

Notice of Meeting



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Eastern Area Planning Committee

Wednesday 9 December 2020 at 6.30pm

This meeting will be held in a virtual format in accordance with The Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panels Meetings) (England and Wales) Regulations 2020.

Please note: As resolved at the Council meeting held on 10 September 2020, public speaking rights are replaced with the ability to make written submissions. Written submissions are limited to no more than 500 words and must be submitted to the Planning Team by no later than midday on Monday 7 December 2020. Written submissions will be read aloud at the Planning Committee. Please e-mail your submission to planningcommittee@westberks.gov.uk.

Those members of the public who have provided a written submission may attend the Planning Committee to answer any questions that Members of the Committee may ask in relation to their submission. Members of the public who have provided a written submission need to notify the Planning Team (planningcommittee@westberks.gov.uk) by no later than 4.00pm on Tuesday 8 December 2020 if they wish to attend the remote Planning Committee to answer any questions from Members of the Committee.

The Council will be live streaming its meetings.

This meeting will be streamed live here: <https://www.westberks.gov.uk/easternareaplanninglive>

You can view all streamed Council meetings here:
<https://www.westberks.gov.uk/councilmeetingslive>

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 1 December 2020

FURTHER INFORMATION FOR MEMBERS OF THE PUBLIC

Plans and photographs relating to the Planning Applications to be considered at the meeting can be viewed by clicking on the link on the front page of the relevant report.



Agenda - Eastern Area Planning Committee to be held on Wednesday, 9 December 2020
(continued)

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: planningcommittee@westberks.gov.uk

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 on (01635) 519462

Email: stephen.chard@westberks.gov.uk



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(continued)

- To:** Councillors Jeremy Cottam, Alan Law (Chairman), Tony Linden, Royce Longton, Ross Mackinnon, Alan Macro (Vice-Chairman), Geoff Mayes, Graham Pask and Jo Stewart
- Substitutes:** Councillors Peter Argyle, Graham Bridgman, Owen Jeffery, Nassar Kessell, Richard Somner and Keith Woodhams
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Agenda

Part I

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1. **Apologies**
To receive apologies for inability to attend the meeting.
 2. **Minutes** 5 - 30
To approve as a correct record the Minutes of the meeting of this Committee held on 28 October 2020.
 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: 20/00723/FULD - land to the rear of Timberley, Pangbourne Road, Upper Basildon** 31 - 76
- Proposal:** New Dwelling and Relocated Access - Land to the Rear of Timberley
- Location:** Timberley, Pangbourne Road, Upper Basildon, Reading, RG8 8LN
- Applicant:** Mr and Mrs A Gidden
- Recommendation:** Delegate to the Head of Development and Planning to grant planning permission subject to conditions.



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(continued)

- (2) **Application No. & Parish: 20/01637/FUL - land adjacent to 10 The Street, Englefield** 77 - 98
Proposal: Change of use of land from agricultural use to a car park
Location: Land adjacent to 10 The Street, Englefield
Applicant: Englefield Estate Trust Corporation
Recommendation: To delegate to the Head of Development and Planning to refuse planning permission.
- (3) **Application No. & Parish: 20/01940/LBC2 - West Streatley House, High Street, Streatley** 99 - 110
Proposal: The addition of a kitchen vent through the roof of the rear extension.
Location: West Streatley House, High Street, Streatley
Applicant: Anita Parratt c/o Maria Peralta, Project Design Studio Ltd
Recommendation: Delegate to the Head of Development and Planning to grant listed building consent subject to conditions.

Items for Information

5. **Appeal Decisions relating to Eastern Area Planning**
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.
- (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
Service Director (Strategy and Governance)

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

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, 28 OCTOBER 2020

Councillors Present: Alan Law (Chairman), Tony Linden, Royce Longton, Ross Mackinnon, Alan Macro (Vice-Chairman), Geoff Mayes, Graham Pask, Joanne Stewart and Keith Woodhams (Substitute) (In place of Jeremy Cottam)

Also Present: Sharon Armour (Solicitor), Jessica Bailiss (Policy Officer (Executive Support)), Stephen Chard (Policy Officer), Bob Dray (Team Leader - Development Control), Paul Goddard (Team Leader - Highways Development Control), Lydia Mather (Senior Planning Officer) and Sarah Melton (Senior Planning Officer).

Apologies for inability to attend the meeting: Councillor Jeremy Cottam

PART I

25. Minutes

The Minutes of the meeting held on 26th August were approved as a true and correct record and signed by the Chairman, subject to the following amendment:

Application No. & Parish: 20/01134/HOUSE, Page 8, third paragraph: The questions raised by Councillor Somner to be included under questions to officers rather within the debate.

26. Declarations of Interest

Councillor Ross Mackinnon 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.

Councillor Ross Mackinnon declared an interest in Agenda Item 4(2), 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.

All Members of the Committee declared an interest in Agenda Item 4(2), but reported that, as their interest was a personal or an other registrable interest, but not a disclosable pecuniary interest, they determined to remain to take part in the debate and vote on the matter.

27. Schedule of Planning Applications

(1) Application No. & Parish: 20/01480/FUL - Glenvale Nurseries, Hungerford Lane, Bradfield Southend

Councillor Ross Mackinnon declared a personal interest in Agenda Item 4(1) by virtue of the fact that he had been lobbied on the item. 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.)

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The Committee considered a report (Agenda Item 4(1)) concerning Planning Application 20/01480/FUL in respect of the demolition of an existing outbuilding and polytunnels and erection of a building in flexible use for storage or distribution (Use Class B8) and/or for any light industrial process within Use Class E, with associated access track and parking area.

Ms Sarah Melton, Senior Planning Officer, gave a detailed presentation on the application and highlighted the key points.

Removal of Speaking Rights

As resolved at the Extraordinary Council meeting held on 29 April 2020, public speaking rights were removed for virtual Council meetings. This right was replaced with the ability to make written submissions. This decision was made in accordance with The Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panels Meetings) (England and Wales) Regulations 2020.

The above changes to speaking rights were subsequently amended at the Council meeting on 10 September 2020. It was agreed that parties making written submissions in relation to a planning application would be invited to attend the Remote Meeting of the Planning Committee to answer any questions that Members of the Committee might wish to ask in order to seek clarification on any part of their statement.

In accordance with the Extraordinary Council resolution, written submissions relating to this application were received from Gareth Osborn, Jim Forrester, Charles Romaine (joint submission on behalf of multiple named objectors), Peter Neal, Rebecca Neal and Meg Nelson, objectors, and Duncan and Helen Varley and Sophie Berry, applicants and agent.

Objector Submission Summary:

The written summarised submission from Gareth Osborn, Jim Forrester, Charles Romaine (joint submission on behalf of multiple named objectors), Peter Neal, Rebecca Neal and Meg Nelson, was read out as follows:

- The development is outside of a defined settlement boundary and within the AONB. There has been no demonstrated need for the development as to justify development in this location.
- The existing mixed-use site will be significantly reduced by the units and the dominating 100m access road, reducing its ability/flexibility to operate as a viable rural business in the future.
- The site is not within a sustainable or accessible location which is contrary to all planning policies. The proposal scheme as a whole is contrary to the Development Plan.
- Industrial uses should be directed to Protected Employment Areas. There are existing vacant farm buildings that could be used instead of the proposal scheme.
- The investment into the infrastructure required for the development will ensure that the units will be expensive to rent for potential occupiers, and will make the proposal commercially unviable in terms of construction.
- Previous housing development applications on this site have been refused by Members. If one considers the form of the current application it has all of the on-site facilities that were part of the original proposal for a multi-house cul-de-sac; namely an access road, street lighting, the necessity to provide a proper sewage system to deal with the four extra toilets, electric car charging facilities and even four double garages. The only thing missing, so far, is the houses.
- Glenvale's main business activities, generating the typical background noise, have always been conducted at the Northern part of Glenvale. At residences in the

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south, these background noise levels have always been perceived to be low. Temporary structures (polytunnels) used for horticulture are proposed to be replaced with a permanent building undertaking light industrial activities and a 100m access road, with the consequential adverse impact on the residential amenity. There is no protection for neighbour residents against the proposed B8 element.

- Following advice from Stuart Michael Associates, we understand that it is standard practice for an applicant seeking planning permission for B8 use in close proximity to residential uses to undertake a Noise Impact Assessment, following which the Council can then consider the findings, and then impose noise restrictions if applicable. Should a Noise Impact Assessment not be provided by an applicant for B8 use, the Council can still impose noise restrictions. We note that the Applicant has not undertaken an NIA. In the absence of any NIA, following advice from Stuart Michael Associates, we request that the following conditions be imposed on the B8/Class E use units:
 - *“Noise generated from the site should not exceed the British Standard and WHO guideline levels of 35 dB (LAeq,T) in living rooms and bedrooms (resting conditions) during the daytime to protect existing residents amenity. External noise levels should not exceed 50 dB during the daytime to maintain existing private amenity to adjacent residences in accordance with British Standards and WHO Guidelines.”*

Member Questions to the Objector:

(Mr Gareth Osborn was in attendance to answer questions)

Councillor Ross Mackinnon noted that it had been stated that there was no proven demand for the facility. Councillor Mackinnon felt that this was an issue for the applicant and not a reason to refuse planning permission. The applicant was taking a risk in applying for planning permission and therefore Councillor Mackinnon queried if Mr Osborn felt that the applicant would agree with the statement made about demand.

Mr Osborn stated that the demand for the units was a significant consideration given the site was within an Area of Outstanding Natural Beauty (AONB) and impacted upon Policy CS9. The Travellers Rest development was in close proximity to the application site, which had 31 industrial units of a similar size and many of which were vacant. Mr Osborn had once been a board member of the Thames Valley Local Enterprise Partnership (LEP) and therefore understood some of the issues associated with demand for small buildings in locations of a similar nature. There were already 31 units in close proximity to the site with a fair degree of vacancies. Therefore Mr Osborn felt that it was possible that the demand was unproven. Demand in his view was a key element of the application, particularly as the site was within the AONB.

Applicant/Agent Submission:

The written submission from Mr and Mrs Varley (Applicant) and Sophie Berry (Agent) was read out as follows:

- Glenvale Nurseries has traded in this rural location for over 40 years. The applicants have owned Glenvale Nurseries for over 16 years and have experienced a considerable decline in turnover over the last 7 years, and even more so during the current pandemic. There is an obvious need to diversify the existing business through more efficient use of the application site. You will be aware of previous unsuccessful applications which sought a solution through housing. The loss of a rural business was previously resisted by the committee

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and this encouraged the applicants, who are determined for their business to survive, to proceed with the current proposal to diversify the existing use.

- The current proposal for the creation of units for rental will not only supplement the income of Glenvale Nurseries but it will meet an evidenced demand for the shortfall of such units in the area, whilst giving the rural economy a much needed boost during this uncertain time. Such diversification is supported by both national and local policy.
- Gabrielle Mancini, West Berkshire Council Economic Development Officer, has been supportive of the proposal and encouraged use of the Thames Valley Hub, who has provided days of expertise to assist the applicants in developing their proposal. They have also been successful in attracting the support of the Rural Payments Agency, who encourage diversification of rural businesses in this area through the creation of units, such as those proposed, through the allocation of European funds. The ultimate success of the funding application relies on whether planning permission is granted today and, with the UK leaving the EU, this is the last round of funding available.
- Previously, it was considered that a house in the car park would be too prominent. The current proposal therefore logically seeks to replace buildings that are present already on the site which, through more efficient use of land, means Glenvale Nurseries is able to continue trading. Every effort has been made to be respectful to the surrounding area and neighbours and all requests made by the Council, including removing B1, adjusting the building position, hours of operation and changes to the vehicle access have all been met positively.
- Prospective tenants, complement the existing operation and include landscapers, gardeners, and a beauty product business. Currently trades using Glenvale, load vehicles daily from the polytunnels on an unrestricted basis. Any permission granted will be restricted to ensure no adverse harm to neighbouring amenity.
- The committee wished to avoid the loss of the existing business and the applicants are hopeful that members will therefore recognise the need to diversify in this way, especially in the current economic climate, where rural businesses are struggling to survive, and give the applicants and their prospective tenants a chance to adapt to current circumstances and thrive.

Member Questions to the Applicant/Agent:

(Mr and Mrs Varley (Applicant) and Sophie Berry (Agent) were in attendance to answer questions)

Councillor Jo Stewart asked Mr and Mrs Varley if the lights included as part of the plans were skylights and it was confirmed that this was correct.

