, and various sustainable drainage features. To the east a new area of public open space is proposed, which in turn will link into the Holybrook Linear Park to the east via a combined footway/cycleway. In addition, around an existing WW2 pillbox, a new small area of public open space is shown to respect the context of this historical asset. It will also provide an area of open space for the occupants of the flats as proposed to the east.
- 1.4 All the proposed houses will be served by individual curtilages, which meet the required minimum standards in the Council's Quality Design SPD. All the dwellings will have shared and/or allocated parking spaces in accordance with policy P1 in the HSADPD of 2017. On the site in total will be 414 parking spaces, with an additional 85 number in proposed garages (not car ports) although these are not recognised as parking spaces to meet the policy requirement. Accordingly, not including the garage spaces, the overall average parking ratio will be just over 2 parking spaces per dwelling, and overall achieve the residential parking standards. If the garages spaces are included this ratio becomes 2.5 per dwelling.
- 1.5 In terms of design, the elevational treatment will be traditional, with a modern twist associated with the flats which is considered to be attractive. External facing materials will be a mixture of feature brick, tile and slate, plus weatherboarding. All the styles are presented within a full set of detailed plans and elevations that accompany the application. Again a mix in style is proposed in terms of detached dwellings, semi-detached and terraces, with flats as noted. Street scene profiles have been submitted which reflect a well-articulated and varied street scene.

2. Planning History

- 2.1 The table below outlines the relevant planning history of the application site.

Application	Proposal	Decision / Date
19/00092/SCREEN	EIA screening opinion for the application.	February 2019

		-ES required.
--	--	---------------

2.2 Post 2000 there have been no applications made on the site.

3. Procedural Matters

- 3.1 Under 19/00092/SCREEN, the Council determined that Environmental Impact Assessment was required in association with the application, in accordance with Schedule 2 of the 2017 Regulations as associated with urban development projects. This was essentially because in excess of 150 dwellings was proposed. The Council subsequently determined, under the relevant scoping exercise, that the following issues were required to be taken into account: air quality and noise, traffic and transport implications, vibration, ecology, ground conditions and any cumulative impacts. The latter included visual impacts. The applicants have duly submitted the Environmental Statement (ES) as required.
- 3.2 The application if approved and implemented will be CIL liable. This will apply only to the private sale dwellings. The CIL charge will be based on approximately 13,000m² of C3 floor space, which will equate to about £1.6 million. This figure is given for illustrative purposes only, the precise CIL charge will be determined separately by the CIL Charging Authority.
- 3.3 The first site notice was displayed on the 26th of June this year with an expiry on the 17th July. Following a range of meetings amended plans have been formally resubmitted reducing the original number of dwellings by one, to 199 dwellings, with associated layout alterations, changes in sustainable drainage, and alterations in the social housing mix, which originally comprised too few social rent units. Car parking was also amended. A further site notice displayed on the 16th of October (expiry the 6th November), and the necessary press notice for the amended ES was posted in the Reading Chronicle on the 24th of October. It is possible accordingly that some further consultations on the amended plans may be reported on the update sheet.

4. Consultations

Statutory and non-statutory consultation

- 4.1 The table below summarises the consultation responses received during the consideration of the application. The full responses may be viewed with the application documents on the Council's website, using the link at the start of this report.

Holybrook Parish Council:	Objection [on first set of plans]. Concerned about design and density, siting of buildings adjacent Dorking Way should be reconsidered, projected traffic difficulties, especially at peak periods, increased noise and air pollution, increased impact on local healthcare, possible flooding problems, harm to local biodiversity, and so strongly recommend refusal to the application. Amended plans: no response at publication.
Tilehurst Parish	Objection. If the Pincents Hill application for c 280 dwellings is approved the local impact on highways and infrastructure, school

Council:	places and surgeries will be significant. Increased noise and air pollution. Congestion on Dorking Way will be caused. Amended plans: re-iterates its objection on similar grounds. Application should be rejected.
Theale Parish Council:	Objection. Similar grounds to the above, particularly impact on local schools and highways/traffic. Amended plans: As neighbouring parish Theale Parish Council is concerned over insufficient infrastructure on Theale Parish as the provision of Doctors Surgery and senior school facilities for Tilehurst residents is provided in Theale Parish. This will also cause a significant increase in vehicle movements in Theale. Object.
Burghfield Parish Council:	Object – support the views of Tilehurst Parish Council.
WBC Highways:	Amended plans: Conditional permission is recommended. The traffic impact on the local network is acceptable, as is the overall layout of the site and the car parking provision, plus the new footpath /cycle links.
Planning Policy:	Accepts that the application is in general accordance with policy HSA12 in the HSADPD.
Minerals and Waste:	Conditional permission.
Archaeologist:	The application site comprises a WW2 pillbox and the remnants of an antitank ditch, also from WW2. Accordingly conditional permission is recommended regarding investigation prior to works commencing on site.
Housing:	Originally concerned that the housing mix for the affordable units did not comply with policy in terms of the mix of units on site. Amended plans: Compliant with policy CS6 in terms of 30% shared ownership and 70 % for social rent. Still wish to see increased number of 4 bed units however.
Environment Agency:	No objections.
Emergency Planning:	No objections on safeguarding grounds in regard to nuclear facilities at AWE Burghfield.
Education:	Anticipated that the impact on local schools will be mitigated by CIL.
Thames Water:	No overall objections but the applicant must have regard to safeguarding the strategic water main easement on the site. Water infrastructure adequate to meet increased demand as is sewerage facilities.

Waste services:	Conditional permission be granted.
Binfield Badger Group:	Strongly object. The site has presence of setts on site. The development will destroy these. Not acceptable.
Highways England:	No objections to the proposal as it is understood that the site is allocated in the Council Local Plan.
Tree Officer:	Some concerns over the adequacy of the landscaping in the original plans — views awaited on the amended scheme.
Environmental Health:	Conditional permission – conditions on noise (external from the M4), potential contaminated land, construction management scheme, and electric vehicle charging points.
Lead Local Flood Authority:	Original plans: disappointed that they show a detention basin only, not a multiple landscaped sustainable drainage scheme appropriate for such a large site. Further details required on drainage issues generally. Amended plans: Conditional permission is recommended.

Public representations

- 4.2 Representations have been received from 41 contributors, 3 of which support, and 38 of which object to the proposal.
- 4.3 The full responses may be viewed with the application documents on the Council's website, using the link at the start of this report. In summary, the following issues/points have been raised:

Objection

- Largely concerned about increased traffic particularly at peak periods.
- Impact on local infrastructure, including health facilities and schools.
- Impact on local ecology.
- Worried about on site drainage /flooding/ impact on sewers.
- Need at least to add another access road for the scheme to reduce congestion.
- Cumulative impact in association with other schemes.
- Impact on local heritage, e.g. the pill box
- Why not seek more affordable housing on the site?
- Need to significantly reduce the number of dwellings.
- Are the houses really required in this location?
- Will exacerbate an existing poor vehicle accident record — will need good traffic calming measures.
- Houses are too close to M4 – will cause future health problems for the occupants.
- Will take away much needed green space – a green lung.

Support

- Good use of land.
- Sustainable location.
- Massive benefit to provide so many affordable homes.
- The local infrastructure can cope.

5. Planning Policy

5.1 Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The following policies of the statutory development plan are relevant to the consideration of this application.

- Policies ADPP1, ADPP4, CS1, CS4, CS5, CS6, CS13, CS14, CS16, CS17, CS18, and CS19 of the West Berkshire Core Strategy 2006-2026 (WBCS).
- Policies GS1, HSA12, C1, and P1 of the Housing Site Allocations Development Plan Document 2006-2026 (HSA DPD).
- Policy OVS.5, OVS6, TRANS.1, RL.1, RL.2, and RL.3 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

5.2 The following material considerations are relevant to the consideration of this application:

- National Planning Policy Framework (NPPF)
- Planning Practice Guidance (PPG)
- WBC Quality Design SPD (2006)
- Planning Obligations SPD (2015)
- National Design Guide (2019)
- DfT Manual for Streets

6. Appraisal

6.1 The main issues for consideration in this application are:

- Principle of development
- Character and appearance.
- Highways issues
- Layout and design.
- Other issues.

Principle of development

6.2 According to Core Strategy Policy CS1, new homes will be located in accordance with the settlement hierarchy outlined in the Spatial Strategy (Policy ADPP1) and Area Delivery Plan Policies (ADPP4). New homes will be primarily developed on (amongst others) land allocated for residential development in development plan documents.

6.3 The application site is an undeveloped green field. However, following the adoption in May of 2017 of the Council's HSADPD, the application was allocated for between 150 and 200 dwellings under policy HSA12. The application site was also incorporated into the defined settlement boundary for the Eastern Urban Area (of Calcot, Tilehurst and Purley), within which Policy C1 provides a presumption in favour of development.

6.4 Policy GS1 of the HSADPD is a general site policy applicable to all housing allocations. Policy HSA12 sets out criteria for the development of the site. The text of the policy is reproduced in full below.

Policy HSA 12

Land adjacent to Junction 12 of M4, Bath Road, Calcot (site reference EUA025)

The site has a developable area of approximately 4 hectares and will be delivered in accordance with the following parameters:

- The provision of between 150 and 200 dwellings to round off the existing residential development to the south of the site whilst maintaining an appropriate buffer between the development and the M4. No development will take place within flood zone 2.
- The site will be accessed from Dorking Way.
- The scheme will be advised by a Flood Risk Assessment (FRA) given that part of the site is within Flood Zone 2 and is also within a groundwater emergence zone. The FRA will set out appropriate mitigation measures.
- The scheme will be informed by a noise and air quality survey which will advise on appropriate mitigation measures given the proximity of the site to the M4, the A4 Bath Road and the railway.
- The scheme will be supported by an extended phase 1 habitat survey together with further detailed surveys arising from that as necessary. Appropriate avoidance and mitigation measures will need to be implemented, to ensure any protected species are not adversely affected.
- The scheme will be informed by an archaeological desk based assessment as a minimum and field evaluation if required to assess the historic environment potential of the site.
- The scheme will comprise a development design and layout that will:
 - Be designed to integrate with the adjoining residential built form.
 - Be based upon good acoustic design, to ensure a good standard of amenity for the occupants.
 - Include street trees along all boundaries of the site, with additional planting along the boundary with the A4 Bath Road.
 - Provide footpath and cycle linkages to EUA026, connecting into the wider footpath and cycleway network.
- A key part of the development allocation will be the establishment of the southern and eastern part of the site as public open space. This area of land will remain open in perpetuity and will form an extension to Holybrook Linear Park. Further consideration will be required at the planning application stage in order to determine the detailed layout and management of this area.

6.5 It is considered that, having regard to the level of supporting detail and information submitted with the application, and indeed the nature of the submission itself, that all of the above criteria are met. It is apposite to note that none of the statutory technical consultees have raised any outstanding objections to the application.

6.6 Given in addition that the defined settlement boundary of the Eastern Urban Area has been modified to include the developable area of the site in the HSADPD, the application complies with policy C1 in the same document. Accordingly, the principle of this level of new housing on the site is considered acceptable. In addition any application of this scale must comply with the need for affordable housing under policy CS6. Since 80 units will be affordable (i.e. 40%), which will be secured by a section 106 planning obligation, the scheme similarly complies with this point as required by policy GS1 in the HSADPD.

Character and appearance

- 6.7 Policy CS19 in the Core Strategy seeks to ensure that any new development will not harm the wider attractive character of the landscape in the District, in summary, but, if possible enhance that nature and character. It is clear that by allocating this site in the HSADPD, the Council have already accepted at a strategic level the fact that additional substantial built form on the site will be, by definition, acceptable, having regard to policy CS19 and the policies on such issues in the NPPF.
- 6.8 The applicants have submitted a Landscape and Visual Impact Assessment (LVIA) in support of the proposal. This has concluded that whilst the loss of the pastoral land represents a high degree of harm initially, the site, in its current form, does not contribute positively to the localised or wider settlement edge. This is principally because the site is physically very well contained, with the barrier of the M4 to the south, the presence of the Arlington Business Park across that highway, IKEA and further built form to the north across the A4, and existing housing in Calcot to the north east. The LVIA is considered to offer a fair assessment in this respect.
- 6.9 The question then remains is whether the development as a whole will irreversibly alter the nature and character of the area to its overall detriment. Undoubtedly the introduction of the additional 199 dwellings with all associated built form will substantially alter the area, causing a degree of visual harm. What must be balanced against this rather clear conclusion, is whether the inherent advantages of the scheme outweighs this impact. Although this will be summarised in the report conclusions, it is considered that given the identified need for further affordable housing, plus the fact that the principle of housing has already been accepted, the visual harm to the wider “rural” setting of the urban area is agreed.
- 6.10 The application layout has, to a degree, managed to mitigate this impact by ensuring the layout of the new housing is buffered adjacent the M4 and the A4 as the application drawings show. The landscape strategy plan shows a belt of new tree planting all along the north-west and south-west perimeter of the site, which will visually soften the overall impact of the housing. In addition the new public open space to the east will assist in this regard. It is of course apparent that the present open private views available for existing residents will be significantly impacted, but the loss of a private view in this context is not a material planning consideration. In addition the local street scene adjacent the A4 off Dorking Way will be affected, but again further tree planting, which will be duly conditioned, will assist in reducing such an impact. The buffer zones additionally will provide areas of informal public open space, and areas for sustainable drainage basins/ponds necessary for water drainage control, in the future.
- 6.11 The original plans for 200 dwellings identified a 3 storey development on the northern part of the site, which would have adversely impacted upon the local street scene. In the subsequent amended plans, this height of new building has been reduced to 2 storey only. The sole 2.5 storey height of new housing will be the three blocks of flats to the far east of the site; these will be relatively prominent when viewed from the M4 to the south, but are not considered to be harmful in context.
- 6.12 It is accordingly concluded that the development meets the policies in the NPPF in paragraph 170, in relation to conserving and enhancing the natural environment. It is important to note that no nationally designated landscape will be directly affected by the scheme since the North Wessex Downs Area of Outstanding Natural Beauty lies some distance to the north of the application site. This is due to the fact that intervening urbanising development lies between the application site and the designation so the opportunity of visually reading the two landscape components together is minimal. The applicants LVIA similarly concludes that the application site and the receiving environment has the capacity to satisfactorily accommodate the scheme.

- 6.13 In terms of the amended plans and the consequential revisions to the ES addendum, the applicants were requested to take into account the very recently published 2019 West Berkshire Landscape Character Assessment, which they have duly done. This has not altered the conclusions of the LVIA, nor indeed that of officers.

Layout and Design

- 6.14 The agenda report has already identified in some detail the proposed layout of the application. Given this is a full application (where full details of access, scale, layout, appearance and landscaping are to be considered), it is important for the Committee to appreciate the detailed layout and form of the new housing. A description is as follows.
- 6.15 The sole vehicular access into the wider road network is at Dorking Way. There will however be an additional combined cycle/pedestrian access into the Holybrook Linear Park to the east, and an additional new footway link into Embrook Way to the north. Around the whole western and southern perimeter of the site will run a 3 metre wide footway/cycleway, which links into Dorking Way to the north, and ultimately the eastern most road point in the site, leading onto Linear Park. This provides good internal connectivity and assists in encouraging at least a degree of sustainable transport modes, in accordance with the Council's Local Transport Plan policy LTP3, Quality Design SPD, the National Design Guide, and the policies in the NPPF.
- 6.16 In terms of the wider road layout, there will be a main spine road leading around the northern perimeter of the site, adjacent the existing housing rear gardens: this has the disadvantage of bringing traffic movements closer to existing housing (albeit fairly low flows) but the advantage of increasing separation distances between the existing and proposed dwellings: such that the minimum distances (back to back) meet the normal standards of 21 metres in all cases. Off this principal spine road will run a more circuitous route, which given its alignment, will assist in "natural" traffic calming, to the extent that a number of 90 degree turns will slow traffic down to less than 20mph.
- 6.17 In regards to the actual housing layout, the affordable housing has been fairly well spread out through the site, as the tenure layout indicates. There is a focus to the east with two blocks of flats being under affordable tenure, the justification for which is management reasons under Registered Social Landlords. There is also a terrace of 10 affordable units (in three distinct blocks) to the east as well. These overlook the one internal public open space area on the site which is of benefit. Otherwise the siting of much of the remainder is on the application site perimeter adjacent the M4 and the A4. This does mean some additional noise for the prospective occupants, but the submitted acoustic report has been supported by Environmental Health.
- 6.18 As to the rest of the layout the applicant has designed a sweeping arc from the north-west to the eastern corner, which in part emulates the existing housing form to the north. For some plots adjacent the M4 where the noise impact is highest, the gardens will face north away from the motorway, and the nature of the terrace (plots 139 to 166) will assist in reducing noise flow over the rest of the site. The largest block on site (plots 167-188) lies to the east, which provides a visual stop to the scheme, and overlooks green space to the east as well. The manner in which plots 43 to 61 on the south-west arc of the site are articulated, means that visual gaps are afforded through the site, which whilst not optimum in terms of reducing noise flow, will be welcome in terms of visual impact; they are aligned in a perpendicular fashion, to the slip road onto the M4.
- 6.19 One of the most important components of the proposal is in terms of its effect to the wider public, which will be on the street scene, adjacent the A4. Plots 1-11, in the amended plans, have been reduced to a 2 storey height, and they are in the form of a curved block right at the junction of Dorking Way and the A4. This will provide a prominent entrance point for the site, which is encouraged. The remainder of the plots

to the south do not however face onto the highway, but this is accepted since a flank elevation is better for internal amenity (plots 20-25). Moving further south, plots 35-41 face the highway, which is acceptable, as their rear gardens will face north-east. As to the remainder of the site, all the required minimum separation distances are afforded, along with suitable external amenity areas.

- 6.20 Equally important components in the proposal will be the future street scenes projected internally by the development. The applicant has gone to some lengths to produce a full amended set of coloured plans which indicates a comprehensive cross section of street scenes across the site, taking into account all the proposed levels changes. This has the benefit of allowing both the officers and Members of the Committee to examine the scheme, to ensure the future attractiveness of the scheme may be judged against the design policies in the NPPF and indeed against the recently published National Design Guide. Clearly. Overall, it is considered that, with some minor exceptions (some of the flats over car ports and internal access points), officers are content with the proposed elevational treatment of the houses and flats, which have a semi modern “twist” to them, whilst still being relatively traditional in nature. This in turn will complement the present nature of the housing to the north, which is one of the tests as set out in the policy HSA12.
- 6.21 To conclude, for a site which is constrained on all 4 boundaries, the applicant has submitted a scheme which is considered acceptable in terms of layout, design and scale.

Highways

- 6.22 Vehicular access to the site will be achieved via a T junction onto Dorking Way. This is in line with Policy HSA12 of the HSADPD. The proposed access is 5.5 metres wide with 6.0 metre kerb radii. Visibility splays of 2.4 x 43.0 metres are achievable in both directions in line with the governments Manual for Streets (MfS). The Transport Assessment has assessed the capacity of the proposed site access with Junctions 9 traffic modelling software. The access will operate well within capacity. Concern has been raised regarding a potential crossroads with the allocated housing site opposite, but such crossroads are encouraged within the MfS.
- 6.23 The existing traffic calming within Dorking Way will be retained and unchanged by the proposal. Large vehicles including refuse vehicles are already restricted from using the western section of Dorking Way. This will be retained by a Traffic Regulation Order (TRO) prohibiting large vehicles from turning right from the site onto Dorking Way. The Councils Waste Services and Traffic Management team consider this to be acceptable. A financial contribution under a Section 106 Agreement of £1,500 will be required from the developer to provide the TRO.
- 6.24 The site is proposed to connect with the pedestrian and cycle network by providing the following:
- A 3.0 metre wide shared footway / cycleway adjacent to the proposed access road which will connect with proposed improvements along the Dorking Way site frontage;
 - Improvements to the existing footway along Dorking Way to provide a 3.0 metre wide shared footway / cycleway, which provides a link to the A4 Bath Road and the Toucan crossing at the Pincents Lane / A4 Bath Road / Dorking Way signalised junction;
 - A 3.0 metre wide shared footway / cycleway around the western edge of the proposed development which provides a separate connection to Dorking way;
 - A footway connection between the site and Embrook Way.

- 6.25 An emergency access is also provided around the south eastern corner of the site.
- 6.26 The development is provided with parking in accordance with Policy P1 of the HSA DPD. Cycle storage is to be provided in accordance with the Councils Cycle and Motorcycle Advice and Standards for New Development 2014.
- 6.27 At the time of writing, there are some amendments required to the site layout such as the provision of speed reducing measures on some of the longer straight sections of road and ensuring that all roads serving more than five houses are designed to an adoptable public highway standard. These can be subject to further amended drawings and can be secured by condition and Section 38 of the Highways Act 1980.

Traffic Impact

- 6.28 To calculate the expected traffic generation for the proposal, the Trip Rate Information Computer System (TRICS) database has been used. TRICS is a UK and Republic of Ireland wide database of traffic surveys of many uses including residential. From TRICS the following is projected:

	AM peak (07.15 to 08.15)			PM peak (16.15 to 17.15)		
	Arrive	Depart	Total	Arrive	Depart	Total
Per dwelling	0.13	0.36	0.49	0.33	0.15	0.48
Whole development	25	72	98	66	30	96

- 6.29 The projection is in line with the Council's own surveys of residential developments taken at Yates Copse and Harrington Close in Newbury in 2016 that revealed total rates of between 0.37 and 0.67 per dwelling. It needs to be mentioned that the above figures do not reveal the total number of traffic leaving the area in the morning or arriving during the afternoon. Only the above peak hours are provided, as they are the busiest hours. The highways officer is content with the use of TRICS, how it has been used and the traffic projections provided.
- 6.30 To distribute the additional traffic, the census data and a population gravity model have been used and combined to produce the distribution. Traffic was also assigned from Google Maps to account for the prohibited right turn from Dorking Way onto the A4. The Highways Authority is content with this methodology. Circa 40:60 of traffic will travel to and from Dorking Way North: South to Charrington Avenue. Once on the A4 just north of the site, most will travel to and from the west and M4.