Secondly, Councillor Stewart queried current vehicle usage in the area where the units were proposed, to try and gain an idea of the noise being generated. Mrs Varley confirmed the current vehicles accessing the site included forklifts, lorries, vans, flatbed lorries including landscapers, and builders. The area was accessed multiple times throughout the day. Mr Varley highlighted however, that movements were currently restricted due to Covid-19.

Councillor Graham Pask stated that he had a question for Mr and Mrs Varley. The objector had made a comment regarding a Noise Impact Statement and he asked why one had not been carried out. Mrs Varley stated that the business was currently closed due to Covid-19 and therefore any assessment of the site would have given a false representation.

Councillor Alan Law stated that he had a question for the Agent. He referred to section 6.10 of the report, which stated that there was no definite end user identified for the

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development. Councillor Law therefore queried where the evidence was of an identified need. Ms Sophie Berry stated that the applicant had received a lot of interest from potential businesses that could use the units however, because they had not yet been built, there were not currently any contracts in place and therefore this would be subject to planning permission being granted. The identified need could also be found in the Council's documentation and the report under section seven, Planning Balance and Conclusion.

Ward Member Representation:

Councillor Ross Mackinnon, speaking as Ward Member, raised the following points:

- Mr and Ms Varley had approached him about the application previously however, as a Member of the Committee he had explained that he could not pre-judge the application. He therefore would not be speaking for or against the application and wanted to hear views from both Officers and other Members of the Committee.
- He felt that the letters in support and against the application were balanced.

Member Questions to the Ward Member:

There were no questions from Members for the Ward Member.

Member Questions to Officers:

Councillor Law referred to section 6.3 of the report where the arguments were outlined relating to policy. It detailed that you could have appropriate limited development in the countryside if needs were identified and it helped to retain a strong rural economy. However, in 6.10 of the report the Officer stated that there was no definite end use identified for the development and went on to state that it had the potential to accommodate start-up businesses. Councillor Law asked if there had been any evidence of an identified need provided.

Ms Sarah Melton explained that during the application process the applicant had submitted a heavily redacted statement of potential users. This had been redacted to such an extent that it had not been possible to take it into consideration when assessing the application and this had been made clear to the applicant.

Regarding the need, Ms Melton referred to section 6.18 of the report, which included the detail on the supportive consultation response from the Council's Economic Development Officer. The Economic Development Officer had stated that there was need for such a facility. The Thames Valley Berkshire Local Enterprise Partnership had also indicated that there was not sufficient availability of such units. Mr Bob Dray added that ADDP1 was a strategic policy, which guided other policies in the plan. Therefore the assessment of the application had also included Policy CS9 and CS10.

Councillor Graham Pask explained that he knew the site well as Bradfield had once been part of his own Ward and Bucklebury, which he still represented, was immediately to the south of the application site. Councillor Pask drew Members' attention to Page 33 of the report, which showed one of the block plans of the site. The plan showed the building development to the east and also clearly car parking to the south of this. The property to the west of this was called Bird Care Cottage and it stood adjacent to the site, which was currently accessed by private cars with electric charging points and car parking. There would be a marked change in the type of noise if the development went ahead and Councillor Pask referred to the applicant's answer to the earlier question regarding the use of fork lift trucks. Councillor Pask stated that he had read all of the conditions however, sought assurance from the Planning Officer that hours of working and other noise mitigation measures had been taken into account to manage a different level of noise that would occur if planning permission was granted. This needed to include hours

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of operation and not just during the construction phase. Lighting was also another issue that required consideration.

Mr Dray reported that there were a suite of conditions recommended, which would restrict hours of working to certain times of the day. Conditions had been applied to ensure any industrial processes or storage must be retained within the building. The residual impact would be incidental movements to and from the site. It was an existing premises and the worst case scenario already permissible also had to be considered. An additional condition had been included within the update report requesting a noise mitigation scheme. There would be a change to the use however it would remain commercial in nature. Conditions were also included regarding soft and hard landscaping.

Councillor Pask reiterated the issue that the site was within the AONB where skies were dark, particularly during the winter months. The units, if granted permission, would require a degree of lighting. Care needed to be taken within the AONB and therefore Councillor Pask sought reassurance that any lighting would be low level as the current horticultural use would have little to no lighting requirement. Mr Dray reported that condition 15 requested that a lighting strategy be produced. There was a lighting engineers technical specification document which set out levels of lighting appropriate for certain areas and the AONB was of the highest sensitivity.

Councillor Tony Linden raised a question about the Use Order Class E and referred to section 6.38 of the report, which detailed 'light industrial'. In the past this had also included office buildings and Councillor Linden queried if this was the case. Ms Melton reported that Use Class E accounted for a number of previous uses and was combined. The description of the applications specifically said 'light industrial' under Use Class E and it would therefore be restricted to this. Mr Dray added that condition 17 limited what the development could be used for.

Councillor Alan Macro noted that the applicant had stated that the turnover of the nursery had declined over the years and Covid-19 was adding further pressure. Councillor Macro was concerned that in the future this business could return and lead to further development of the site. He queried, if approved, if the development would set a precedent for more development on the site. Councillor Macro also noted that drainage on the site used a septic tank however was aware that it was a ground water redaction zone. He asked if Thames Water had been informed of this when consulted on the application.

Ms Melton referred to Councillor Macro's query about setting a precedent and stated that every planning application must be assessed on its own merits. Regarding the issue of drainage, Thames Water had provided an informative condition to be added and also condition five of the report included details on foul sewage. Councillor Macro further questioned if it would be difficult to resist further development of the site if planning permission was granted and Mr Dray stated that Officers and Members had to focus on the application before them. In Mr Dray's view the application would not set a precedent however, any future application would be assessed.

Debate:

Councillor Mackinnon stated that he liked the application from an economic development point of view. He understood the concerns raised by Mr Osborn however, overall he felt the development would be positive for Bradfield and the surrounding area. He had listened to comments from Officers and felt that impact on amenity could be sufficiently managed and had been covered by conditions. On balance Councillor Mackinnon stated that he was minded to support the application.

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Councillor Pask concurred with Councillor Mackinnon. The planning history for the site was varied. It was already used for commercial purposes of a horticultural/agricultural nature. He had been reassured by Officers that amenities of neighbouring properties were fully protected. Councillor Pask was minded to support the application in line with the Officer recommendation. He was however, concerned regarding the significant change in the type of use of the site that would involve vehicles travelling to the bottom of the site, which were not necessarily owned by the site owner.

Councillor Stewart stated that she had a similar view to Councillors Pask and Mackinnon regarding the application. Councillor Stewart had been concerned about lighting however, with conditions and the fact that it had been confirmed that these would be skylights, Councillor Stewart did not feel this should be an issue. One remaining area of uncertainty was around the number of vehicles that would be operating potentially all at the same time on the site. The applicant had worked with Officers to find the best route however, Councillor Stewart was not certain how this would operate in practice. Councillor Law concurred with this concern.

Ms Melton reassured Members on this point due to the scale of the site proposed. There would be four units and each one would be 34 square metres, which was approximately the size of a double garage. Mr Dray stated that there were figures under the Highways section 6.31 of the report. Mr Dray added that any adverse impacts that prejudiced neighbouring health may also fall into the remit of Environmental Health.

Mr Paul Goddard commented that there was a transport statement that was submitted with the planning application. The existing nursery use caused varying levels of vehicle movements throughout the year. It was estimated that during winter months there were 20 vehicles movements per day and in the summer this could be double. The proposal would generate less than the winter movements of 20 per day for the nursery as it would generate about 17 vehicles movements and therefore traffic levels would reduce.

Councillor Keith Woodhams proposed that Members support the Officer's recommendation to grant planning permission and this was seconded by Councillor Linden. 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:

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:

- Proposed Elevations, reference RAC/8816/4, received 14/07/2020;
- Proposed Site Plan, reference RAC/8816/3 Rev2, received 11/09/2020.

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

3. Construction method statement (prior approval)

No development shall take place until a Construction Method Statement has

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been submitted to and approved in writing by the Local Planning Authority. 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) Erection and maintenance of security hoarding including any decorative displays and/or facilities for public viewing;
- (e) Wheel washing facilities;
- (f) Measures to control dust, dirt, noise, vibrations, odours, surface water run-off, and pests/vermin during construction;
- (g) A scheme for recycling/disposing of waste resulting from demolition and construction works;

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.

4. **Spoil (prior approval)**

No development shall take place until details of how all spoil arising from the development will be used and/or disposed have been submitted to and approved in writing by the Local Planning Authority. These details shall:
Show where any spoil to remain on the site will be deposited;
Show the resultant ground levels for spoil deposited on the site (compared to existing ground levels);
Include measures to remove all spoil from the site (that is not to be deposited);
Include timescales for the depositing/removal of spoil.

All spoil arising from the development shall be used and/or disposed of in accordance with the approved details.

Reason: To ensure appropriate disposal of spoil from the development and to ensure that ground levels are not raised in order to protect the character and amenity of the area. This condition is applied in accordance with the National Planning Policy Framework, and Policies CS14 and CS19 of the West Berkshire Core Strategy 2006-2026. A pre-commencement condition is required because spoil may arise throughout development.

5. **Foul sewage**

No development shall take place until details of how foul sewage is to be disposed of have been submitted to and approved in writing by the Local Planning Authority. The details shall include pre-treatment measures (e.g. oil interceptors) to prevent the release of pollutants. Thereafter no unit shall be first occupied until the foul sewage disposal measures have been provided in

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accordance with the approved details.

Reason: To ensure appropriate disposal of foul sewage, in accordance with the National Planning Policy Framework, and Policy CS5 of the West Berkshire Core Strategy 2006-2026. A pre-commencement condition is required because insufficient information accompanies the application and such measures may need to be incorporated into early building operations.

6. **Hours of work (construction/demolition)**

No demolition or construction works shall take place outside the following hours, unless otherwise agreed in writing by the Local Planning Authority:

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.

7. **Schedule of materials**

The construction of the building hereby permitted shall not take place until a schedule of the materials to be used in the construction of the external surfaces of the development hereby permitted, has been submitted to and approved in writing by the Local Planning Authority. Samples of materials shall be made available upon request. Thereafter the development shall be carried out in accordance with the approved details.

Reason: To ensure that the external materials respond to local character. 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 Supplementary Planning Document Quality Design (June 2006).

8. **BREEAM**

The building hereby permitted shall achieve an "Excellent" rating 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 "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, Policy CS15 of the West Berkshire Core Strategy (2006-2026) and Supplementary Planning Document Quality Design (June 2006).

9. **Site access**

No unit shall be first occupied until the site access road to the site from Hungerford Lane has been completed in accordance with the approved details.

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Reason: The timely completion of the site accesses is necessary to ensure safe and suitable access for all. This condition is applied in accordance with the National Planning Policy Framework, and Policy CS13 of the West Berkshire Core Strategy 2006-2026.

10. **Parking and turning**

No unit shall be first occupied until the vehicle parking and turning spaces have been completed in accordance with the approved plans (including any surfacing arrangements and marking out). Thereafter the parking and turning spaces shall be kept available for parking and manoeuvring 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, and Policy TRANS.1 of the West Berkshire District Local Plan 1992-2006 (Saved Policies 2007).

11. **Cycle parking/storage**

No unit shall be first occupied until the cycle parking/storage facilities have been provided in accordance with the approved drawings. Thereafter the facilities shall be maintained and kept available for that purpose at all times.

Reason: To ensure the provision of cycle parking/storage facilities in order to encourage the use of cycles and reduce reliance on private motor vehicles. This condition is applied in accordance with the National Planning Policy Framework, Policy CS13 of the West Berkshire Core Strategy 2006-2026, Policy TRANS.1 of the West Berkshire District Local Plan 1992-2006 (Saved Policies 2007), Quality Design SPD, and the Council's Cycle and Motorcycle Advice and Standards for New Development (November 2014).

12. **Electric vehicle charging points**

No unit shall be first occupied until electric vehicle charging points have been provided in accordance with the approved plans. Thereafter, the charging points shall be maintained, and kept available and operational for electric vehicles at all times.

Reason: To secure the provision of charging points to encourage the use of electric vehicles. This condition is applied in accordance with the National Planning Policy Framework, Policy CS13 of the West Berkshire Core Strategy 2006-2026, and Policy TRANS.1 of the West Berkshire District Local Plan 1992-2006 (Saved Policies 2007).

13. **Hard landscaping (prior approval)**

No unit hereby permitted shall be 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.

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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. 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 and CS19 of the West Berkshire Core Strategy (2006-2026), and Quality Design SPD.