Traffic Modelling

- 6.31 Traffic counts were undertaken in November 2018 and March 2019. The following junctions were surveyed:
- A4 Bath Road / Calcot Interchange / Dorking Way signal-controlled junction;
 - Calcot Interchange / Pincents Lane / McDonald's / Sainsbury's retail park un-signalised gyratory (these two junctions to be treated as a single junction);
 - M4 Junction 12 signal-controlled roundabout;
 - A4 Bath Road / Waterside Drive / Hoard Way un-signalised roundabout;
 - A4 Bath Road / Royal Avenue / Charrington Road un-signalised roundabout;
 - and A4 Bath Road / Old Bath Road (Langley Hill) / Charrington Road signal-controlled junction.

6.32 The above junctions have been modelled using an area wide VISSIM model which is micro-simulation traffic modelling software that models individual vehicles through junctions to assess their capacity. Due to the visualisation within VISSIM, area wide modelling can be undertaken that can show if queuing from one junction blocks back to an adjacent junction.

6.33 The following scenarios have been included within the VISSIM modelling:

- Scenario 1 - 2019 Base Year;
- Scenario 2 - 2023 Future Year;
- Scenario 3 - 2023 Future Year + Committed Development;
- Scenario 4 - 2023 Future Year + Committed Development + the development.

6.34 The following peak hours:

- Weekday AM peak – 07:15-08:15 hours;
- Weekday PM peak – 16:15-17:15 hours; and
- Saturday PM peak – 11:45-12:45 hours.

6.35 Prior to using any traffic model, the model must correlate to the actual on site survey data. To prove correlation, a Local Model Validation Report (LMVR) has been submitted. For the weekday AM, PM and Saturday 2019 base models all data correlates with the observed flows and are within the governments Design Manual for Roads and Bridges (DRMB) standards. The LMVR has not only been checked by highway officers, but also by external consultants WSP based in Basingstoke and Southampton.

6.36 For future years, traffic flows from committed developments are included which include the other allocated site EUA26 in Dorking Way, housing developments at Lakeside in Theale approved with planning application 15/02842/OUTMAJ and the office development at Brunel Road in Theale under planning applications 17/01588/COMIND and 17/01589/COMIND. In addition to committed developments, traffic growth has also been applied using TEMPRO growth factors that have grown the traffic up to 2023.

6.37 The VISSIM model and use of the VISSIM model has again been checked by external consultants WSP who consider that the modelling work is acceptable. Therefore from the VISSIM model the following results from the four scenarios above are provided:

A4 / Waterside Drive / High Street

Link	2019 base	2023 base	2023 plus growth	2023 plus proposal
Hoad Way	20	23	24	27
A4 East	54	55	72	81
Waterside Drive	45	54	69	68
A4 West	27	30	34	40

AM Peak average traffic queues lengths in metres

Link	2019 base	2023 base	2023 plus growth	2023 plus proposal
Hoad Way	32	45	45	33
A4 East	127	154	146	139
Waterside Drive	189	220	227	227
A4 West	26	23	40	23

PM Peak average traffic queues lengths in metres

Link	2019 base	2023 base	2023 plus growth	2023 plus proposal
Hoad Way	15	16	20	18
A4 East	30	34	35	31
Waterside Drive	28	32	29	32
A4 West	4	5	2	2

Saturday Peak average traffic queues lengths in metres

M4 Junction 12

Link	2019 base	2023 base	2023 plus growth	2023 plus proposal
A4 East	85	90	93	96
M4 South slip	116	148	148	166
A4 West	70	73	72	70
M4 North slip	96	97	93	100

AM Peak average traffic queues lengths in metres

Link	2019 base	2023 base	2023 plus growth	2023 plus proposal
A4 East	94	93	94	93
M4 South slip	69	74	74	74
A4 West	92	93	94	137
M4 North slip	146	134	141	142

PM Peak average traffic queues lengths in metres

Link	2019 base	2023 base	2023 plus growth	2023 plus proposal
A4 East	60	59	64	60
M4 South slip	56	55	57	55
A4 West	56	55	57	57
M4 North slip	83	86	89	81

Saturday Peak average traffic queues lengths in metres

A4 / Pincents Lane / Dorking Way

Link	2019 base	2023 base	2023 plus growth	2023 plus proposal
Sainsbury exit	20	20	17	17
Pincents Lane	18	17	16	15
A4 East	176	186	186	194
A4 West	158	153	172	171
Dorking Way	16	19	20	23
Petrol Filling Station	20	18	18	18

AM Peak average traffic queues lengths in metres

Link	2019 base	2023 base	2023 plus	2023 plus
------	-----------	-----------	-----------	-----------

			growth	proposal
Sainsbury exit	100	80	104	122
Pincents Lane	103	78	106	93
A4 East	124	125	123	126
A4 West	166	196	187	186
Dorking Way	8	8	8	10
Petrol Filling Station	59	59	59	59

PM Peak average traffic queues lengths in metres

Link	2019 base	2023 base	2023 plus growth	2023 plus proposal
Sainsbury exit	154	168	178	183
Pincents Lane	182	217	204	241
A4 East	91	98	100	99
A4 West	158	153	172	171
Dorking Way	10	10	11	12
Petrol Filling Station	59	59	59	59

Saturday Peak average traffic queues lengths in metres

A4 / Charrington Road / Royal Avenue

Link	2019 base	2023 base	2023 plus growth	2023 plus proposal
A4 East	32	40	40	33
Royal Avenue	19	19	21	23
A4 West	8	5	8	7
Charrington Road	33	38	38	43

AM Peak average traffic queues lengths in metres

Link	2019 base	2023 base	2023 plus growth	2023 plus proposal
A4 East	58	53	59	58
Royal Avenue	26	24	25	23
A4 West	59	118	171	93
Charrington Road	18	20	21	22

PM Peak average traffic queues lengths in metres

Link	2019 base	2023 base	2023 plus growth	2023 plus proposal
A4 Eastbound	28	30	46	35
Royal Avenue	21	21	19	21
A4 Westbound	7	21	5	13
Charrington Road	26	24	27	25

Saturday Peak average traffic queues lengths in metres

A4 / Charrington Road / Old Bath Road (Langley Hill)

Link	2019 base	2023 base	2023 plus growth	2023 plus proposal
A4 East	108	131	133	127
Old Bath Road	113	114	114	114
A4 West	79	96	91	94
Charrington Road	56	58	58	57

AM Peak average traffic queues lengths in metres

Link	2019 base	2023 base	2023 plus growth	2023 plus proposal
A4 East	93	93	96	91
Old Bath Road	105	101	107	108
A4 West	594	684	687	674
Charrington Road	103	105	106	105

PM Peak average traffic queues lengths in metres

Link	2019 base	2023 base	2023 plus growth	2023 plus proposal
A4 East	88	91	100	98
Old Bath Road	92	96	94	95
A4 West	162	181	164	184
Charrington Road	53	51	52	56

Saturday Peak average traffic queues lengths in metres

6.38 All of the above results suggest that the proposal has a limited impact on the A4 near the site. This is due to two main reasons:

- (a) The 40:60 distribution of traffic to and from Dorking Way North: South to Charrington Avenue significantly disperses the additional traffic.
- (b) The existing large volume of traffic already on the network. For instance the A4 between the M4 and Dorking Way during a typical weekday AM peak, has a total of 1,574 vehicles travelling eastbound with 2,225 vehicles travelling westbound. The development will increase this 9 eastbound and 27 westbound, an overall increase of less than 1%. The projected traffic increases are therefore not enough to have an impact.

6.39 The biggest increase in traffic queue lengths is at the M4 Junction 12 A4 west arm during the PM peak where the traffic queue is projected to increase from 93 to 137 metres, an increase of some seven cars. Results from journey times along the A4 and actual capacity provide similar conclusions. Paragraph 109 of the National Planning Policy Framework states 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”*. The view of the highways officer is that the impact is nowhere near severe and therefore no objection is raised

6.40 Except for the Community Infrastructure Levy (CIL), no mitigation for traffic is proposed. It is likely by 2023 traffic signals will be routinely adjusted anyway by the local highway authority to improve network performance. The improvements mentioned earlier to footways and cycleways along Dorking Way, the above mentioned TRO and a Travel Plan will be required.

Other issues.

- 6.41 **Noise.** Saved Policy OVS6 and paragraph 180 of the NPPF are relevant. The applicants, as requested, have commissioned a noise survey of the existing conditions across the application site, and projected how the acoustic environment will alter once the new housing is built out. The local noise climate is dominated by the local road network, and road traffic noise is worst on the south east corner of the site. After having undertaken a full noise survey of the locality the report has concluded that areas closest to the M4 are in a medium/high risk area in terms of potential adverse noise impacts on future residents: clearly this needs to be taken into account in terms of the layout as designed and appropriate conditions for frontages facing the M4/A4 to ensure internal acoustics are acceptable. In addition, many of the external amenity areas have been designed /located to face away from the principal noise generators to improve future living conditions. As identified in the consultation section of this report, the Council's Environmental Health Officer has examined the various acoustic reports and the updated ES addendum in respect of noise and has concluded that, subject to the recommended conditions, the future acoustic environment will be acceptable. There is also the rather obvious point that future residents will clearly be aware of the proximity of roads, when purchasing their property. It is also recognised that the M4 is due to become a Smart Motorway from 2020 with the hard shoulder becoming a new traffic lane. This will occur from Junction 12 and continue eastbound. This will bring traffic flows marginally closer to the new housing, but balanced against this is the projected improvement in traffic flows on the motorway, which should reduce traffic noise overall.
- 6.42 **Flood risk and drainage.** Policy HSA12, inter alia, notes that any planning application on the allocated site must be informed by a full Flood Risk Assessment (FRA), given that whilst the majority of the site lies in Flood Zone 1 (the lowest risk of fluvial flooding), part lies in Flood Zone 2, and housing is defined as one of the most vulnerable end land use types by the Environment Agency (EA). The housing elements of the proposal are wholly outside of Flood Zone 2. The applicants have provided a FRA, and the Lead Local Flood Authority (LLFA) have recommended conditional approval on the revised plans. The revised plans have provided the following information: proposed final finished floor levels on the new dwelling layout, longitudinal cross sections of all the new basins proposed, an indicative swale layout, details of the drainage layout (both on and off site) and a full written response to the original queries of the LLFA. On the amended plan layout, it is noted that a detention basin is proposed on the south east corner, which forms part of the public open space and then to the north east a new permanent pond, which will provide suitable flood water retention. Accordingly, to ensure sustainable drainage on the site meets policy CS16 in the Core Strategy, and paragraphs 155-165 in the NPPF on seeking to control flood risk, a sustainable drainage condition will be applied. No objections have been raised by the EA, or by Thames Water.
- 6.43 **Ecology.** The next issue for the Council to take into account is ecology, having regard to the duties in the Wildlife and Countryside Act of 1981, the policies in chapter 15 of the NPPF (paragraphs 174 to 177 on Habitats and biodiversity), policy CS17 in the Core Strategy, and the context of policy HSA12 in the HSADPD, which notes, inter alia, that any application must be informed by an extended phase 1 habitat survey. Firstly, the views of the WBC Ecology are awaited and this should be on the update sheet. Secondly Natural England have not objected to the application. Thirdly, no recognised and statutory designated ecology sites such as SSSIs are located in or near the site, which could be impacted by the development. Fourthly, there are no designated local wildlife sites on or near the application site: however the southern tip of the site does lie in the Kennet Valley East Biodiversity Opportunity Area (BOA), which on the site is semi improved grassland. This part is to become the public open space on the site, so will not be built upon.