14. Soft landscaping (prior approval)

No unit shall be occupied 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 any new unit (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, and is therefore necessary to ensure the development achieves a high standard of design. 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.

15. Lighting strategy (prior approval)

No external lighting shall be installed within the application site until a lighting strategy has been submitted to and approved in writing by the Local Planning Authority. The strategy shall include a plan to show the location of any lighting, and specifications all lighting to ensure that levels are designed within the limitations of Environmental Lighting Zone 1, as described by the Institute of Lighting Engineers. No external lighting shall be installed within the application site except in accordance with the above strategy.

Reason: To conserve the dark night skies of the North Wessex Downs AONB. This condition is applied in accordance with the National Planning Policy Framework, the North Wessex Downs AONB Management Plan 2019-24, and Policies CS17 and CS19 of the West Berkshire Core Strategy 2006-2026.

16. No extractor units, ducts, plant

Notwithstanding the provisions of Article 3 of the Town and Country Planning

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(General Permitted Development) (England) Order 2015 (or any order revoking, re-enacting or modifying that Order with or without modification), no extractor units, ducts or other mechanical plant shall be fixed to the external faces of the building without planning permission being granted by the Local Planning Authority on an application made for that purpose.

Reason: In the interest of local amenity. This condition is imposed in accordance with the National Planning Policy Framework, Policy CS14 of the West Berkshire Core Strategy (2006-2026) and Policies OVS5 and OVS6 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

17. Permitted uses

The units hereby permitted shall be used for storage or distribution purposes (Use Class B8) and/or for any light industrial process within Use Class E (being a use which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit). The units shall not be used for any other purpose, including any other purpose in Use Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification). This restriction shall apply notwithstanding any provisions in the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason: Any other use may not be acceptable on the site, having regard to surrounding uses and its rural location. This condition is applied in accordance with the National Planning Policy Framework, Policies ADPP1, ADPP5, CS9, CS10, CS11, 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).

18. Customer opening hours

The premises hereby permitted shall not be open to customers outside of the following hours:

Mondays to Fridays: 08:30 to 18:00

Saturdays: 09:00 to 13:00

Sundays and public holidays: closed

Reason: To safeguard the living conditions of surrounding occupiers. This condition is applied in accordance with the National Planning Policy Framework, 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).

19. Operating hours (machinery/processes)

No machinery shall be operated, and no industrial processes shall take place, outside of the following hours:

Mondays to Fridays: 08:30 to 17:00

Saturdays: 09:00 to 13:00

Sundays and public holidays: no operating

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Reason: To safeguard the living conditions of surrounding occupiers. This condition is applied in accordance with the National Planning Policy Framework, 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).

20. **Delivery hours**

No deliveries shall be taken at or despatched from the site outside the following hours:

Mondays to Fridays: 08:30 to 18:00

Saturdays: 09:00 to 13:00

Sundays and public holidays: no deliveries

Reason: To safeguard the living conditions of surrounding occupiers. This condition is applied in accordance with the National Planning Policy Framework, 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).

21. **No industrial processes outside**

No industrial processes [as defined by The Town and Country Planning (Use Classes) Order 1987 (as amended)] shall take place outside of the building hereby permitted.

Reason: To safeguard the living conditions of surrounding occupiers. This condition is applied in accordance with the National Planning Policy Framework, 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).

22. **No external storage**

No materials, goods, plant, machinery, products, equipment, vehicles, storage containers or waste containers shall be stored, processed, repaired, operated or displayed in the open land on the site.

Reason: In the interests of visual amenity. This condition is imposed in accordance with the National Planning Policy Framework, and Policies CS14 and CS19 of the West Berkshire Core Strategy (2006-2026).

23. **Noise Assessment**

A scheme shall be submitted to and approved in writing by the Local Planning Authority, which specifies the provisions to be made for the control of noise emanating from the site. The scheme shall include an assessment of the prevailing background sound level and calculation of noise levels that are not to be exceeded beyond the boundary of the premises. Thereafter, the use shall not commence until the approved scheme has been fully implemented. Mitigation measures installed/implemented shall be retained and maintained thereafter.

Reason: To safeguard the living conditions of surrounding occupiers. This

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condition is applied in accordance with the National Planning Policy Framework, 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).

Informatives

1. Statement under Article 35(2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015 Revision and Representations

This decision has been made in a positive way to foster the delivery of sustainable development having regard to Development Plan policies and available guidance to secure high quality appropriate development. In this application whilst there has been a need to balance conflicting considerations, the local planning authority has worked proactively with the applicant to secure and accept what is considered to be a development which improves the economic, social and environmental conditions of the area.

2. Damage to footways, cycleways and verges

The attention of the applicant is drawn to the Berkshire Act, 1986, Part II, Clause 9, which enables the Highway Authority to recover the costs of repairing damage to the footway, cycleway or grass verge, arising during building operations.

3. Damage to the carriageway

The attention of the applicant is drawn to the Highways Act, 1980, which enables the Highway Authority to recover expenses due to extraordinary traffic.

4. Industrial processes

For clarity on the permitted uses defined by the Town and Country Planning (Use Classes) Order 1987 (as amended), any industrial process permitted under Class E must be a use which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit. An "industrial process" as a process for or incidental to any of the following purposes:—

- (a) the making of any article or part of any article (including a ship or vessel, or a film, video or sound recording);
- (b) the altering, repairing, maintaining, ornamenting, finishing, cleaning, washing, packing, canning, adapting for sale, breaking up or demolition of any article; or
- (c) the getting, dressing or treatment of minerals;

in the course of any trade or business other than agriculture, and other than a use carried out in or adjacent to a mine or quarry.

- 5.** There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.
<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your->

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[development/Working-near-or-diverting-our-pipes](https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes)

6. The proposed development is located within 15m of our underground water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk
7. The applicant is advised that their development boundary falls within a Source Protection Zone for groundwater abstraction. These zones may be at particular risk from polluting activities on or below the land surface. To prevent pollution, the Environment Agency and Thames Water (or other local water undertaker) will use a tiered, risk-based approach to regulate activities that may impact groundwater resources. The applicant is encouraged to read the Environment Agency's approach to groundwater protection (available at <https://www.gov.uk/government/publications/groundwater-protection-position-statements>) and may wish to discuss the implication for their development with a suitably qualified environmental consultant.

28. **Application No. & Parish: 20/00674/FUL - Land to the South east of Mortimer Station, Station Road, Mortimer**

(Councillor Ross Mackinnon declared a personal interest in Agenda Item 4(2) by virtue of the fact that he had been lobbied on the item. 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.)

(All Members of the Committee declared a personal interest in Agenda Item 4(2) by virtue of the fact that they were politically acquainted with Richard Benyon who owned Englefield Estate. As their interest was personal and not prejudicial or a disclosable pecuniary interest, they determined to remain to take part in the debate and vote on the matter.)

The Committee considered a report (Agenda Item 4(2)) concerning Planning Application 20/00674/FUL in respect of the change of use of land and construction of a 150 space car park with alterations to the highway, landscaping and associated works.

Mrs Lydia Mather, Senior Planning Officer, gave a detailed presentation on the application and planning report. Key points included:

- Planning Officers were recommending refusal and the main concerns were the number of spaces proposed, road safety over the bridge and landscape impact.
- Since the application last came to Committee in August 2020 the issues identified including lighting had been advised to the applicant. Additional information had been submitted including a new red line, including the landscaping; a technical note on parking and Great Western Railway (GWR) design and electrical specifications.

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- Mrs Mather showed slides providing a parking count and extracts from the Statement of Community Involvement. Although there was demand for more parking at Mortimer Station it was difficult to assess from the information the actual additional spaces required.
- Highways continued to have safety concerns regarding the safety of the footpath over the bridge due to the steepness of the gradient and separation distance from vehicles.
- It was agreed that there was a need for additional car parking spaces, it was the size and scale that was not considered justifiable.

Removal of Speaking Rights:

As resolved at the Extraordinary Council meeting held on 29 April 2020, public speaking rights were removed for virtual Council meetings. This right was replaced with the ability to make written submissions. This decision was made in accordance with The Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panels Meetings) (England and Wales) Regulations 2020.

The above changes to speaking rights were subsequently amended at the Council meeting on 10 September 2020. It was agreed that parties making written submissions in relation to a planning application would be invited to attend the Remote Meeting of the Planning Committee to answer any questions that Members of the Committee might wish to ask in order to seek clarification on any part of their statement.

In accordance with the Extraordinary Council resolution, written submissions relating to this application were received from Mr Mike Dennett, Parish Council, J and R Clatworthy, Chris Bridges, M&D Developments and Mr D A Rootham, objectors, Tom Pierpoint, supporter, and Katherine Miles, agent.

Parish Council Submission:

The written submission of Stratfield Mortimer Parish Council (SMPC) was read out as follows:

- SMPC fully supports this application for an additional 150 space car-park at Mortimer Station. The application derives from the strong local wish for increased station parking, evidenced over a long period with full support from GWR and Englefield Estate.
- This is an adopted Neighbourhood Development Plan (NDP) project. In the NDP questionnaire 1006 people (92%) endorsed station car-park enlargement. This was the highest single response in a lengthy questionnaire resulting in Policy IS3: "extension to the station car-parking will be promoted and encouraged". SMPC is fulfilling the wishes of the community in this application.
- Our Statement of Community Involvement shows we involve Mortimer residents in line with the Localism Act 2011. The Community Needs survey 2018 attracted 494 responses with overwhelming support for increased and improved station parking:
 - 410 (83%) - current parking provision poor or very poor
 - 377 (76%) - would travel by train more if parking more accessible
 - 438 (87%) - train use would increase with improved parking
- Note the survey was only carried out within Mortimer, probably capturing a third of the possible catchment of Mortimer station. The survey did not account for the 110 new homes since granted permission.
- Analysis of the results establishes the need for 150 new parking spaces which is endorsed by GWR.

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- West Berks Core Strategy 2012 - Area Delivery Plan P6 Identifies “poor transport connections of the East Kennet Valley” ... “improvement to the accessibility of Mortimer
- Railway station will be sought, for example through enhancements to the road bridge. This will be taken forward through partnership working”. This application is clearly consistent with this WBC policy so, please, can we see some partnership?
- Increasing capacity at Mortimer station also supports CS13 – “Improve travel choice and facilitate sustainable travel particularly... between... main urban areas and rural service centres”. Mortimer is a Rural Service Centre.
- The parking shortage has led to dangerous parking along Grazeley Road (up to 25 cars) eroding verges and along The Street towards St. Mary’s School exacerbating significant dropoff/pickup issues, generating continued complaints to SMPC and WBC.
- The village centre is over a mile from the station with no public transport link. The steep hill means walking to and from the station is impossible for many. This project will maximise the number and condition of those able to travel by rail. Of course, some disabled will still not be able to travel alone. But the new arrangements will allow for anyone to be dropped off and picked up on both sides, a great improvement.
- SMPC would not put forward proposals significantly detrimental to our landscape. We are confident that the extensive planting proposed will within a short time result in the car-park being largely invisible from all directions. Car-park lighting will be exclusively low-level, motion-activated and not obtrusive elsewhere. We note that the WBC landscaping consultant is based in Cumbria and did not visit the site whereas ours is local and did.
- SMPC urges councillors to support this application to give Mortimer residents what they have strongly requested.

Member Questions to the Parish Council:

(Mr Mike Dennett was in attendance to answer questions)

Councillor Ross Mackinnon raised a question for Mr Dennett regarding the objections raised, particularly the lack of consultation and asked Mr Dennett if he had any comments.

Mr Dennett was unable to answer questions at this point of the meeting due to technical issues.

Objector Submission Summary:

The written summarised submission from J and R Clatworthy, Chris Bridges, M & G Developments and Mr D A Rootham, was read out as follows:

Mr & Mrs Clatworthy

- The site is greenfield and on agricultural land, has had permission refused, involves additional works to the highway and a listed bridge, and damages the environment.
- SMPC has not disclosed to residents that there is an alternative site.
- There is no right to a parking space for rail travellers, and statements about having to drive to Reading increasing their carbon footprint have chosen not to use Mere Oak park and ride.
- No supporter has identified themselves as disabled. The view that some disabled access is better than none would not be supported by those who have to use it. They would choose the safe facilities at Green Park station. The road safety of the proposed pedestrian footpath would be a disaster.

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- There is no evidential basis for the proposed number of car parking spaces, it is based on crystal ball gazing. A maximum of an additional 76 spaces would suffice as outlined by Highways.
- Recent government announcements about removal of rail franchises calls into question GWR's ability to fund the project.