- 6.44 The study recognises that the majority of the application site is predominantly species poor semi improved grassland. There are no botanical species of importance on site. However there are two badger setts in the vicinity (the precise location is confidential) but since they are legally protected species, a consent from Natural England must be obtained to destroy such setts. The developer must obtain this, hence the objection from the Binfield Badger Group. The Council, as Local Planning Authority, is legally obliged to take this factor into account in the determination of this application, weighing up the overall planning benefit of granting permission, in relation to the ecological harm of habitat disruption and destruction. Officer advice, in recommending conditional approval to the application, is that the public benefit of the 199 housing scheme far outweighs the ecological harm caused in this instance. There are other species of some ecological importance on the site such as nesting birds and water voles in the ditches which cross the site, but suitable mitigation can be secured by way of an Ecological Management Plan via condition, which will control the construction process and mitigate harmful impacts. No overall objection is maintained, subject to suitable mitigation, to the proposal on ecological grounds, notwithstanding a degree of potential harm. The scheme is accordingly consistent with policies HSA12 and CS17.
- 6.45 **Air quality.** Policy HSA12 identifies the need to provide an air quality assessment, with the submission of an application. This the applicant has done. Environmental Health Officers have no concerns with the report, as amended to reflect the revised layout. A summary of this is as follows: the Council has defined two Air Quality Management Areas (AQMAs) in the District; neither are close to the application site. However about 2 miles to the east of the application site, Reading Borough Council have declared a AQMA on the A4 just past Calcot. The study has accordingly taken this into account. It has considered the principal generator of emissions of Nitrogen Oxide as being by the private car and other vehicles in the vicinity, and data was modelled on a before and after build out, to see if the emissions created by the new housing occupiers would be so harmful as to be unacceptable, having regard to the advice in paragraph 181 of the NPPF and national standards on air quality. It concluded that the changes would be very low and almost imperceptible in relation to any possible toxic implications. The report then goes onto examine how dust should be controlled and suppressed during the construction process, which will be very important given the number of residents living adjacent the future building site. An appropriate construction method statement is conditioned accordingly. To conclude officers consider that there are no grounds for resisting the development on air quality grounds. It thus accords with policy HSA12 in this respect.
- 6.46 **Public open space.** Policy HSA12 in its final bullet point identifies the need for any application to provide a significant level of both useable and attractive public open space (POS) for the prospective residents, to include informal play areas, trim trails and dog walking areas. Links through to the Holybrook linear park are also stipulated. The provision of POS on major developments is also set out in saved Local Plan Policies RL.1, RL.2 and RL.3. It is encouraging that not only does the application provide a reasonable level of private amenity areas as already shown above, but it does provide just under 3ha of POS on site. In order to see if this amount is compatible with the details in saved policy RL1, on the basis of an average occupancy rate of 2.6 persons /dwelling this would equate to 2.3 ha being needed: accordingly the development exceeds the minimum. In addition it is helpful that the perimeter of the site is identified as being POS along with the substantial new area to the east, linking into Holybrook. This is an acceptable layout as not only does it provide a buffer to the M4/A4 barrier, but also provides a continuous link from Holybrook to the east to Dorking way in the west. The NPPF in paragraphs 96 to 101 sets out helpful advice on what new POS should achieve, such as the enhancement of pedestrian and cycling routes, as does the advice in policy CS18 in the Core Strategy on green infrastructure. Notwithstanding the fact that in the region of 500 additional occupiers will be introduced to this area, the site which presently has no authorised public access will be opened up to the local population which is of

certain benefit in the planning balance. Accordingly, it is considered that the submission meets the POS requirements in the aforementioned policies.

7. Planning Balance and Conclusion

- 7.1 The statutory development plan sets out that the Council will provide a certain level of housing to significantly boost the supply of housing, and this includes the delivery of housing site allocations on greenfield land. This site is one of the largest of all the non-strategic site allocations across the District, appropriately located in the wider Reading urban area, where there is a significant range of infrastructure and facilities to support the prospective population of the development. Major shops, employment areas, good road communications and schools are all located in close proximity, plus large areas of public open space and open countryside to the west and south. The principle of additional housing has been supported via the allocation.
- 7.2 The negative impacts of this application will be as follows: as the highways section has shown, there will inevitably be a degree of impact on local traffic flows on the wider network, especially at peak periods, but the anticipated level is judged as acceptable. This is capable of causing some harm to local amenity, but very minimal in the existing context. In addition it is also inevitable that there will be a degree of landscape and visual impact created by the introduction of substantial new built form in the setting of Reading. In addition, during the construction period, which will be at least 2 years, there will be a level of disruption for the local community which will be unavoidable.
- 7.3 In terms however of the positive impacts these are as follows: 80 affordable dwellings will be built out which is a significant benefit to the local population in the catchment. In addition, the Council will add 199 dwellings in total to its housing land supply in accordance with the development plan. In addition the positive impacts on the local construction economy over the build out period will be significant as will the future addition of the spending of 199 households in the area in the future. The additional linkages through to the Holybrook Linear Park is also of benefit and to a degree the additional landscaping around the perimeter of the site (albeit balanced against the loss of the current openness).
- 7.4 In conclusion, taking into account the three dimensions of sustainability in the NPPF (economic, social and environmental), whilst the application is diminished to a degree in terms of the latter dimension in terms of traffic and visual impacts, the other benefits demonstrably outweigh the adverse effects. The application is accordingly recommended for approval, subject to the completion of a section 106 legal agreement.

8. Full Recommendation

- 8.1 PROVIDED THAT a Section 106 Agreement has been completed by 31st January 2020 (or such longer period that may be authorised by the Head of Development and Planning, in consultation with the Chairman or Vice Chairman of the Eastern Area Planning Committee), to delegate to the Head of Development and Planning to GRANT PLANNING PERMISSION subject to the conditions listed below.
- 8.2 OR, if a Section 106 Agreement is not completed, to REFUSE PLANNING PERMISSION for the reasons listed below.

Heads of Terms for Section 106 Agreement

1. **Affordable housing**
 - 40% (80 units) affordable housing
 - 70% of affordable housing units to be social rented tenure
 - 30% of affordable housing units to be shared ownership tenure
2. **Public open space**
 - Provision and transfer of public open space
 - Commuted sum of £64,640.57 for the future maintenance
3. **Travel plan**
 - £3000 towards future monitoring of approved travel plan
4. **Traffic regulation order**
 - £1500 towards a traffic regulation order for the junction of the site with Dorking Way

Conditions

1. **Commencement of development**

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).
2. **Approved plans**

The development hereby permitted shall be carried out in accordance with the drawings listed in the Amended Drawing Register dated 28/10/2019, reference 014807-BEL-TV.

Reason: For the avoidance of doubt and in the interest of proper planning.
3. **Minerals**

No development shall take place until the following has been submitted to and approved in writing by the Local Planning Authority and thereafter all works shall be carried out in accordance with the methods agreed throughout the construction period:

 - a) A method for ensuring that minerals that can be viably recovered during the development are recovered and put to beneficial use;
 - b) A method to record the quantity of recovered mineral (for re-use on site or off-site) and the reporting of this quantity to the Local Planning Authority.

Reason. To ensure no mineral resources are sterilised in accordance with the NPPF and Policy 2A of the Replacement Minerals Local Plan for Berkshire (Incorporating the Alterations adopted in December 1997 and May 2001). A pre-condition is required because the recovery of minerals must take place concurrent with construction activities.
4. **Archaeological works**

No development (including any site clearance) shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has first been submitted to

and approved in writing by the Local Planning Authority. Thereafter the development shall incorporate and be undertaken in accordance with the approved statement.

Reason: To ensure that any significant archaeological remains are found and adequately recorded. This condition is applied in accordance with the National Planning Policy Framework, and Policy CS19 of the West Berkshire Core Strategy 2006-2026. A pre-commencement condition is required because the programme must be adhered to before and during construction so as to avoid loss of any historical interest before appropriate recording.

5. Thames Water

No construction activities shall take place within 5m of the strategic water main, unless otherwise approved in writing by the Local Planning Authority in consultation with Thames Water. Should a building or structure be proposed within 5 metres of the water main, information detailing how the developer intends to divert the asset and/or align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved details. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works.

Reason: The proposed works will be in close proximity to underground strategic water main, utility infrastructure. The works has the potential to impact on local underground water utility infrastructure. In accordance with the NPPF and policy CS5 in the West Berkshire Core Strategy 2006-2026.

6. Piling

No piling shall take place within 15m of the water main crossing the application site, until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. In accordance with the NPPF and policy CS5 in the West Berkshire Core Strategy 2006-2026.

7. Noise mitigation

No dwelling shall be first occupied until the noise mitigation measures as set out in the Clarke Saunders report (reference AS9765.190214.ADS, dated 27/03/19) have been provided in full. The noise mitigation measures shall be retained and maintained thereafter.

Reason. To protect future residents from road noise. In accordance with the NPPF, Policy CS14 of the West Berkshire Core Strategy 2006-2026, and Policy OVS.6 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

8. Electric vehicle charging points

The construction of the dwellings beyond slab level shall not take place until an electric vehicle charging strategy for the development has been submitted to and approved in writing by the Local Planning Authority. This strategy should include details relating to on-site infrastructure, installation of charging points and future

proofing of the site. Thereafter, the development shall be implemented in accordance with the approved strategy and no dwelling shall be first occupied until any associated charging points have been provided.

Reason: To ensure that electric vehicle charging facilities are provided so as to encourage the use of sustainable modes of travel. In accord with Policies GS1 and P1 of the Housing Site Allocations DPD 2006-2026.

9. Unexpected contamination

If any previously unidentified contaminated land is found during demolition and/or construction activities, it shall be reported immediately in writing to the Local Planning Authority (LPA). Appropriate investigation shall be undertaken, and any necessary remediation measures shall be submitted and approved in writing by the LPA. These submissions shall be prepared by a competent person (a person with a recognised relevant qualification, sufficient experience in dealing with the type(s) of pollution or land instability, and membership of a relevant professional organisation). Thereafter, any remediation measures shall be carried out in accordance with the approved details. Unless otherwise agreed in writing by the LPA, no dwelling shall be first occupied until any approved remediation measures have been completed and a verification report to demonstrate the effectiveness of the remediation has been submitted to and approved in writing by the LPA.

Reason: To ensure that any unexpected contamination encountered during the development is suitably assessed and dealt with, such that it does not pose an unacceptable risk to human health or the environment. This condition is applied in accordance with the National Planning Policy Framework, and Policy OVS.5 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

10. Construction method statement (CMS)

No development shall take place until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The statement shall provide for:

- (a) Parking of vehicles of site operatives and visitors;
- (b) Loading and unloading of plant and materials;
- (c) Storage of plant and materials used in constructing the development;
- (d) Erection and maintenance of security hoarding including any decorative displays and facilities for public viewing;
- (e) Temporary access arrangements to the site, and any temporary hard-standing;
- (f) Wheel washing facilities;
- (g) Measures to control dust, dirt, noise, vibrations, odours, surface water run-off, and pests/vermin during construction;
- (h) Hours of construction and demolition work;
- (i) Hours of deliveries and preferred haulage routes.

Thereafter the demolition and construction works shall incorporate and be undertaken in accordance with the approved statement.

Reason: To safeguard the amenity of adjoining land uses and occupiers, and in the interests of highway safety. This condition is applied in accordance with the National Planning Policy Framework, Policies CS13 and CS14 of the West Berkshire Core Strategy 2006-2026, and Policies OVS.5, OVS.6 and TRANS.1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007). A pre-commencement condition is required because the CMS must be adhered to during all demolition and construction operations.

11. Hours of work (construction/demolition)

No demolition or construction works shall take place outside the following hours:

7:30am to 6:00pm Mondays to Fridays;

8:30am to 1:00pm Saturdays;

No work shall be carried out at any time on Sundays or Bank Holidays.

Reason: To safeguard the amenities of adjoining land uses and occupiers. This condition is applied in accordance with the National Planning Policy Framework, and Policy CS14 of the West Berkshire Core Strategy 2006-2026.

12. Sustainable drainage

No development shall take place until details of sustainable drainage measures to manage surface water within the site have been submitted to and approved in writing by the Local Planning Authority. These details shall:

- a) Incorporate the implementation of Sustainable Drainage methods (SuDS) in accordance with the following approved documents:
 - Letter sent from MJA Consulting to West Berkshire Council, dated 3rd October 2019, signed by Chris Pendle;
 - Pluvial Study Report produced by Odyssey, dated October 2019 (ref. 19-014) appended to the aforementioned letter;
 - Flood Risk Assessment, Ref. SS/19/0356/5699-Rev F, June 2019 prepared by MJA Consulting (unless specific information superseded by the Pluvial Study Report produced by Odyssey, referenced above)
 - Drawings;
 - 5699:P03-Rev J – Overall Drainage Layout
 - 5699:P04-Rev C – Levels Layout Sheet 1
 - 5699:P05-Rev B – Levels Layout Sheet 2
 - 5699:P06-Rev C – Overall Levels Layout
 - 5699:P07-Rev E – Overall Exceedance Plan
 - 5699:P10-Rev B – Longitudinal Sections Sheet 1
 - 5699:P11-Rev D – Indicative Swale Layout
 - 5699:P12-Rev A – Longitudinal Sections Sheet 2
 - 5699:P70-Rev C – Basin Cross Sections
- b) Include hydraulic drainage calculations demonstrating connectivity between positive drainage and SUDS features with a final discharge rate of no greater than 13 l/s for all critical storm duration of the 1 in 1 year, 1 in 30 year, 1 in 100 year and 1 in 100 year storm +40% for climate change;
- c) Include a catchment plan detailed the areas to be positively drained into the proposed surface water drainage network;
- d) Any design calculations should take into account an allowance of an additional 10% increase of paved areas over the lifetime of the development, where appropriate;
- e) Include construction drawings, cross-sections and specifications of all proposed SuDS measures within the site and outfalls into the ordinary watercourse;
- f) Include a management and maintenance plan for the lifetime of the development. This plan shall incorporate arrangements for adoption by an appropriate public body, statutory undertaker, management and maintenance by a residents' management company or any other arrangements to secure the operation of the sustainable drainage scheme; throughout its lifetime; and
- g) Apply for an Ordinary Watercourse Consent in case of surface water discharge into a watercourse; and
- h) Include a timescale for the completion of all sustainable drainage measures.

The development shall be carried out in accordance with the approved details. The sustainable drainage measures shall be maintained in the approved condition

thereafter.

Reason: To ensure that surface water will be managed in a sustainable manner; to prevent the increased risk of flooding; to improve and protect water quality, habitat and amenity and ensure future maintenance of the surface water drainage system can be. This condition is applied in accordance with the National Planning Policy Framework, Policy CS16 of the West Berkshire Core Strategy (2006-2026), and the Sustainable Drainage Systems SPD.

13. Layout and design standards

The detailed layout of the site shall comply with the Highway Authority's standards in respect of road and footpath design and vehicle parking and turning provision and the Developer to enter into a S278/S38 Agreement for the adoption of the site. This condition shall apply notwithstanding any indications to these matters which have been given in the current application.

Reason: In the interest of road safety and flow of traffic. This condition is applied in accordance with the National Planning Policy Framework (March 2019), Policy CS13 of the West Berkshire Core Strategy (2006-2026) and Policy TRANS1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

14. Travel Plan

The development shall be carried out and maintained in accordance with the revised Travel Plan (reference JDW/IN/SN/ITB13292-OO4B, dated 7 November 2019).

Reason. To reduce future reliance on travel by the private car. This condition is applied in accordance with Policy CS13 of the West Berkshire Core Strategy 2006-2026, and Policies GS1, HSA12 and P1 of the Housing Site Allocations DPD 2006-2026.

15. Off-site highway works

The 50th dwelling shall not be first occupied until the following works have been completed (under Section 278 of the Highways Act 1980, or other appropriate mechanism) in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority:

- a) A 3.0 metre wide shared footway / cycleway adjacent to the proposed access road which will connect with proposed improvements along the Dorking Way site frontage;
- b) Improvements to the existing footway along Dorking Way to provide a 3.0 metre wide shared footway / cycleway, which provides a link to the A4 Bath Road; and
- c) Any statutory undertaker's equipment or street furniture located in the position of the footway/cycleway has been re-sited to provide an unobstructed footway/ cycleway.

Reason: In the interest of road safety and to ensure adequate and unobstructed provision for pedestrians and/or cyclists. This condition is applied in accordance with the National Planning Policy Framework, and Policy CS13 of the West Berkshire Core Strategy (2006-2026).

16. Traffic Regulation Order

No dwelling shall be first occupied until a Traffic Regulation Order to provide a prohibition of right turning onto Dorking Way for larger vehicles is in place, and all appropriate signage has been provided in accordance drawings that have been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of road safety and to ensure that the existing prohibition of

large vehicles passing through Dorking Way is retained. This condition is applied in accordance with the National Planning Policy Framework, and Policy CS13 of the West Berkshire Core Strategy (2006-2026).

17. Visibility splays

No development shall take place until visibility splays of 2.4 metres by 43.0 metres have been provided at onto Dorking Way. The visibility splays shall, thereafter (during construction and following occupation of the development), be kept free of all obstructions to visibility above a height of 0.6 metres above carriageway level.

Reason: In the interests of road safety. This condition is applied in accordance with the National Planning Policy Framework and Policy CS13 of the West Berkshire Core Strategy (2006-2026).

18. Vehicle parking

No dwelling shall be first occupied until its associated vehicle parking and/or turning space have been surfaced, marked out and provided in accordance with the approved plans. The parking and/or turning space shall thereafter be kept available for parking (of private motor cars and/or light goods vehicles) at all times.

Reason: To ensure the development is provided with adequate parking facilities, in order to reduce the likelihood of roadside parking that would adversely affect road safety and the flow of traffic. This condition is applied in accordance with the National Planning Policy Framework, Policy CS13 of the West Berkshire Core Strategy (2006-2026), Policy P1 of the Housing Site Allocations DPD 2006-2026, and Policy TRANS1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

19. Cycle parking

No dwelling shall be first occupied until cycle parking/storage has been provided for that dwelling in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. The cycle parking/storage shall thereafter be kept available for this purpose at all times.

Reason: To ensure that there is adequate and safe cycle storage space within the site. This condition is applied in accordance with the National Planning Policy Framework, Policy CS13 of the West Berkshire Core Strategy (2006-2026), Policy P1 of the Housing Site Allocations DPD 2006-2026, and Policy TRANS1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

Refusal Reasons (if Section 106 Agreement not completed)

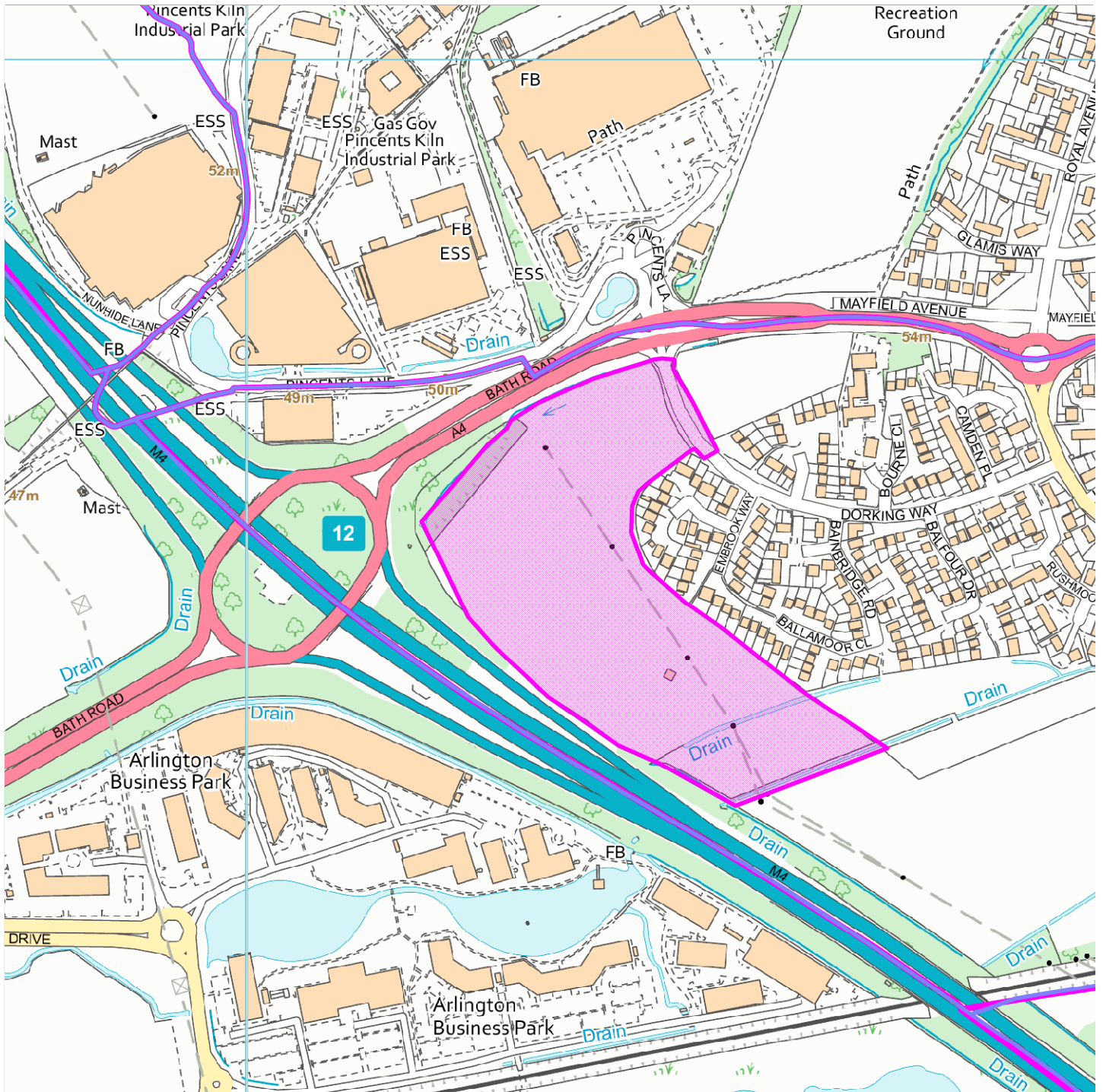
1. Section 106 planning obligation

The application fails to provide a Section 106 Planning Obligation to deliver necessary infrastructure and mitigation measures, including:

- a) Affordable housing, without which the proposal would be contrary to the National Planning Policy Framework, Policy CS6 of the West Berkshire Core Strategy (2006-2026), and the Planning Obligations SPD.
- b) Public open space (provision and governance), without which the proposal would be contrary to the National Planning Policy Framework, Policy CS18, Policies RL.1, RL.2 and RL.3 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007), and the Planning Obligations SPD.
- c) A monitoring fee for the Travel Plan, without which the proposal would be contrary to the National Planning Policy Framework, Policy CS13 of the West Berkshire Core Strategy 2006-2026, and Policies GS1 and P1 of the Housing Site Allocations DPD 2006-2026.