Mr Bridges

- The road safety is questionable with the addition of an access the other side of a high crest of the bridge gives no view of oncoming traffic and requires management by a traffic light system with up to 200 cars per hour passing at peak times to access and exit the two parking areas either side of the bridge.
- Major works needs to be done on safe local and wider infrastructure for cyclists and pedestrians to encourage more walking and cycling, for example Thatcham's bespoke cycle routes, to connect communities with their railway stations and/or with Mere Oak park and ride. The proposal encourages car usage, drawing in from a larger catchment area putting more strain on country roads.
- Isn't the floodlighting and CCTV cameras needed on a greenfield site for the proposal contrary to SM NDP not to have street lighting? Why is it right to impose it on some residents?
- Extending the existing car park for a trial period by entering into an agreement with Jewells Yard owners which would utilise a brownfield site and maybe some of the land adjoining the station car park which is low agricultural use. This would test if parking increases and reveal how many travellers are prepared to pay the parking fee.

Mr Rootham

- The volume of traffic raises concern about how delivery vehicles will be able to park outside my gate.

M&G Developments

- The proposal amounts to a gross intrusion into open countryside and issues including highway safety. A lobby pack details an alternative site. SMPC did not withdraw their application having stated they would once lease terms had been agreed with GWR for the alternative site, which they have for 35 years.
- The SM NDP sets out that options will be investigated for the additional Station parking. This has not openly taken place with contact on the alternative site rebuffed by SMPC.
- The alternative site does not require public funding, extensive highway or listed bridge works and is not in open countryside.

Member Questions to the Objectors:

(Mr Mike Jones (M&G Developments), J and R Clatworthy and Chris Bridges were in attendance to answer question)

Councillor Graham Pask stated that he had a question for Mr Jones from M&G Developments. There had been mention of an alternative site and Councillor Pask asked for clarification on the location of this. Mr Jones reported that the site M&G Developments wished to promote was immediately adjacent to the existing car park. It was the natural extension to the railway car park and would not involve extensive work or be an intrusion on the open countryside. During discussions with Great Western Railway (GWR) it had been made clear to M&G Developments that this was the preferred location on many grounds. A pre-app had been lodged back in the summer and a favourable response had

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been received. Mr Jones was concerned that the current application could go ahead without Members of the Committee having knowledge of a more realistic option.

Councillor Mackinnon noted that Mr Jones had said that the Parish Council had rebuffed the proposals from M&G Developments for the alternative site. Councillor Mackinnon asked if M&G Developments had been invited to address the Parish Council in November 2019, January 2020 and March 2020 and if so queried how they had been rebuffed. Mr Jones responded that M&G Developments' proposal had first been brought to the attention of the Parish Council in 2016, whilst the Neighbourhood Development Plan (NDP) was being developed. Mr Jones stated that the Parish Council had not engaged with M&G Developments at this point. The NDP required consultation to take place and for alternative sites to be considered however, Mr Jones confirmed that neither the landowner nor planning consultants had been approached. When consultation had begun on the current application site, engagement only took place because M&G Developments had chosen to attend Parish Council meetings and not because they were individually approached.

Councillor Mackinnon further noted that it had been stated that the Parish Council were in breach of their NDP because other options had not been openly investigated. Councillor Mackinnon asked if the NDP required the Parish Council to openly investigate options or just investigate options. Councillor Mackinnon had been reliably informed that the Parish Council had investigated more than one option. Councillor Law felt that this was a more suitable question for Officers and the Ward Member. Mr Jones stated that whether this investigation had happened in public or in private, no-one involved in the alternative site had been approached.

Councillor Mackinnon stated that he had a question for Mr and Mrs Clatworthy. He noted in their submission they had stated that the Parish Council had failed to reveal that there was an alternative site. Councillor Mackinnon asked if public consultations had not been held where this would have been raised. Mrs Clatworthy confirmed that public consultations had taken place regarding the current application site however, no information had been provided on alternatives sites.

Member Questions to the Parish Council:

(Mr Mike Dennett was in attendance to answer questions)

Mr Dennett had noted Councillor Mackinnon's question asking if the Parish Council had consulted. The Parish Council had consulted very widely on the NDP through Parish Council meetings and events held in the library. A questionnaire had also been sent out.

Councillor Law stated that the Parish Council had been accused of only consulting on the one site and asked Mr Dennett to comment. Mr Dennett stated that the Parish Council first heard about the possible alternative site in August 2016, just after public examination of the NDP. Bell and Cornwall had written to the Council offering the site however, the plan had incorporated 12 houses as well as the parking. The site was outside of the settlement boundary and therefore it not been deemed appropriate. The Parish Council had heard from Bell and Cornwall again in July 2019 and this time a smaller development was proposed however, because the plan still incorporated six houses it was against the NDP. First communications from M&G Developments (who took over from Bell and Cornwall) was in October 2019 and by this time £30k had already been spent on the current application and M&G Developments had not provided a detailed proposal.

Supporter Submission:

The written submission from Mr Tom Pierpoint (GWR) was read out as follows:

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- Since 2005, Mortimer station has seen significantly lower growth in passenger numbers than the industry average. Existing car parking at the station is at capacity, with rail users parking on-street near the station. These factors strongly suggest the lack of available parking is suppressing growth in rail use and limiting the station's role in the local transport network.
- GWR continue to pursue a car park expansion at Mortimer Station. To summarise from my previous letter:
- GWR consider that the 2018 Community Survey demonstrates there is significant suppressed demand for rail travel in the catchment of Mortimer Station, sufficient to justify the 150-space additional car park.
- Since 2004/5 passenger use of Mortimer Station increased by just 3%, compared to 95% across the industry and 39% at Bramley.
- There are comparable GWR stations where expanding car parks close to capacity has unlocked suppressed growth e.g. Kingham: 125 more spaces increased passenger numbers by 47%.
- Recently introduced additional services on the Reading to Basingstoke line and the introduction of 4-car trains to replace the existing 2 and 3 car trains, provide additional passenger capacity.
- Regarding the Case Officer's report:
 - The number of car parking spaces at Newbury and Theale Stations referred to as comparable to those proposed for Mortimer, are incorrect. Upon completion of the Market Street Development, Newbury Station will have 460 spaces, not 200 with Theale increasing to just over 300 spaces not 215. 201 spaces at Mortimer would not, therefore, put the station on par with Newbury and Theale. Being over a mile from the centre of Mortimer, the station increases the relative need for car and cycle parking.
 - The Case Officer's report also refers to station passenger numbers, which I quoted in my previous letter to demonstrate that growth in passenger numbers at Mortimer had been considerably less than the industry average over the last 15 years. The ORR station usage estimates are publically available at <https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage/> which can be used to verify the statements summarised above.
 - In 6.24 the report disputes that a lack of car parking is constraining use of the railway. Kingham and Hanborough, however, are clear examples of car park capacity constraining demand and the lack of passenger growth at Mortimer along with the full car park indicate that it is a similar scenario.
 - Section 6.51 refers to lighting and CCTV. GWR seeks to meet the Park Mark standard for our car parks to ensure passengers safety. The GWR Design Guide specifies that *consideration must be made to minimise light pollution for neighbouring properties* and that *8M lighting columns are the maximum height*, not the standard height. Through the next stages of project design, GWR and SMPC would develop a lighting and CCTV design that is appropriate for the environment and therefore we maintain that an appropriate design can be secured by condition.
- GWR continues to support expanded car parking provision at Mortimer Station and believe that the 150-space expansion is justified, not only by the existing suppressed demand but also to meet future growth.

Member Questions to the Supporters:

(Mr Neil Kiley was in attendance to answer questions on behalf of Mr Pierpoint)

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Councillor Alan Macro noted that it had been stated that Theale Station car park would be increased to 300 spaces however, Councillor Macro was aware that this had only been agreed in principle and asked for a status update. Neil Kiley was unable to provide an answer to this question because he did not work for GWR.

Agent's Submission:

The written submission from Katherine Miles (Pro Vision) was read out as follows:

- Officers accept the need for 76 additional spaces but would not support development due to landscape concerns. Officers have no solution to meet the need despite clear policy support:
 - Core Strategy Policy ADDP6: *"Improvements to the accessibility of Mortimer railway station will be sought...This will be taken forward through partnership working."*
 - Local Transport Plan Paragraph 6.6.5: *"the Council will...improve car parking at rail stations in the area"*.
- SMPC commenced work on its NDP in 2015. The single biggest issue for the community was the lack of car-parking at Mortimer Station raised by 92% or 1006 respondents leading to Policy IS3 which supports the expansion of the car-park at the Station.
- An independent survey in Mortimer demonstrated overwhelmingly that at least 150 more spaces were needed. GWR fully support this 150-space proposal because:
 - Rail travel from Mortimer (currently 175,000 annual journeys and only 51 spaces) is being significantly suppressed by parking limitations.
 - Similar rural stations have greater parking capacity and have seen a growth in rail travel as a result.
- In August Officers stated that: "the commercial needs of the operator becomes a material consideration, as does the needs of Mortimer residents".
- The Council has approved 110 homes in Mortimer and more than 250 in Burghfield. Approved Travel Plans promote use of Mortimer station, further increasing demand. 17% of survey respondents were daily users equating to at least 146 daily users from these new homes alone.
- Mere oak is useful for off-peak journeys to Reading etc but there are delays up to 30minutes for traffic from Mortimer/Burghfield at rush-hour and is no help for passengers to Basingstoke.
- Even if Grazeley ever goes ahead, GWR state that with the opening of Green Park station there will be no station built at Grazeley.
- A pedestrian footpath over the road-bridge is proposed. Manual for Streets states gradients should *"ideally be no more than 5%, although topography or other circumstances may make this difficult to achieve"*. The inclusive mobility standards state *"an 8% slope is the maximum that may be used"*. This footpath is an improvement to accessibility over a relatively short distance and within the tolerances of guidance. The kerb height of 125mm can be provided.
- A landscaping scheme will minimise the visual effect of the car-park. Existing hedgerow will be maintained at a height not less than 3.5metres. The car-park will be almost invisible from the road and there are no public footpaths from which walkers could see it. The car-park is well screened from the station by dense existing trees and hedging along the back of the Basingstoke platform. The landscaping is now within the red line.

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- SMPC has worked closely with GWR and Englefield Estate (the landowner) to procure the studies and reports on Need, Landscape, Highways, Drainage, Trees, and Ecology to deal with concerns of West Berkshire planners.
- The Council states it supports sustainable travel initiatives – the need for the development outweighs any harm and the Committee should support this application to fulfil the NDP objective and wishes of the community.

Member Questions to the Agent:

(Ms Katherine Miles was in attendance to answer questions)

There were no questions from Members.

Ward Member Representation:

Councillor Graham Bridgman, speaking as Ward Member, raised the following points:

- The three issues stated for investigation by David Pearson when the application was last considered by the Committee in August 2020 were now only two as the issue of lighting had been resolved. The remaining issues were identified need, landscaping plus the issue of the footway.
- Regarding the number of car parking spaces, Highways had stated that the proposal would put Mortimer on a par with Newbury and Theale. This had however, been stated as incorrect by GWR.
- The Highways approach to the demand did not properly take account of the GWR evidence under 6.17 of the report, regarding the potential for expansion in passenger numbers, if more parking was made available.
- Councillor Bridgman suggested that GWR would not be prepared to fund a 150 space car park (or 170 in the M&G proposal) if it was not justified.
- Regarding landscaping the main issue had been the red line. This had now been redrawn to include landscaping.
- Regarding the footway, in the latest report under 6.71 and 6.72 the Officer continued to refer to a proposed kerb height of 50mm but seeking a height of 125mm. Pro Vision in a letter to the Council had made it clear that a kerb of 125mm could be provided and therefore this issue had been addressed.
- Regarding the gradient, currently a disabled person would have no way of accessing the Basingstoke platform. The proposal would improve this situation by enabling some people with a disability to access the platform and therefore it was better than what was currently in place. More generally, Councillor Bridgman commented that currently it was not the gradient of the bridge that prevented people crossing on foot but rather the vehicles.
- Councillor Bridgman referred to the identified need for Theale and stated that Mortimer was larger than Theale. If Burghfield common was also accounted for, then it was nearly three times the size of Theale. Theale had a station within walking distance of most of the village and would soon have a car park for 300 cars. Councillor Bridgman did not think it was unreasonable for Mortimer to have a station parking facility with 201 spaces.
- Regarding the landscaping, Officers continued to refer to an over urbanisation impact. Councillor Bridgman reminded Members that Theale Primary School was outside of the settlement boundary and had not been objected to by Officers due to its urbanising impact.

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- Councillor Bridgman referred to a comment by M&G Developments and stated that if and when they came forward with an application it was likely that it would be supported. However, there was no application from M&G Developments and Councillor Bridgman did not want to see the wishes of the people of Mortimer, that were set out in the NDP, ignored.
- To conclude Councillor Bridgman summarised that the proposal was in the NDP, was wanted by the village and promoted by the Parish Council. Councillor Bridgman could see little point in asking communities to take charge of local planning, if when they did it was ignored.

Member Questions to the Ward Member:

Councillor Graham Pask asked what the difference was between the current application and the one that had been refused at appeal. Councillor Bridgman stated that firstly the orientation was different, as previously it was positioned alongside Station Road and now it was at right angles and positioned away from Station Road. The landscaping mitigated the site considerably. Secondly the large difference was that the proposal was a NDP policy. Regarding comments on urbanisation, Councillor Bridgman reminded Members that the village of Mortimer had voted in favour of the application. He accepted that the M&G Developments' site might provide an alternative to the urbanisation of the current scheme however, no planning application had been put forward. Councillor Bridgman was fearful that the Committee could refuse the application and then no planning application would be submitted by M&G Developments. This would leave the village without a much needed facility.

Councillor Law reminded the Committee that the current application needed to be considered on its own merits.

Councillor Geoff Mayes stated that he had discussed this proposal with various local people. He felt that Councillor Bridgman was slightly off beat with some of his concerns. Councillor Mayes was very concerned about the bridge and the path over the bridge and he would raise this with Officers.

Member Questions to Officers:

Councillor Law asked Officers to clarify the position regarding the alternative site that had been mentioned. Councillor Law also asked Officers to comment on the safety of pedestrians using the bridge. It had been stated that Pro Vision had provided figures regarding the gradient, which had not been included within the report and Councillor Law sought clarity from Officers on this.

Regarding the alternative site, Lydia Mather confirmed that a pre-app had been received however, no formal application for the site had been received. In terms of history Lydia Mather confirmed that the pre-app had been for car parking only and not housing.

In response to Councillor Law's question about the bridge, Mr Paul Goddard stated that the Highways technical reason for refusal was detailed on page 69 of the report. At the previous Committee there had been two concerns raised, firstly the height of the kerb over the bridge and secondly the gradient which was 1/7 or 14%. Mr Goddard reported that the applicant was now prepared to provide a kerb that was 125mm in height. Paul Goddard had however, not received any amended plans or details to overcome this or the gradient issue. Acceptable gradients ranged between five and eight percent and some of the footway proposed was at a gradient of over 14%. When designing new infrastructure, Mr Goddard felt that it should comply with standards. It was possible that these issues could be overcome with amended plans. However as amended plans had not been submitted the reason for refusal on page 69 remained.

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Councillor Mayes stated that his main issue was with the bridge and traffic approaching from both the west and east. Peak hours were between three and four o'clock where there were about 200/250 vehicles per hour. If traffic lights were to be erected at the bridge, Councillor Mayes asked if this would cause traffic to back up causing problems accessing the entrance to the car park and the mini roundabout. Mr Goddard reported that the Highways Consultants working on behalf of the applicant had created a traffic model of the signals over the bridge using Linsig software and it had been confirmed that the system should work adequately and not cause traffic to queue. As reported previously however, Mr Goddard added a caveat because there was uncertainty as to how much traffic would travel to the area because there were no calculations conducted on the parking spaces required.

Councillor Mayes further questioned if Highways Officers had used data provided by the Beech Hill Survey. Mr Goddard reported that they had not because the Linsig was the applicant's model. Councillor Law queried if the Highway's Officer had reservations regarding the applicant's model. Paul Goddard confirmed that he had reservations because no-one had calculated the likely parking demand from the catchment areas.

Councillor Mackinnon referred to the table at the top of page 61 of the report, which detailed information on the passengers using the train station. He was surprised to see that only 60% of Mortimer district were within the catchment of Mortimer Station and asked Officers to clarify this. Councillor Mackinnon was also surprised to see the number of people in employment and felt that the assessment could be inaccurate. Mr Goddard reported that the assessment had been the best he was able to achieve to obtain a projected number of car parking spaces required. He had used information from the surveys. To respond to Councillor Mackinnon's question regarding Mortimer district, Mr Goddard confirmed that the census district information had been used and included the travel to work data. The Mortimer census district went up to Aldermaston Wharf and it was unlikely that people living there would use Mortimer Station. Therefore this was why only 60% of the district was within the Mortimer Station catchment. There were three census districts within the Mortimer Station catchment and Mr Goddard went on to explain the data within the table on page 61 in more detail. The survey had shown that for Mortimer 55% of people travelled to the station and left their cars in the car park, with the other 45% of people being dropped off. Population inflation had also been accounted for and had led to the conclusion that there was the need for 129 car parking spaces including the 53 or so already present. Officers were not opposed to additional parking at the station but the question was whether the numbers within the current proposal were justified and the site was in the right location.

Councillor Law asked for further clarification on Councillor Mackinnon's question as to whether leisure travel had been accounted for. Mr Goddard confirmed that 20% represented non employment/leisure travel.

Councillor Mackinnon referred to the Burghfield column on the table and queried those who did not travel daily. Mr Goddard stated that he tried to include these in the 20%. Questions asked in the Statement of Community Involvement had been very unclear. Councillor Mackinnon acknowledged that a lot of assumptions had been made.

Councillor Law reported that there were three issues. The first issue was conflicting reports on car parking capacity. Secondly landscaping had been an issue however, work had taken place on this. Thirdly there were conflicting views on pedestrian safety but it was possible that these could be addressed. Officers however, still had concerns.

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Debate:

Councillor Pask commented that it was a controversial planning application. He stated that normally if an application had been dismissed at appeal then consideration needed to be given as to why it had returned to Committee. For the current application this question had been answered by Councillor Bridgman. Councillor Pask felt that the application was a compromise. Members were often not aware of pre-app discussions and had to judge the application in front of them. The main potential issue was the narrowing of the road bridge in terms of safety. Councillor Pask was not concerned about the gradient. Many conflicting issues had been raised regarding the application. He did not feel that the application would have an urbanising effect as it would be protected by the landscape. Lighting and other issues could be conditioned. On balance Councillor Pask was leaning towards a positive conclusion on the application. If the Committee refused the application an alternative planning application might not come forward.

Councillor Pask added that the danger at the current site had not been mentioned. There was often a high level of on road car parking, which was dangerous. Councillor Pask was minded to approve the application at this stage.

Councillor Macro stated that his ward had been mentioned during discussions. Other potential sites for Theale Primary School had been ruled out due to the impact on the countryside. Regarding Theale Station, a bid had been submitted to improve the station including increasing the size of the car park and had been granted conditional approval subject to further modelling.

Councillor Macro referred to the applicant's calculations. He believed that only a third of the catchment area had been assessed and then multiplied by three. Councillor Macro felt that criticisms of the Officers calculations could also be aimed at the applicants. Councillor Macro expressed his discontent with the application. He was not in favour of the use of traffic lights and was concerned about the gradient as those with a physical disability could have a great deal of difficulty trying to use it. Councillor Macro had approached the site from the Swallowfield direction recently and felt that the proposal would have an urbanising effect from this direction. There would also be a 1.8m fence, which Councillor Macro felt would be intrusive along with the lighting which would impact on dark skies. Councillor Macro proposed that the Members support the Officer recommendation to refuse planning permission. This was seconded by Councillor Woodhams.

Councillor Mayes referred to the comment made by Councillor Pask regarding road side parking. This had increased when Network Rail implemented parking charges at the current car park. Secondly further car parking need could have been caused by the cancellation of the minibus service by West Berkshire Council and the Parish Council. A further car park would only generate money for Network Rail.

Councillor Stewart stated that she was in favour of the proposal. She had been divided regarding the number of spaces however, was no longer concerned about this. Regarding urbanisation there was already a station, car park and industrial park on the site and therefore Councillor Stewart was not overly concerned about this. Regarding the bridge, there was a similar set up in Burghfield and it allowed safer passage for passengers and therefore Councillor Stewart did not feel this was an issue but rather a positive point. Councillor Stewart concurred with the view of Councillor Pask in that she supported the application.

Councillor Royce Longton stated that there was a desperate need for increased parking spaces at the station. He would have preferred to see the car park built as an extension

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to what existed however, this had not been proposed and therefore he was in support of the present application.

Councillor Mackinnon concurred with Councillors Stewart and Longton. Mortimer Station was well known for being difficult to park at and this was off putting for commuters. On road parking was a serious issue and there was a desperate need for an increased parking facility. He noted the points raised about the footway and the bridge however, on balance he supported the proposal.

Councillor Law invited Members of the Committee to vote on the proposal by Councillor Macro, seconded by Councillor Woodhams and at the vote the motion was refused.

Councillor Pask proposed that the proposal be approved, against Officer recommendation including the following conditions and this was seconded by Councillor Stewart:

- Lighting to be kept to a minimal safe acceptable low level.
- A revised plan be submitted with a 125mm kerb on the bridge.
- The gradient be eased if possible.
- Landscaping to be carried out to minimise the impact of urbanisation.

Mrs Mather ran through further conditions that would need to be included within the application. Mr Dray added that the finalisation of conditions would be delegated to Officers if the proposal was approved. Regarding lighting Councillor Law stated that sensor lighting would not be acceptable for the location and he would prefer to see timed lighting.

Councillor Law asked Members of the Committee to vote on the motion proposed by Councillor Pask, seconded by Councillor Stewart and at the vote the motion was carried.

RESOLVED that the Head of Development and Planning be authorised to grant planning permission, subject to conditions (delegated to officers).

29. Appeal Decisions relating to Eastern Area Planning

Members noted the outcome of appeal decisions relating to the Eastern Area.

(The meeting commenced at 6.30 pm and closed at 9.00 pm)

CHAIRMAN

Date of Signature

Agenda Item 4.(1)

Item No.	Application No. and Parish	Statutory Target Date	Proposal, Location, Applicant
(1)	20/00723/FULD Basildon Parish Council	13/05/2020	New Dwelling and Relocated Access - Land to the Rear of Timberley Timberley, Pangbourne Road, Upper Basildon, Reading, RG8 8LN Mr and Mrs A Gidden

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

<http://planning.westberks.gov.uk/rpp/index.asp?caseref=20/00723/FULD>

Recommendation Summary: Delegated to the Head of Development and Planning to grant planning permission subject to conditions.

Ward Member(s): Councillor Alan Law

Reason for Committee Determination: Officer's recommendation for approval, the LPA have received over ten letters of objection

Committee Site Visit: Owing to social distancing restrictions, the option of a committee site visit is not available. Instead, a collection of photographs is available to view at the above link.

Contact Officer Details

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1. Introduction

- 1.1 This application seeks planning permission for a new dwelling and the relocation of the existing access.
- 1.2 The application site is located within the defined settlement boundary of Upper Basildon and within the North Wessex Downs Area of Outstanding Natural Beauty (NWDAONB).
- 1.3 The site is located to the rear of the host dwelling known as Timberley. Timberley is located along, and accessed from, Pangbourne Road.
- 1.4 There is a continuous row of dwellings along Pangbourne Road, each dwelling is individual in its design. All dwellings are set back from Pangbourne Road, the distance of which slightly differs for each dwelling. A prevalent feature of the surrounding dwellings is that they are all detached.
- 1.5 Whilst there is a linear development line along Pangbourne Road, the nearby area (approximately 95m to the east) includes a form of tandem development by way of the cul-de-sac Knapp Wood Close, which has introduced a second tier of development. To the west of the proposal scheme (approximately 92m), is a single dwelling (Elangani) which has a tandem relationship to the dwelling fronting Pangbourne Road (Apple Tree Cottage), which is accessed via a private road; this dwelling is broadly in line with the proposal scheme.
- 1.6 The proposal scheme is for a single detached two storey dwelling, with private amenity and car parking areas. The proposed dwelling would be accessed via a new access drive from Pangbourne Road which runs past the west elevation of the dwelling Timberley.
- 1.7 The proposal scheme includes the demolition of two stable buildings currently within the red line application site and the removal of a third stable building immediately to the south of the red line, outside of the settlement boundary.
- 1.8 Due to the slight difference in site levels, the height of the roof pitch slightly varies. At the highest ground level the dwellings is approximately 6.9m, and the lowest ground level 6.7m. The chimney height of the dwelling is 7.3m. The overall width of the proposed dwelling is 7.5m for the main building and 9.4m including the porch. The length of the proposed dwelling is 11.4m.
- 1.9 The design of the proposed dwellings is that of a chalet bungalow, these are often referred to as being 1.5 storey (a bungalow with room in the roof). The external walls include a mix of materials include red/brown brick and timber cladding. The front elevation (facing north) including a triangular dormer and two roof lights, the rear elevation contains three roof lights and a section of full vertical glazing.
- 1.10 The proposed dwelling has a footprint of approximately 99.5sq.m. The stables which are to be removed have a combined footprint of 87.1sq.m.
- 1.11 The proposed access re-centres the existing access/drive and extends it into the site. The distance from the access to the nearest point of the neighbouring dwelling to the east is approximately 2m, given the design and layout of the access this distance does vary. The proposed car parking area is to the rear to the site adjacent to the boundary line.
- 1.12 The site is located at the edge of the settlement boundary; immediately to the south of the application site is open countryside and paddocks, all within the NWDAONB.