- d) A contribution towards the a Traffic Regulation Order for Dorking Way, without which safe access will not be provided in accordance with the National Planning Policy Framework, and Policy CS13 of the West Berkshire Core Strategy 2006-2026.

This page is intentionally left blank



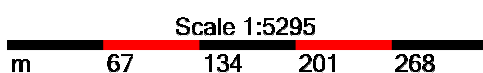
Map Centre Coordinates :

Scale : 1:5295

Reproduced from the Ordnance Survey map with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright 2003.

Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings .

Organisation	West Berkshire Council
Department	
Comments	Not Set
Date	07 November 2019
SLA Number	0100024151



This page is intentionally left blank

Agenda Item 4.(3)

Item No.	Application No. and Parish	Statutory Target Date	Proposal, Location, Applicant
(3)	19/01658/FUL Theale	04.09.2019 ¹	Erection of single storey building to be used as area office for Oxford Diocese. With parking, landscaping and facilities for the Parochial Church Council and the Rector of the Holy Trinity Church The Rectory, Englefield Road, Theale, Reading, Berkshire, RG7 5AS The Oxford Diocese

¹ Extension of time agreed with applicant until 22nd November 2019

The application can be viewed on the Council's website at the following link:
<http://planning.westberks.gov.uk/rpp/index.asp?caseref=19/01658/FUL>

Recommendation Summary: Grant planning permission

Ward Member: Councillor Alan Macro

Reason for Committee Determination: Councillor Alan Macro called-in the application if officers recommend approval. The reason for the call in is "Concerns by parish council regarding the potential impact on the Grade1 Listed Holy Trinity Church and Grade 2 Listed Old Rectory".

Committee Site Visit: 13th November 2019

Contact Officer Details

Name: Mr. Matthew Shepherd
Job Title: Senior Planning Officer
Tel No: 01635 519111
Email: Matthew.shepherd@westberks.gov.uk

1. Introduction

- 1.1 This application seeks planning permission for the erection of a single storey building to be used as an area office for Oxford Diocese. The proposal includes parking, landscaping and facilities for the Parochial Church Council and the Rector of the Holy Trinity Church.
- 1.2 The proposed development falls within the residential curtilage of the dwelling known as The Rectory. The development is within the settlement boundary of Theale. The application site is outside, but immediately adjacent to the Theale Conservation Area on its eastern and southern boundaries. It is also located adjacent to the Grade I listed Holy Trinity Church to the south, its Grade II Boundary Walls, and the Grade II listed Old Rectory Cottage to the east.
- 1.3 The proposed development is rectangular in form with a curved footprint. The development measures 20 metres by 28 metres by 9 metres approximately. The eaves height is 2.75 metres and overall height in 3.1 metres approximately. The buildings materials would be: larch cladding to the walls with dark grey low level brickwork, sedum living roof, graphite grey timber fascias, timber cladding soffits, Graphite Grey aluminium finish windows and doors, and black aluminium rainwater downpipes.

2. Planning History

- 2.1 No relevant planning history.

3. Procedural Matters

- 3.1 The application has been considered under the provisions of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. Having regard to the nature and scale of the proposal and the regulations, it is concluded that Environmental Impact Assessment is not required.
- 3.2 A site notice was displayed on an entrance gate on 07.08.2019 and expired 29.08.2019. The authority has therefore discharged their duty to publicise applications in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015).
- 3.3 Under the Community Infrastructure Levy Charging Schedule adopted by West Berkshire Council and the government Community Infrastructure Levy Regulations some uses are liable to pay the Community Infrastructure Levy. The proposed use is not CIL liable.

4. Consultation

Statutory and non-statutory consultation

- 4.1 The table below summarises the consultation responses received during the consideration of the application. The full responses may be viewed with the application documents on the Council's website, using the link at the start of this report.

Theale Parish Council:	Object: <ol style="list-style-type: none">1. Not in keeping in a residential area.2. Too close proximity to Grade 1 and Grade II Listed
-------------------------------	--

	<p>buildings.</p> <p>3. The size of the proposed building overbearing.</p> <p>4. Theale Parish Council felt that other vacant office accommodation within the parish could have been looked into and considered i.e. the old school building.</p> <p>5. No prior consultation.</p> <p>6. Concerns over more traffic movement exiting onto a busy blind bend in Englefield Road and insufficient parking provision on site.</p>
WBC Highways:	No objections subject to conditions
Lead Local Flood Authority:	No response 24/09/2019
Environmental Health:	No response 24/09/2019
Tree Officer:	No response 24/09/2019
Archaeologist:	No objection
Historic England	No objection
Thames Water:	No response 24/09/2019
Conservation Officer:	No objection
Rights of Way Officer:	No response 24/09/2019
Environments Agency:	No response
WBC Minerals and Waste:	No response 24/09/2019
Ramblers Association:	No response 24/09/2019

Public representations

- 4.2 Representations have been received from ten contributors, 10 of which support, and none of which object to the proposal.
- 4.3 The full responses may be viewed with the application documents on the Council's website, using the link at the start of this report. In summary, the following issues/points have been raised:
- The proposed development would have a benefit to the church and allow to it benefit from much needed facility to conduct business.
 - The office block is a good alternative to providing this accommodation over changes to the church
 - The design has considered the impact on the neighbouring dwellings
 - The design will enhance the landscaping

- The design is environmentally friendly and aesthetically pleasing
- The proposed development would help promote sustainable travel given its location
- The proposed development would have a significant benefit to the Holy Trinity church
- It will help the church to serve the people of Theale.
- It will also provide considerable assistance to the administration and support that the diocese provides to the local churches.; And hence to the community in Berkshire.
- Currently the church is lacking any proper toilet and kitchen facilities which with this application would be a great addition.
- The proposed development will have a positive impact on Theale.
- The proposed development will not harm the character of the area.
- The current church does not have running water and has issues with heating, given this the development would be greatly beneficial to the church.

5. Planning Policy

5.1 Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The following policies of the statutory development plan are relevant to the consideration of this application.

- Policies ADPP1, ADPP4, CS9, CS11, CS13, CS14, CS15, CS 17, CS18, CS19 of the West Berkshire Core Strategy 2006-2026 (WBCS).
- Policy P1 of the Housing Site Allocations Development Plan Document 2006-2026 (HSA DPD).
- Policies TRANS 1, OVS.5, AND OVS.6 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

5.2 The following material considerations are relevant to the consideration of this application:

- National Planning Policy Framework (NPPF)
- Planning Practice Guidance (PPG)
- WBC Quality Design SPD (2006)
- Planning Obligations SPD (2015)

6. Appraisal

6.1 The main issues for consideration in this application are:

- Principle of development
- Character, appearance, and heritage conservation
- Impact on neighbouring amenity
- Impact on the public highway
- Impact on trees
- Flood risk

7. Principle of development

- 7.1 Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The relevant policies to this application are listed in Section 5 of this report.
- 7.2 The proposed development sits within the existing curtilage of a residential dwelling, so a change of use is sought to provide office and meeting space accommodation.
- 7.3 The Diocese require an area administration office to assist and support their work within the community as well as provide working space for visiting clergy. The Parochial church council and Rector of Theale's Holy Trinity Church have required for some time more suitable offices and a meeting space which currently are inadequately provided within the Church itself on an ad hoc basis. The space would allow for regular meetings and parish business to be undertaken and provide the Diocese an opportunity to deal with local administration requirements and for a permanent presence within the parish as a hub for the wider area.
- 7.4 Given the office accommodation proposed, it is relevant to take into account that Policy CS9 of the Core Strategy seeks to promote the growth of office space in the plan period. Submissions have been made detailing how office accommodation has been sort in Theale and the area but nothing has been found that is appropriate to the use for the church and that has become readily available. Attempts to sign a lease on office space in Theale have failed and the proposed development is considered the best solution to the issue according to the applicant. Concern has been raised by the Parish Council as to the appropriateness of the developments location. In this respect The Rectory is adjacent to Theale Medical Centre, The Rectory, and the Holy Trinity Church, and given the nature of the proposed use the development is not considered to inappropriate in this location or incompatible with surrounding uses. Additionally, as discussed previously, the applicant has sought but failed to find suitable accommodation in Theale.
- 7.5 The proposed developments location is considered to promote sustainable travel. The proposed development considered here is within the settlement boundary of Theale, a Rural Service Centre within which Policy ADPP1 states there is a range of services and reasonable public transport provision, with opportunities to strengthen its role in meeting the requirements of surrounding communities. Being within the settlement boundary and in the context of the application site, the proposed development is acceptable in principle. This is subject to the proposal otherwise being in accordance with development plan policies on design, impact on the character of the area, and impact on the amenity of neighbouring land uses.

Character, appearance, and heritage conservation

- 7.6 There are a number of policies that include matters which relate to the impact of development on the character of the area. Policy ADPP1 requires the scale and density of development to be well related to the site's character and surroundings. Policy CS 14 states that new development must demonstrate high quality and sustainable design that respects and enhances the character and appearance of the area. It further states that development shall contribute positively to local distinctiveness and sense of place.
- 7.7 Policy CS 19 seeks to conserve and enhance the functional components of the landscape character and environment. Particular regard will be given to: the sensitivity of the area to change; ensuring that new development is appropriate in terms of location, scale and design in the context of the existing settlement form, pattern and character; the conservation and, where appropriate, enhancement of heritage assets and their settings (including listed buildings and conservation areas); and accessibility to and participation in the historic environment by the local community.