- 1.13 The south of the site includes a tree which is subject to a tree preservation order (TPO). There are an additional three trees under a TPO in the neighbour's garden to the west (Pinafarthings) which are relevant to the proposal scheme.
- 1.14 There is a biodiversity opportunity area approximately 106m from the site, the site itself is not within any local wildlife designations.

2. Planning History

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

Application	Proposal	Decision / Date
83/19207/ADD	Erection of 2 stables to rear of existing property	Approved 15/06/1983
16/00176/FULD	Construction of five bedroom two-storey detached house.	Refused 25/04/2016 Appeal: Dismissed 15/12/2016
17/02076/FULD	New dwelling and relocate access.	Refused 21/09/2017 Appeal: Dismissed 17/07/2018

- 2.2 As detailed above, two previous applications have been refused and dismissed at appeal (appeal decisions available under appendix B), and this application represents the third attempt to obtain permission for a house on the application site. It is the officer's view that the current proposal scheme has sufficiently overcome the Inspectors previous reasons for refusal as elaborated below.

3. Procedural Matters

- 3.1 A screening opinion has been issued under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 confirming that the proposal is not EIA development and thus an Environmental Statement is not required to accompany the application.
- 3.2 The proposal scheme was materially altered within the determination process. The amendments were submitted in response to a consultation response by the Councils Tree Officer. In order to address the issues raised the footprint of the proposal scheme and location of the car parking has been moved. The amended scheme was subject to full re-consultation for all consultees, and a new site notice was displayed on the lamppost adjacent to the site on 19/10/2020, inviting comments by 09/11/2020.. This recommendation is based on this amended scheme.

- 3.3 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) development at a rate per square metre (based on Gross Internal Area) when a new dwelling is created. 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 on the amended proposal scheme 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.

Basildon Parish Council:	<p>The Parish Council objected on the following grounds:</p> <p>The development is out of keeping with its surroundings and looks to add another layer of housing to the Pangbourne Road and stretch the settlement boundary to its absolute limit. It is unsympathetic in design for immediate neighbours and does nothing to counter the significant issues raised in the two previously refused applications which the Parish Council also objected to in the strongest terms.</p> <p>Additionally, the following was noted:</p> <ul style="list-style-type: none"> • Splays and visibility from the site fail to meet the required standards. • Boundaries remain an issue due to their intrusive nature on neighbours. • There had still been no consultation between applicant and local neighbours over the plans. • The driveway proposal fails to note a power line (and post) which blocks the route currently. • The new building will lack basic outdoor storage facilities required for a house of that size with a garden.
Highway Authority (WBC):	No objections, subject to conditions
Lead Local Flood Authority (WBC):	<p>We would hope that consideration would be given to the use of SuDS features that provide a control of rainfall at source. This would include features such as water butts and raised planters where a small volume of runoff would be contained for use in local irrigation of garden plants.</p> <p>For more information on SuDS features, reference should be made to Policy CS16 of the West Berkshire Core Strategy (2006-2026) and Supplementary Planning Document – Sustainable</p>

	<p>Drainage Systems (2018). Reference should also be made to the Environment Agency Standing Advice.</p> <p>We do not advise infiltration devices in areas where Clay is the underlying geology. To establish the underlying bedrock geology, reference should be made to the British Geological Survey (BGS) website.</p> <p>However, if it is preferred to include a Condition within the approval to ensure the implementation of SuDS, we would be satisfied for the following to be included:</p> <p>The proposed dwelling should not be first occupied until details of sustainable drainage methods (SuDS), such as water butts or raised planters, to be implemented within the site have been submitted to and approved in writing by the Local Planning Authority.</p>
Waste Management (WBC):	No comment received
Thames Water:	No comment received
Tree Officer (WBC):	No objections, subject to conditions
North Wessex Downs AONB Partnership:	No comment received
Environmental Health:	No comments to make

Public representations

4.2 Representations have been received from ten contributors, all of which object to the proposal. 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:

- Concerns of existing fire hydrant and electricity pole
- Does not indicate how the machinery and foodstuffs stored in the existing sheds/stables will be stored in future
- No clarity on how paddocks, horse trailers and horseboxes will access and turn
- Concerns regarding access to paddock
- Safety concern regarding access
- Parking of cars against neighbouring boundary
- Light and noise pollution
- Plans do not properly show the impact on neighbours
- Plans are inaccurate
- Urban development in the paddock
- Insufficient screening for neighbours
- How will biodiversity be enhanced

- Back land development out of character with the area
- Cars speed along Pangbourne Road
- Built over shared sewers
- Negative impact on neighbouring outlooks
- Overlooking
- Site notice has been taken down
- Outside of settlement boundary
- Fails to conserve the landscape
- Design is not in keeping with the rural character
- Not infill development therefore does not accord with ADPP1
- Garden slightly outside of settlement boundary
- Object to trees and hedges being planted along the boundary line
- Parking requirements are not achieved
- Previous applications and appeals have been refused
- Density of design is too high for the area
- Concerns over protected trees
- Contrary to village design guidance
- Fire hydrant and electricity pole will be effected
- Proposed drive near the side of neighbouring dwelling
- Will result in new stables being required
- Impact on dark skies
- Contrary to Basildon Village Design Statement
- Sub-division of the plot of land
- Damaging to village

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, ADPP5, CS1, CS4, CS13, CS14, CS15, CS16, CS17, CS18 and CS19 of the West Berkshire Core Strategy 2006-2026 (WBCS).
- Policies C1, C3 and P1 of the Housing Site Allocations Development Plan Document 2006-2026 (HSA DPD).
- Policies OVS.5, OVS.6 and 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 2019-24
- WBC Quality Design SPD (2006)
- WBC Sustainable Drainage SPD (2018)
- Basildon Village Design Statement

6. Appraisal

6.1 The main issues for consideration in this application are:

- The principle of development
- Design, and impact on the character and appearance of the area including NWDAONB
- Impact on trees (TPO)
- Highway safety
- Impact on neighbours
- Other matters

Principle of development

- 6.2 The most important policies for determining whether the principle of development is acceptable are Policies ADPP1, ADPP5 and CS1 of the Core Strategy, and Policy C1 of the Housing Site Allocations DPD. The Core Strategy includes a Spatial Strategy (ADPP1 and ADPP5) that provides a broad indication of the overall scale of development in the district, applying the principles of sustainable development, and based on defined spatial areas and a settlement hierarchy. Policies CS1 and C1 relate specifically to housing.
- 6.3 According to Policy ADPP1, most development will be within or adjacent to the settlements in the hierarchy, and related to their transport accessibility and level of services. The urban areas will be the focused for most development. The scale and density of development will be related to the site's accessibility, character and surroundings. Upper Basildon is not included within the District Settlement Hierarchy and so Policy ADPP1 only allows for more limited development in this location. The policy states that smaller village with settlement boundaries are suitable only for limited infill development subject to the character and form of the settlement.
- 6.4 Policy ADPP5 is the spatial strategy for the North Wessex Downs Area of Outstanding Natural Beauty (AONB). Recognising the area as a national landscape designation, the policy envisions that development will conserve and enhance the local distinctiveness, sense of place and setting of the AONB whilst preserving the strong sense of remoteness, tranquillity and dark night skies. Development will respond positively to the local context, and respect identified landscape features and components of natural beauty.
- 6.5 According to Policy CS1, new homes will be located in accordance with the Spatial Strategy and Area Delivery Plan Policies. New homes will be primarily located on land within settlement boundaries, and other land allocated for development within the Local Plan. In this context, Policy C1 of the HSA DPD gives a presumption in favour of development and redevelopment within the settlement boundary of Upper Basildon. It qualifies that planning permission will not be granted where a proposal harms or undermines the existing relationship of the settlement within the open countryside, where it does not contribute to the character and distinctiveness of a rural area, including the natural beauty of the AONB or where development would have an adverse cumulative impact on the environment or highway safety.
- 6.6 The application site, as delineated by the red line on the Location Plan, is fully within the settlement boundary of Upper Basildon, although the settlement boundary does run along the very edge of the proposal site. The presumption in favour of development therefore applies, although the above policy context means that particular attention must be given to the relationship of the development within the existing settlement and adjoining open countryside.

- 6.7 The most recent appeal decision on the site issued on 17/07/2018 under appeal reference 3196908, paragraph 8 the Inspector found that *“the development would lie entirely within the settlement limits”* the Inspector did not raised any objections or reasons for refusal in respect of the principle of development.

Design, Character and appearance and impact on AONB

- 6.8 The NPPF’s paragraph 17 states that, in relation to design, councils should always seek to secure high quality design which respects and enhances the character and appearance of the area. The NPPF is clear that good design is indivisible from good planning and attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, and should contribute positively to making places better for people. It emphasises the importance to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings. The NPPF also adds that the visual appearance is a very important factor, securing high quality and inclusive design goes beyond aesthetic considerations. Paragraph 58 of the NPPF states that developments should function well and add to the overall quality of the area, respond to local character and history, and be visually attractive as a result of good architecture and appropriate landscaping.
- 6.9 Core Strategy 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.
- 6.10 Policy CS19 states that particular regard will be given to, amongst other heritage considerations, (a) the sensitivity of the area to change, and (b) ensuring that new development is appropriate in terms of location, scale and design in the context of the existing settlement form, pattern and character.
- 6.11 Basildon’s Village Design statement recognises the importance of the designation of an Area of Outstanding Natural Beauty and states that this should be taken into consideration in any future development of the village with every effort made to conserve them.
- 6.12 ‘Timberley’ is a detached dwelling of relatively traditional appearance. It is within a long row of mostly traditionally designed detached dwellings, which extends between open countryside and the core of Upper Basildon village. The dwellings in the row are of differing sizes and styles and are mostly situated facing the road, in deep and spacious plots. Although the rear gardens are largely open and undeveloped, there are incidences in the locality of development on land at the rear of the frontage dwellings. These include dwellings in Knapps Wood Close and Morrison Close, as well as Elangani, to the west of the application site.
- 6.13 The location of the proposal scheme, to the rear of Timberley is not considered to be out of character with the surrounding area due to the presence of other similarly located developments within the locality. This is the same conclusion as was reached by the Inspector in 2016 as part of appeal 3155293: *“given the existence of similarly located dwellings in the vicinity, the ‘backland’ location of the proposed dwelling would not, in itself, be at odds with the prevailing pattern of local development”* (paragraph 5). The full appeal decision is available under Appendix B.
- 6.14 The two previous appeals on this site were dismissed due to issues of design. The previous appeal schemes were for substantial two storey dwellings of a significant bulk, scale and mass.

- 6.15 The current proposal scheme is for a relatively modest dwelling in terms scale, mass and bulk, and includes a somewhat traditional design. The proposed dwellings is of a lower height than the host and neighbouring dwellings. The visibility of the proposed dwelling from Pangbourne Road will be limited due to the placement of the existing dwellings. It will be visible from neighbouring properties in the immediate vicinity.
- 6.16 As part of the 2017 appeal, the Inspector found that the proposed dwelling would have resulted in a cramped appearance within the plot, and that this would be at odds with the prevailing character of the area. The previous proposal scheme had a maximum height of 6.8m and a footprint of 83.8sq.m. Whilst the maximum height and footprint of the current proposal scheme does not drastically differ to that of the appeal scheme, it is the difference in the design which is considered to have significantly altered the impact of the proposal scheme. The most recent appeal scheme was of a larger scale design, the scheme included modern “box” style design and full height two storey flat roof, and the proposal scheme filled the area of the footprint which added to the bulk of the design. The current scheme is of a lower massing. The design includes more traditional features such as a pitched roof, with a maximum eaves height of 4m, which has resulted in a much lower bulk and mass development.
- 6.17 Looking into the site from the paddock to the south the proposed dwelling will be easily visible, however due to the low scale design of the development and the simplicity of the design, the presence of the proposal scheme is not assessed as causing demonstrable harm. It would have a comparable relationship to the open countryside as other development along Pangbourne Road, in particular the dwellings at Knapps Wood Close.
- 6.18 The proposal scheme includes materials such as red/brown brick and timber cladding. The number and size of windows is considered as appropriate for the sites location and has not been assessed as resulting in large levels of light spillage. The south elevation does include a 14sq.m glazed area which is full height within the building, which this will not result in any overlooking, it will result in an element of light spillage. The level of light spillage will be somewhat comparable to the neat by dwelling Elangeni, the impact of which is acceptable. Furthermore, there are no public rights of ways to the rear of the site which will be impacted.
- 6.19 Overall the design has been assessed as one which is relatively modest and thus, unlike previous iterations, could be assimilated successfully into the existing pattern of development, and maintain a comparable relationship to the open countryside. It is therefore considered to comply with the aforementioned policies and conserve the special qualities of the AONB.

Impact on trees (TPO)

- 6.20 There are four trees subject to tree preservation orders (TPOs) within close proximity to the proposed development. At the entrance to the site is a tree subject to a TPO, there are three more trees subject to a TPO within the neighbouring land to the west. The canopy and root protection zone crosses into the proposal site. The three TPO trees within the neighbouring garden received their TPO designations after the determination of the previous appeal decisions on the application site. The Tree Officer objected to the original proposal under this application due to the potential impact on protected trees, and the application has been amended in response.
- 6.21 The revised scheme is accompanied by an Arboricultural Report in accordance with British Standard 5837:2012 (*Trees in Relation to Design, Demolition and Construction*) dated Sept 2020. The relocated proposed dwelling and revised driveway is outside the root protection areas of the trees and is therefore acceptable. A tree protection plan

and arboricultural watching brief will be required to ensure site trees remain protected during the development, which can be secured by condition.

- 6.22 The application is also accompanied by a Landscaping plan by Terrafirma (plan 2124-TFC-00-00-DR-L-001 rev 4). This differs from the Urban Perspective site layout plan UP00215-02-H dated Sept 2020 in that the Terrafirma plan shows an additional Field Maple (*Acer campestre*) on the south side of the parking area of the new dwelling. In order this medium sized tree does not clash with the protected Beech T3, the LPAs tree officer has proposed that the new tree is planted 2m east of the proposed location.
- 6.23 Having regard to the above information, the Council's Tree Officer has raised no objection to the proposal scheme subject to planning conditions.

Highways

- 6.24 The Highway Officer has raised no objections to the proposal scheme subject to relevant conditions.
- 6.25 Pangbourne Road is relatively straight in this location. The visibility splays shown on drawing number P601-01 Rev D dated 6 May 20 comply with the requirement of the appeal decision for 17/02076/FULD. It should be noted that this plan revision has been updated since this consultee response, however the amendments to the plan did not alter the visibility splays.
- 6.26 Concerns have been raised regarding the visibility splays at the access / accuracy of the plans. In respect of the view to the east, as the access is sited further away from the vegetation that currently obstructs the view, this provides a greater splay than is currently achievable.
- 6.27 The Inspector's comments on appeal decision 17/02076/FULD is below:

"The current proposals show a revised access location, which has significantly increased the available visibility splays to 2.4m x 34.7m in an easterly direction and 2.4m x 51m in a westerly direction. Despite this, the Council maintains through its advice from the local highway authority that the full MfS requirements must be achieved." (paragraph 9)

"That said, in this case, the visibility splays that would be achievable are only marginally below the recommended standards. I acknowledge that traditionally, sightlines have been constructed with an emphasis on ensuring motorists had wide splays and generous sightlines so that they could react to hazards that are before them. I would accept the appellants' arguments that this tends to encourage higher speeds. Irrespective, I do not believe that the proposed visibility splays would lead to unacceptable risks to highway users and do not find that severe harm in the manner envisaged in the Framework would occur. The provision of an improved access for the host property would in my view constitute a significant benefit overall." (paragraph 11)

"Accordingly, I do not believe that the proposed access would be unacceptably harmful to highway safety; quite the contrary, I consider that the proposal would offer a significant benefit in this regard. Consequently, the proposal would accord with CS Policy CS13 as it would improve the existing arrangements and thereby lead to the promotion of opportunities for healthy and safe travel." (paragraph 12)

- 6.28 The Highway Authority objected to the achievable visibility splays previously but this was not upheld by the Inspector. The Inspector was satisfied that they could be achieved, and that the achievable splays would not be to the detriment of highway

safety, in fact concluded: *“The provision of an improved access for the host property would in my view constitute a significant benefit overall.”*

- 6.29 The proposed cycle storage is acceptable, and the proposed parking for the existing and proposed dwellings is acceptable, all in accordance with the requirements of policy P1 of the Housing Site Allocations DPD.

Impact on neighbouring amenity

- 6.30 According to Policy CS14, new development must demonstrate high quality and sustainable design that makes a positive contribution to the quality of life in West Berkshire. Paragraph 127 of the NPPF states planning decisions should ensure that developments create places with a high standard of amenity for existing and future users.

- 6.31 Consequently, all development should be designed in a way to avoid any unacceptable harm to neighbouring living conditions. Applications will typically be assessed in terms of any significant loss of light, overlooking of neighbouring buildings or land, and whether the proposal would result in any undue sense of enclosure, overbearing impact, or harmful loss of outlook to neighbouring properties.

- 6.32 The distances between the proposed dwelling and neighbouring dwellings are shown on the plan under Appendix A. The proposal scheme is:

- 28.9m from Southcroft (main dwelling),
- 20m from Southcroft summer house,
- 21.7m from Timberley (measurement of the main body of the proposed dwelling),
- 19.6m from the porch of the proposed dwelling to the Timberley,
- 28.9m from Cleobury.

- 6.33 The Council’s guidance of acceptable “back to back” distances for dwellings is 21m. The proposed dwelling would result in a “front to back” relationship. All window to window relationships achieve the 21m distance.

- 6.34 The proposed dwelling is assessed as being a sufficient distant from the neighbouring dwellings as to not cause any demonstrable harm in terms of overbearing, overlooking, loss of sun/day light and loss of privacy.

- 6.35 Furthermore, when assessing a proposed dwelling of greater size, scale and massing the Inspector (2016) found that:

The proposed dwelling would not be sited immediately adjacent to the rear boundary of ‘Timberley’ or the boundaries of the neighbouring properties. The overall size and bulk of the proposed dwelling apparent from neighbouring properties would be substantially offset, by its location towards the end of their reasonably long gardens and also by the existing planting along their boundaries. Its overall apparent scale would be further minimised in relation to neighbouring properties by the low-profile roof design and the reduced ground floor level. As a result, the proposed dwelling would not appear as an unduly oppressive or overbearing feature when viewed from the living areas or gardens of the adjoining residential properties.

Consequently, whilst I can understand the concerns of the occupiers of the adjoining residential properties, I find that the proposed dwelling would not harm their living

conditions through either an unacceptable loss of privacy or overbearing impact and it would therefore accord with CS Policy CS14 in this regard. (3155293, paragraphs 28 and 29)

- 6.36 The proposal scheme is located further into the site, to the east, away from the boundary of Southcroft and Pinnefarthings than the scheme assessed by the Inspector quoted above. The building would be visible over the boundary treatments separating neighbouring dwellings, but the visual presence of a building, in itself, is not considered detrimental to residential amenity. Owing to its position, orientation, form and the proposed positioning of windows, it is considered that the proposed dwelling would not result in demonstrable harm to the living conditions of the host dwelling or neighbouring dwellings.
- 6.37 The impact of the proposed access on neighbouring amenity has previously been found to be acceptable by the Planning Inspectorate. The proposal scheme includes three car parking spaces along the boundary hedge of the neighbouring property. The proposed parking is 22m from the neighbouring dwelling to the west. The level of vehicle movements associated with a single dwelling is 6 movements per day. The noise and disturbance from the vehicle movements associated with the proposal scheme is not assessed as causing demonstrable harm to neighbouring amenity.

Other matters

- 6.38 The proposal scheme can make a small contribution to biodiversity in the area through the proposed landscaping scheme which includes native species planting.
- 6.39 Concern has been raised regarding an existing fire hydrant and electricity pole. These matters are governed by separate legislation and the relevant statutory undertakers, and so it is not necessary for planning to duplicate these controls. In terms of matters relating to the shared sewers, this is a matter for the applicant to consider at a technical design stage.
- 6.40 The planning application does not include the paddock to the south of the site. Third parties have queried what will happen to this land and how it will be accessed. The use of this land does not form part of the current application. The proposal scheme does retain an access gate to the rear of the site into the adjoining paddock. There is satisfactory access to the paddock.
- 6.41 The case officer has reviewed all the submitted documents and is satisfied that there are no inconsistencies within the submitted documents.

7. Planning Balance and Conclusion

- 7.1 The site is located within the defined settlement boundary of Upper Basildon where the principle of residential development is accords with the development plan subject to its site-specific impacts. On balance, the design of the proposal scheme is considered to be acceptable and not a causing demonstrable harm to the character and appearance of this area within the AONB. The impact of the proposal scheme on the TPO trees is acceptable to the Council's Tree Officer. Given the similarities with the previous appeal, an objection on highway grounds cannot be sustained. Whilst the new dwelling would be visible from neighbouring properties, it has been carefully designed to avoid harmful impacts on neighbouring living conditions.
- 7.2 Taking into account all of the above main considerations, and the representations made on this application, it is concluded that the proposal scheme complies with the relevant development plan policies and is therefore recommended for approval.

8. Full Recommendation

- 8.1 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:

- Landscape Proposal, reference UP00215-02-H, received 09/10/2020;
- Site Layout, reference UP00215-02-H, received 09/10/2020;
- Proposed Floor Plan, reference UP00215-03-D, received 09/10/2020;
- Proposed Elevations, reference UP00215-04-C, received 09/10/2020;
- Site Survey and Proposed Section, reference UP00215-06-C, received 09/10/2020;
- Site Location Plan, reference UP00215-05-C, received 23/06/2020.

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

3. Landscaping (scheme submitted)

All landscape works shall be completed in accordance with the submitted plans, schedule of planting and retention, programme of works and other supporting information including Landscaping plan by Terraforma (plan 2124-TFC-00-00-DR-L-001 rev 4 dated Sept 2020). Any trees, shrubs or hedges planted in accordance with the approved scheme which are removed, die, or become diseased within five years from completion of this development 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, 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, CS17, CS18 and CS19 of the West Berkshire Core Strategy (2006-2026), and Quality Design SPD.

4. Tree protection scheme

No development (including site clearance and any other preparatory works) shall commence on site until a scheme for the protection of trees to be retained is submitted to and approved in writing by the Local Planning Authority. Such a scheme shall include a plan showing the location of the protective fencing, and shall specify the type of protective fencing. All such fencing shall be erected prior to any development works taking place and at least 2 working days' notice shall be given to the Local Planning Authority that it has been erected. It shall be maintained and

retained for the full duration of works or until such time as agreed in writing with the Local Planning Authority. No activities or storage of materials whatsoever shall take place within the protected areas without the prior written agreement of the Local Planning Authority.

Note: The protective fencing should be as specified at Chapter 6 and detailed in figure 2 of B.S.5837:2012.

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. A pre-commencement condition is necessary because insufficient detailed information accompanies the application; tree protection installation measures may be required to be undertaken throughout the construction phase and so it is necessary to approve these details before any development takes place.

5. Tree Protection – Construction Precautions

No development (including site clearance and any other preparatory works) until details of the proposed access, hard surfacing, drainage and services providing for the protection of the root zones of trees to be retained has been submitted and approved in writing by the Local Planning Authority. Thereafter the development shall not be undertaken except in accordance with the approved details.

Reason; To ensure the protection of trees identified for retention at the site in accordance with the objectives of the NPPF 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; tree protection installation 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.

6. Arboricultural Method Statement

No development (including site clearance and any other preparatory works) until an arboricultural method statement has been submitted to and approved in writing by the Local Planning Authority and shall include details of the implementation, supervision and monitoring of all temporary tree protection and any special construction works within any defined tree protection area. Thereafter the development shall not be undertaken except in accordance with the approved details.