- 7.8 The Rectory is an unlisted building situated outside (to the north and west of) the “Holy Trinity” part of the tripartite Theale Conservation Area, this part of which is centred on the Grade I listed Holy Trinity Church and its Grade II listed boundary walls to the south of the application site, and the Grade II listed Old Rectory Cottage and Old Rectory Cottage to the east of the site. To the west and north of The Rectory site are much newer properties.
- 7.9 From a building conservation point of view, the main issue is clearly one of impact on the setting of the listed buildings surrounding the application site and that of the conservation area in which these are situated, together with attendant views of the same. Given that the church acts as a focus for this part of the conservation area, the significance of the conservation area is considered to be intrinsically linked to the setting of the church.
- 7.10 Sections 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires local authorities to give special regard to the desirability of preserving the setting of a listed building. The NPPF sets out guidance on the application of these duties, and makes clear that any harm to a designated asset, including through development in its setting, must be clearly and convincingly justified and weighed against public benefits (paragraphs 194 and 196).
- 7.11 Historic England have concluded that it is likely that the scheme may cause a “minor degree of harm” to the setting of the listed church through the erosion to its surviving rural setting. This level of harm, as elaborated below, is considered to be “less than substantial” in the context of the NPPF.
- 7.12 Any visibility of the development from in front of or beside the church is likely to have some impact on its setting. At present there is thick vegetation dividing the site from the church and churchyard, which provides only glimpsing views through between the two. It is understood that the existing trees on site will be retained and supplemented with additional soft landscaping to minimise any potential visual impact of the development from within the churchyard. It is considered that this impact could be largely mitigated by an appropriately worded landscaping condition.
- 7.13 Historic England have raised concern in regards to the location of the car park and the possible impact that the development could have on the setting of the church. They acknowledge that there is an existing car park associated with the Medical Centre already close by to the north, but highlight that this scheme will bring cars in even greater proximity and, in accordance with NPPF policies, consideration still needs to be given to whether this additional change will further detract from the significance of the asset.
- 7.14 The applicant has submitted that the location of the car park has been well thought about in that it makes use of the existing gated access of the site, makes use of the existing pedestrian access between The Rectory and the church, and aims to create an extension of and visual link between the existing medical centre car park and the proposed car park. Additionally the position has factored in the relationship between the proposed unit and The Rectory and its amenity space.
- 7.15 In the context of the adjacent car park of Theale Medical Centre, it is considered that any additional adverse impact to the acoustic environment surrounding the church would be very minimal.
- 7.16 The design of the building comprises a rectangular form with a curved footprint, to create a contemporary flat roofed building. The materials selected and use of the flat roof are considered to create a sympathetic modern building design that reduces the impact on its surroundings. The design of the building is considered to be of a standard that meets the policy requirements of CS14 of high quality design. Its use and internal floor space

have been justified and the building provides a functional link between the Church and the Old Rectory.

- 7.17 Although concern has been raised in regards to the proposed buildings particular impact on the setting of the church, it is relevant to also consider that the existing domestic permitted development rights of The Rectory would allow outbuildings in the rear garden. A building of similar proportions could be constructed under permitted development rights in the site's current domestic use.
- 7.18 According to paragraph 196 of the NPPF, where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.
- 7.19 The public benefits are the provision of a purpose-built facility in a sustainable location, which has a functional link to the church. The support in 11 letters is recognised in this regard. In this instance it is considered that, subject to the retention and enhancement of the existing landscaping, the residual harm to the setting of the listed church is small. Applying special regard and great weight to the desirability of preserving the setting of the listed church it is considered that the public benefits outweigh the identified "less than substantial" harm.
- 7.20 As such, the design of the building, and the layout of the car parking and building, are considered acceptable. As such the development is considered to comply with the aforementioned policies, and has been properly justified in terms of the NPPF's policy that any harm to a designated asset, including through development in its setting, must be clearly and convincingly justified and weighed against public benefits.

Impact on neighbouring amenity

- 7.21 Policy CS 14 requires new development to make a positive contribution to the quality of life in West Berkshire. The Quality Design SPD discusses light and private garden space. Policy OVS.5 of the Local Plan relates to environmental pollution and Policy OVS.6 to noise.
- 7.22 The development proposes office/meeting accommodation in the rear garden of The Rectory. The building is 14.5 metres away from The Rectory dwelling. This shares a similar relationship to Theale Medical Centre in terms of a non-residential use on the site. The number of visitors and trips to and from the site are considered to be smaller than Theale Medical Centre given the nature of the use of the site. The development has raised no objections from Environmental Health and overall it is considered that the use of the site as proposed will not give rise to concern in regards to noise disturbance on the site.
- 7.23 Given the development is single storey the boundary treatments will prevent significant overlooking into the Rectory and its rear amenity space. The single storey nature of the building and its flat roof design will mean that minimal overshadowing will occur to the rear amenity space of the Rectory. Additionally the Rectory retains a large amount of amenity space above the degree of amenity space required by the Quality Design SPD. The proposed development is not considered to cause a detrimental impact on the amount of light the rectory itself and its amenity space would receive. Given the single storey nature of the building, the separation distance between the proposed building and The Rectory and its location at the south of the rear amenity space.
- 7.24 The access is along the existing access to The Rectory, and the car parking is positioned near to Theale Medical Centre's existing car park. The agent has suggested that the level of traffic to the office will be minimal and would correlate with the use of the Rectory

in that it would be related to church business. Most visitors would be on foot from the surrounding parish and those already visiting the church for business.

- 7.25 As considered above (in terms of the setting of the listed church), the proposed development is considered to have a negligible impact on the noise environment of the church in the context of the existing car park at Theale Medical Centre.
- 7.26 As such no concerns are raised in regards to the impact on neighbouring amenity from the proposed development. The development is therefore considered to comply with the aforementioned policies.

Impact on the public highway

- 7.27 Policies CS13 of the Core Strategy, and TRANS.1 of the Local Plan relate to highways and parking provision for non-residential uses. The Highways Authority were consulted on the application and they reviewed the submitted transport statement. In terms of proximity to services, facilities and transport routes pedestrians, cycling and buses the site is considered sustainably located.
- 7.28 There will be an increased use of the existing access therefore it requires to comply with current highways guidance. The visibility splays provided at the access are considered acceptable.
- 7.29 The retained car parking for The Rectory for residential use is acceptable, in accordance with the residential parking standards in Policy P1 of the HSA DPD. Eight car parking spaces are proposed for the new office. For 179 sqm floor area, this equates to one space for every 22 sqm floor area. This level is considered to be acceptable.
- 7.30 Three cycle stands are proposed which is acceptable, and will help promote sustainable modes of transport.
- 7.31 The development is therefore considered acceptable and in accordance with the aforementioned policies subject to suitable conditions.

Impact on trees

- 7.32 The Council's Tree Officer has assessed the application and comments that the application is accompanied by an Arboricultural Method Statement (AMS), which includes an Arboricultural Implication Assessment (AIA) in accordance with BS 5837:2012.
- 7.33 The AMS also includes a tree protection plan to ensure the retention of existing site trees. The retention of these trees is important to help soften the potential visual impact of the development, and mitigate the potential impact on the setting of the adjacent church. The proposed building itself will not impact on site trees. Similarly the access drive has been laid out to minimise the impact on the western boundary trees (i.e. by skirting T10 and T11). Details of the construction specification of the proposed access should be provided in order to understand its potential impact on trees on and off site. This can be secured by condition.
- 7.34 The AMS suggests a landscaping plan will be forthcoming. Certainly some planting to soften the new building (particularly from the north) and to compensate for the loss of shrubbery removed earlier in the year should be implemented; this can be secured by condition. The proposed development is therefore considered to comply with Policies CS14, CS18 and CS19 of the Core Strategy in this respect.

Flood risk

- 7.35 The site is located in Flood Zone 1, which has the lowest probability of fluvial (river) flooding, and is suitable for the proposed development in flood risk terms. Policy CS16 of the Core Strategy provides that on all development sites, surface water will be managed in a sustainable manner through the implementation of sustainable drainage methods (SuDS) in accordance with best practice and the proposed national. The proposed development is considered capable of complying with this policy subject to a condition.

8. Planning Balance and Conclusion

- 8.1 The erection of a building and associated development in this location is considered to comply with the development plan in principle. Theale is identified as a Rural Service Centre, and is therefore an appropriate location for such developments.
- 8.2 The development is considered to have a “less than significant impact” on the setting of the grade 1 listed church, the adjacent grade II listed buildings, and the conservation area. The harm must therefore be balanced against the public benefit of the development. The provision of office/meeting space for the church to conduct its business has a clear public benefit. Alternative locations in Theale have been considered and no space has been successfully found. It is considered that the public benefits outweigh the identified harm which can be minimised through planning conditions.
- 8.3 The development is not considered to have an adverse impact on the neighbouring amenity of the area, the development has an acceptable impact on the public highway and the design is considered to be of high quality. Consequently, no other reasons for refusing planning permission have been identified.
- 8.4 The development is therefore recommended for approval.

9. Full Recommendation

- 9.1 To delegate to the Head of Development and Planning to GRANT PLANNING PERMISSION subject to the conditions listed below.

Conditions

1. **Commencement of development**

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. **Approved plans**

The development hereby permitted shall be carried out in accordance with the approved plans and documents listed below:

- Drawing title “Proposed Site Plan”. Drawing number 18/589/514/003”. Date received 7th August 2019
- Drawing title “Site Location Plan”. Drawing number 18/589/514/001”. Date received 7th August 2019
- Drawing title “Proposed Elevations”. Drawing number 18/589/514/005”. Date

received 18th July 2019

- Drawing title “Proposed Floor Plan”. Drawing 18/589/514/004. Date received 18th July 2019
- Drawing title “Tree Protection Plan”. Drawing number HTS-TPP-01A. Date received 18th July 2019.

Reason: For the avoidance of doubt and in the interest of proper planning.

3. **Materials**

No works above ground level shall take place until a schedule of the materials to be used in the construction of the external surfaces of the building and hard surfaced areas hereby permitted has been submitted to and approved in writing by the Local Planning Authority. This condition shall apply irrespective of any indications as to these matters which have been detailed in the current application. Samples of the materials shall be made available for inspection on request. Thereafter the development shall be carried out in accordance with the approved materials.

Reason: To ensure that the external materials are visually attractive and respond to local character. This condition is imposed in accordance with the National Planning Policy Framework, Policies CS14 and CS19 of the West Berkshire Core Strategy (2006-2026), and Supplementary Planning Document Quality Design (June 2006).

4. **Construction method statement**

No development shall take place until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details. The statement shall provide for:

- (a) The parking of vehicles of site operatives and visitors;
- (b) Loading and unloading of plant and materials;
- (c) Storage of plant and materials used in constructing the development;
- (d) The erection and maintenance of security hoarding including any decorative displays and facilities for public viewing;
- (e) Temporary access arrangements to the site, and any temporary hard-standing;
- (f) Wheel washing facilities;
- (g) Measures to control dust, dirt, noise, vibrations, odours, surface water run-off, and pests/vermin during construction;
- (h) A site set-up plan.

Thereafter the demolition and construction works shall incorporate and be undertaken in accordance with the approved statement.

Reason: To safeguard the amenity of adjoining land uses and occupiers, and in the interests of highway safety. This condition is applied in accordance with the National Planning Policy Framework, Policies CS13 and CS14 of the West Berkshire Core Strategy 2006-2026, and Policies OVS.5, OVS.6 and TRANS.1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007). A pre-commencement condition is required because the CMS must be adhered to during all demolition and construction operations.

5. **Visibility splays before development**

No development shall take place until visibility splays of 2.4 metres by 43 metres have been provided at the access. The visibility splays shall, thereafter, be kept free of all obstructions to visibility above a height of 0.6 metres above carriageway level.

Reason: In the interests of road safety. This condition is applied in accordance with the National Planning Policy Framework (2019) and Policy CS13 of the West

Berkshire Core Strategy (2006-2026). A pre-commencement condition is necessary because the access will be used by construction traffic and as such should be provided before development begins.

6. **Parking and turning**

The building hereby permitted shall not be first occupied until the vehicle parking and turning spaces have been surfaced, marked out and provided in accordance with the approved plans. The parking and turning spaces shall thereafter be kept available for parking (of private motor cars and/or light goods vehicles) at all times.

Reason: To ensure the development is provided with adequate parking facilities, in order to reduce the likelihood of roadside parking that would adversely affect road safety and the flow of traffic. This condition is applied in accordance with the National Planning Policy Framework (2019), Policy CS13 of the West Berkshire Core Strategy (2006-2026) and Policy TRANS1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

7. **Cycle storage**

The building hereby permitted shall not be first occupied until the cycle parking has been provided in accordance with the approved drawings and this area shall thereafter be kept available for the parking of cycles at all times.

Reason: To ensure the development reduces reliance on private motor vehicles and assists with the parking, storage and security of cycles. This condition is applied in accordance with the National Planning Policy Framework (2019), Policy CS13 of the West Berkshire Core Strategy (2006-2026) and Policy TRANS1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

8. **Soft landscaping**

No development shall take place (including site clearance and any other preparatory works) until a detailed soft landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The soft landscaping scheme shall include detailed plans, planting and retention schedule, programme of works, and any other supporting information. All soft landscaping works shall be completed in accordance with the approved soft landscaping scheme within the first planting season following completion of building operations / first occupation of the new dwelling (whichever occurs first). Any trees, shrubs, plants or hedges planted in accordance with the approved scheme which are removed, die, or become diseased or become seriously damaged within five years of completion of this completion of the approved soft landscaping scheme shall be replaced within the next planting season by trees, shrubs or hedges of a similar size and species to that originally approved.

Reason: A comprehensive soft landscaping scheme is an essential element in the detailed design of the development, is necessary to ensure the development achieves a high standard of design, and to conserve the setting of the adjacent grade I listed church. These details must be approved before the dwellings are occupied because insufficient information has been submitted with the application, and it is necessary to ensure that the scheme is of a high standard. This condition is applied in accordance with the National Planning Policy Framework, Policies CS14, CS17, CS18 and CS19 of the West Berkshire Core Strategy (2006-2026), and Quality Design SPD.

9. **Tree protection**

Protective fencing shall be implemented and retained intact for the duration of the

development in accordance with the tree and landscape protection scheme identified on approved drawing(s) numbered plan HTS-TPP-01A rev: A 04/04/19. Within the fenced areas, there shall be no excavations, storage of materials or machinery, parking of vehicles or fires.

Reason: To ensure the enhancement of the development by the retention of existing trees and natural features during the construction phase in accordance with the objectives of the NPPF and Policies CS14, CS18 and CS19 of West Berkshire Core Strategy 2006-2026.

10. **BREEAM**

The building hereby permitted shall achieve Excellent under BREEAM (or any such equivalent measure of sustainable building construction first agreed in writing with the Local Planning Authority). The building shall not be occupied until a final Certificate has been issued certifying that BREEAM (or any such equivalent measure) rating of Excellent has been achieved for the development, has been issued and a copy has been provided to the Local Planning Authority.

Reason: To ensure the development contributes to sustainable construction. This condition is imposed in accordance with the National Planning Policy Framework (2019), Policy CS15 of the West Berkshire Core Strategy (2006-2026) and Supplementary Planning Document Quality Design (June 2006).

11. **Sustainable drainage**

No development shall take place until details of sustainable drainage measures to manage surface water within the site have been submitted to and approved in writing by the Local Planning Authority. These details shall:

- a) Incorporate the implementation of Sustainable Drainage methods (SuDS) in accordance with the Non-Statutory Technical Standards for SuDS (March 2015), the SuDS Manual C753 (2015) and West Berkshire Council local standards, particularly the WBC SuDS Supplementary Planning Document December 2018.
- b) Include and be informed by a ground investigation survey which establishes the soil characteristics, infiltration rate and groundwater levels.
- c) Include run-off calculations, discharge rates, infiltration and storage capacity calculations for the proposed SuDS measures based on a 1 in 100 year storm +40% for climate change, demonstrating hydraulic connectivity between the various drainage features.
- d) Ensure any permeable paved areas are designed and constructed in accordance with manufacturers guidelines.
- e) Include a management and maintenance plan for the lifetime of the development. This plan shall incorporate arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a residents' management company or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.
- f) Include a timetable for implementation.

Thereafter, the sustainable drainage measures shall be implemented in accordance with the approved details and timetable. The sustainable drainage measures shall be maintained in the approved condition thereafter.

Reason: To ensure that surface water will be managed in a sustainable manner; to prevent the increased risk of flooding; to improve and protect water quality, habitat and amenity and ensure future maintenance of the surface water drainage system can be, and is carried out in an appropriate and efficient manner. This condition is applied in accordance with the National Planning Policy Framework, Policy CS16 of

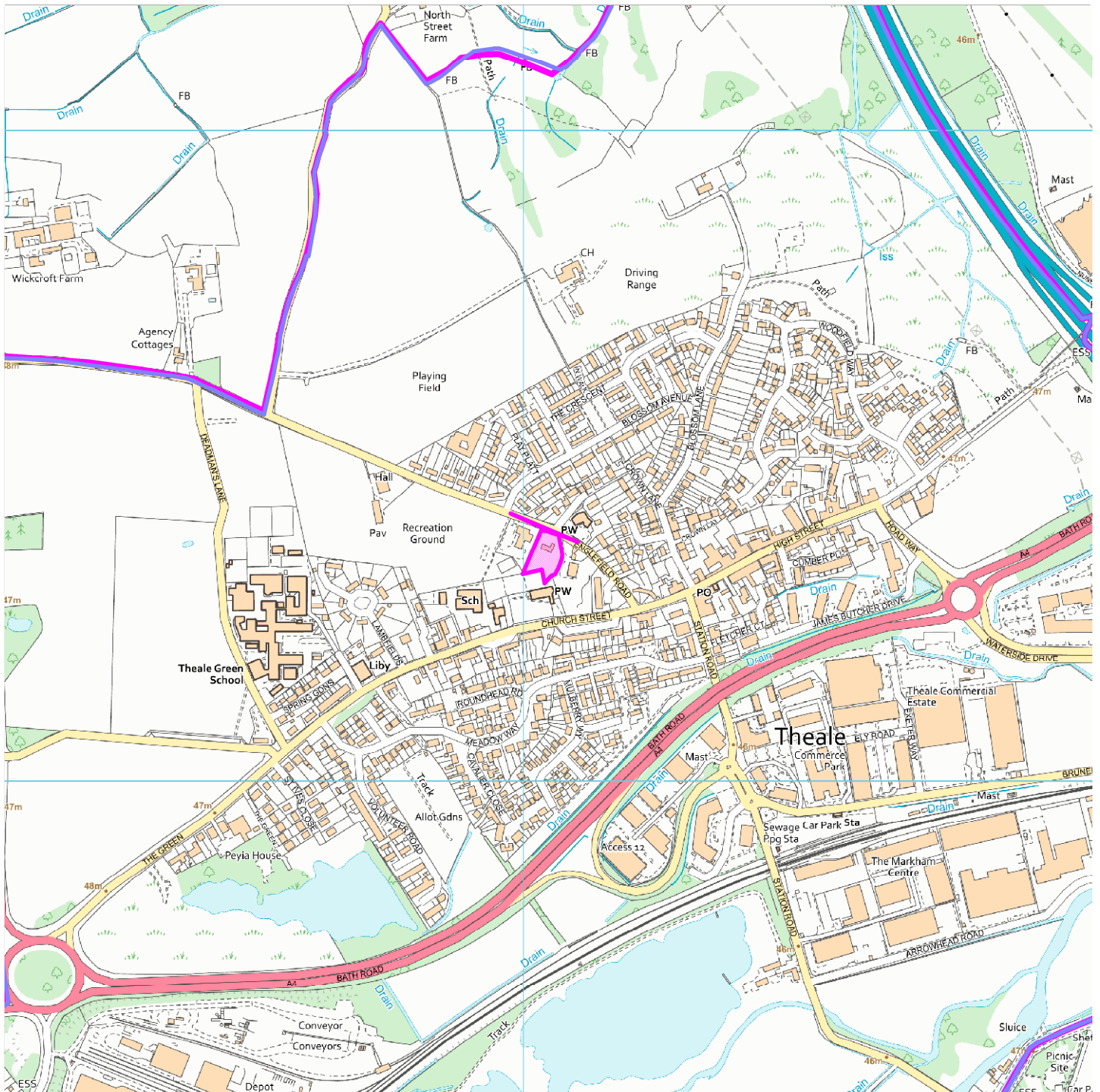
the West Berkshire Core Strategy (2006-2026), and Part 4 of Supplementary Planning Document Quality Design (June 2006). A pre-condition is necessary because insufficient detailed information accompanies the application; sustainable drainage measures may require work to be undertaken throughout the construction phase and so it is necessary to approve these details before any development takes place.

12 Hard landscaping

The building hereby permitted shall not be first occupied until the hard landscaping of the site has been completed in accordance with a hard landscaping scheme that has first been submitted to and approved in writing by the Local Planning Authority. The hard landscaping scheme shall include details of any boundary treatments (e.g. walls, fences) and hard surfaced areas (e.g. driveways, paths, patios, decking) to be provided as part of the development.

Reason: A comprehensive hard landscaping scheme is an essential element in the detailed design of the development, and is therefore necessary to ensure the development achieves a high standard of design. This condition is applied in accordance with the National Planning Policy Framework, Policies CS14 and CS19 of the West Berkshire Core Strategy (2006-2026), and Quality Design SPD.

This page is intentionally left blank



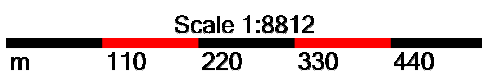
Map Centre Coordinates :

Scale : 1:8811

Reproduced from the Ordnance Survey map with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright 2003.

Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings .

Organisation	West Berkshire Council
Department	
Comments	Not Set
Date	07 November 2019
SLA Number	0100024151



This page is intentionally left blank

Agenda Item 5.

Planning Appeal Decisions: Eastern Area September – November 2019

Appeal / Application	Site	LPA Decision	Appeal Decision	Decision Date
3223949 18/01732/OUTD Hearing	Land adjacent to Victoria Park, A4 Bath Road, Woolhampton Residential development of 2x detached and 3x terraced dwellings.	Delegated refusal	Dismissed	19/09/19
3230177 18/02885/COMIND Written Reps	Land adjacent to Chandos Chase, Kiln Ride, Upper Basildon New drive alignment and a relocated access on to Kiln Ride	Delegated refusal	Dismissed	20/09/19
3228670 18/02301/FULD Written Reps	347 The Meadway, Tilehurst Erection of 8 flats which are the conversion of the two dwellings consented under 18/00297/FULD	Delegated refusal	Dismissed	20/09/19
3226205 18/02681/FULD Written Reps	Land at Hugh Fraser Drive, Tilehurst Construction of 2-storey detached dwelling	Delegated refusal	Allowed	07/10/19
3233484 19/00986/ADV Written Reps	Land at Tower House, The Street, Mortimer Common Retrospective advertising consent application for 2 x post and panel sign (3050mm x 1500mm).	Delegated refusal	Allowed	30/10/19
3231442 19/00020/FULD Written Reps	Land to the Rear of 378 London Road, London Road, Benham Hill, Thatcham Three one bedroom flats.	Delegated refusal	Dismissed	07/11/19
3234389 18/02203/COMIND Written Reps	Theale Golf Club, North Street, Theale Replacing existing 6 bay driving range with new 18 bay driving range, 1 no teaching bay, 1 no indoor video room, ballwash, entrance floodlighting + ball stop fencing.	Delegated refusal	Dismissed	11/11/19

This page is intentionally left blank