Reason; To ensure the protection of trees identified for retention at the site in accordance with the objectives of the NPPF 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; 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.

7. Arboricultural supervision condition

No development shall take place (including site clearance and any other preparatory works) until the applicant has secured the implementation of an arboricultural watching brief in accordance with a written scheme of site monitoring, which has been submitted to and approved in writing by the Local Planning Authority.

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. A pre-commencement condition is necessary because insufficient detailed information accompanies the application; tree protection installation measures and site supervision 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.

8. Electric vehicle charging points (prior approval)

The dwelling hereby permitted shall be first occupied until an electric vehicle charging point 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. Thereafter, the charging point shall be maintained, and kept available and operational for electric vehicles at all times.

Reason: To secure the provision of charging points to encourage the use of electric vehicles. This condition is applied in accordance with the National Planning Policy Framework, Policy CS13 of the West Berkshire Core Strategy 2006-2026, and Policy P1 of the Housing Site Allocations DPD 2006-2026.

9. 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. Thereafter 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) Wheel washing facilities;
- (f) Measures to control the emission of dust and dirt during construction;
- (g) A scheme for recycling/disposing of waste resulting from demolition and construction works;
- (h) A site set-up plan during the works.

Reason: To safeguard the amenity of adjoining land uses and occupiers and in the interests of highway safety. This condition is imposed in accordance with the National Planning Policy Framework, Policies CS5 and CS13 of the West Berkshire Core Strategy (2006-2026), Policy TRANS 1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007). A pre-commencement condition is required because the CMS will need to be adhered to throughout construction.

10. Access construction

The dwelling hereby approved shall not be first occupied until the access between the new dwelling and Pangbourne Road has been completed in accordance with the approved drawings.

Reason: In the interest of road safety. This condition is imposed in accordance with the National Planning Policy Framework (February 2019) and Policy CS13 of the West Berkshire Core Strategy (2006-2026).

11. Cycle parking/storage (approved plans)

The new dwelling shall not be first occupied until cycle parking/storage facilities for that dwelling have been provided in accordance with the approved drawings. Thereafter the facilities shall be maintained and kept available for that purpose at all times.

Reason: To ensure the provision of cycle parking/storage facilities in order to encourage the use of cycles and reduce reliance on private motor vehicles. 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, Quality Design SPD, and the Council's Cycle and Motorcycle Advice and Standards for New Development (November 2014).

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 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 details of how the SuDS measures will be maintained and managed after completion. These details shall be provided as part of a handover pack for subsequent purchasers and owners of the property/premises.

The dwelling shall not be first occupied until the sustainable drainage measures have been provided in accordance with the approved details. Thereafter the measures shall be managed and maintained 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, Policy CS16 of the West Berkshire Core Strategy (2006-2026), and Part 4 of Supplementary Planning Document Quality Design (June 2006), and the Sustainable Drainage Measures SPD. 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.

13. Construction times

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

8:30am to 5:00pm Mondays to Fridays;
9:30am to 1:00pm Saturdays;
nor at any time on Sundays or Bank Holidays.

Reason: To safeguard the amenities of adjoining land uses and occupiers. This condition is imposed in accordance with the National Planning Policy Framework (February 2019), 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).

14. Spoil

No development shall take place until full details of how all spoil arising from the development will be used and/or disposed have been submitted to and approved in writing by the Local Planning Authority. These details shall:

- (a) Show where any spoil to remain on the site will be deposited;
- (b) Show the resultant ground levels for spoil deposited on the site (compared to existing ground levels);
- (c) Include measures to remove all spoil (not to be deposited) from the site;
- (d) Include timescales for the depositing/removal of spoil.

All spoil arising from the development shall be used and/or disposed of in accordance with the approved details.

Reason: To ensure appropriate disposal of spoil from the development and to ensure that ground levels are not raised in order to protect the character and amenity of the area. This condition is imposed in accordance with the National Planning Policy Framework (February 2019), Policies CS19 of the West Berkshire Core Strategy (2006-2026). A pre-commencement condition is required because spoil will arise throughout construction activities.

15. Finished floor levels

No development shall take place until details of the finished floor levels of the dwelling hereby permitted in relation to existing and proposed ground levels have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved levels.

Reason: To ensure a satisfactory relationship between the proposed development and the adjacent land. This condition is imposed in accordance with the National Planning Policy Framework (February 2019), Policies CS14 and CS19 of the West Berkshire Core Strategy (2006-2026) and Supplementary Planning Document Quality Design (June 2006). A pre-commencement condition is required because the levels will need to be determined early in the construction process.

16. Hard landscaping (prior approval)

The dwelling hereby permitted shall be 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. 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 ADPP5, CS14 and CS19 of the West Berkshire Core Strategy (2006-2026), and the Quality Design SPD.

17. Domestic extensions/outbuildings PD removal

Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking, re-enacting or modifying that Order), no extensions, alterations, outbuildings or other development which would otherwise be permitted by Schedule 2, Part 1, Classes A, B, C, E and F of that Order shall be constructed, without planning permission being granted by the Local Planning Authority in respect of an application made for that purpose.

Reason: To prevent the overdevelopment or inappropriate development of the site and in the interests of respecting the character and appearance of the surrounding AONB area. This condition is imposed in accordance with the National Planning Policy Framework (February 2019), Policies CS14 and CS19 of the West Berkshire Core Strategy (2006-2026) and Supplementary Planning Document Quality Design (June 2006).

18. Samples of materials (to be submitted)

No development above ground level shall take place until a schedule of the materials to be used in the construction of the external surfaces of the dwelling and hard surfaced areas hereby permitted, have been submitted to and approved in writing by the Local Planning Authority. 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 (February 2019), Policies ADPP5, CS14 and CS19 of the West Berkshire Core Strategy (2006-2026), the North Wessex Downs AONB Management Plan 2019-24, Supplementary Planning Document Quality Design (June 2006). A pre-commencement condition is required because the materials we used throughout construction.

19. Lighting strategy (AONB)

No external lighting shall be installed within the application site until a lighting strategy has been submitted to and approved in writing by the Local Planning Authority. The strategy shall include a plan to show the location of any lighting, and specifications all lighting to ensure that levels are designed within the limitations of Environmental Lighting Zone 1, as described by the Institute of Lighting Engineers. No external lighting shall be installed within the application site except in accordance with the above strategy.

Reason: To conserve the dark night skies of the North Wessex Downs AONB. This condition is applied in accordance with the National Planning Policy Framework, the North Wessex Downs AONB Management Plan 2019-24, and Policies CS17 and CS19 of the West Berkshire Core Strategy 2006-2026.

20. **Removal of existing buildings**

The construction of the new dwelling shall not commence until all of the three existing stable buildings show on plan UP00215-02-G have been demolished and all spoil has been removed from the site.



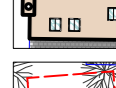

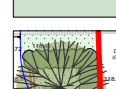

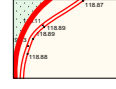


Reason: To protect the character and appearance of the area and prevent the overdevelopment of the site. This condition is imposed in accordance with the National Planning Policy Framework (February 2019), Policies CS14 and CS19 of the West Berkshire Core Strategy (2006-2026), Basildon Village Design Statement and Supplementary Planning Document Quality Design (June 2006).

Informatives

1. This decision has been made in a positive way to foster the delivery of sustainable development having regard to Development Plan policies and available guidance to secure high quality appropriate development. The local planning authority has worked proactively with the applicant to secure a development that improves the economic, social and environmental conditions of the area.
2. The development hereby approved results in a requirement to make payments to the Council as part of the Community Infrastructure Levy (CIL) procedure. A Liability Notice setting out further details, and including the amount of CIL payable will be sent out separately from this Decision Notice. You are advised to read the Liability Notice and ensure that a Commencement Notice is submitted to the authority prior to the commencement of the development. Failure to submit the Commencement Notice will result in the loss of any exemptions claimed, and the loss of any right to pay by instalments, and additional costs to you in the form of surcharges. For further details see the website at www.westberks.gov.uk/cil
3. The Highways Manager, West Berkshire District Council, Transport & Countryside, Council Offices, Market Street, Newbury, RG14 5LD, telephone number 01635 – 519887, should be contacted to agree the access construction details and to grant a licence before any work is carried out within the highway. A formal application should be made, allowing at least four (4) weeks notice, to obtain details of underground services on the applicant's behalf.
4. The attention of the applicant is drawn to the Berkshire Act, 1986, Part II, Clause 9, which enables the Highway Authority to recover the costs of repairing damage to the footway, cycleway or grass verge, arising during building operations.
5. The attention of the applicant is drawn to the Highways Act, 1980, which enables the Highway Authority to recover expenses due to extraordinary traffic.

6. In order to protect the stability of the highway it is advised that no excavation be carried out within 15 metres of a public highway without the written approval of the Highway Authority.
7. Any incidental works affecting the adjoining highway shall be approved by, and a licence obtained from, the Principal Engineer (Streetworks), West Berkshire District Council, Transport & Countryside, Council Offices, Market Street, Newbury, RG14 5LD, telephone number 01635 – 519169, before any development is commenced.

Pangbourne Road

-  Site boundary.
-  Existing buildings.
-  Proposed dwelling.
-  Existing sheds to be removed.
-  Existing trees / vegetation.
-  Proposed trees & hedges.
-  Area laid to lawn.
-  Gravel driveway.
-  Block paving.



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Notes: This drawing has been prepared for planning use only and is not for construction. Contractors are not to scale from this drawing. All dimensions to be checked on site and any discrepancies, ambiguities and/or omissions between this drawing and information given elsewhere must be reported to this office. If in doubt, ask.

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Client: **Mr & Mrs Gidden**

Project: **Land at Timberley
Pangbourne Rd
Upper Basildon**

Sheet Title: **Site Layout**

Date: 09/09/2020 Scale: 1:100@A1 Drawn: CHx

Dwg No: UP00215-02-H



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Appeal Decision

Site visit made on 18 October 2016

by **Stephen Hawkins MA MRTPI**

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 15th December 2016

Appeal Ref: APP/W0340/W/16/3155293

Timberley, Pangbourne Road, Upper Basildon, Reading RG8 8LN

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr Andrew and Mrs Ros Gidden care of Nicholas Bolt Ltd against the decision of West Berkshire Council.
 - The application Ref 16/00176/FULD, dated 22 January 2016, was refused by notice dated 25 April 2016.
 - The development proposed is construction of five-bedroom, two storey detached house.
-

Decision

1. The appeal is dismissed.

Main Issues

2. The main issues in this case are:
 - The effect of the proposal on the landscape character and scenic beauty of the North Wessex Downs Area of Outstanding Natural Beauty, including its effect on a protected tree.
 - Whether this is an appropriate location for housing in light of the settlement strategy, and having regard to Development Plan policies and the National Planning Policy Framework.
 - The effect of the proposal on highway safety conditions on Pangbourne Road, having regard to the visibility obtained from the repositioned access.
 - The effect of the proposal on the living conditions of occupiers of the adjoining residential properties, having regard to overlooking and outlook.

Reasons

Landscape character and scenic beauty

3. 'Timberley' is a detached dwelling of modern appearance. It is within a long row of mostly modern detached dwellings, which extends between open countryside and the more built-up areas of Upper Basildon village. The dwellings in the row are of differing sizes and styles and are mostly situated facing the road, in deep and spacious plots. Although the rear gardens are largely open and undeveloped, there are incidences in the locality of development on land at the rear of the frontage dwellings. These include
-

dwelling in Knappswood Close and Morrison Close, as well as a recently erected dwelling located adjacent to Apple Tree Cottage¹, to the west of the appeal site. Nonetheless, the proximity of the existing housing to open countryside, with a tract of woodland beyond, contributes to the semi-rural character of the surroundings. The village and the surrounding countryside are in the North Wessex Downs Area of Outstanding Natural Beauty (AONB).

4. The appeal site largely consists of an area of land roughly the shape of an inverted 'T', located beyond the end of the back garden of 'Timberley'. The back gardens of neighbouring dwellings are on either side, with paddocks to the rear extending towards the woodland. Part of the appeal site is currently occupied by timber buildings largely associated with an equestrian use, with the remainder, apart from the vehicular access, largely being laid to rough grass. Although the existing use of the appeal site has been described by the appellant as a garden, for the most part it currently has a rural appearance more akin to that of countryside. In visual terms, the appeal site therefore relates more to the adjacent countryside than the nearby gardens.
5. The proposed dwelling would partly occupy the footprint of the equestrian buildings and would therefore be located behind 'Timberley' and the adjacent dwellings. However, given the existence of similarly located dwellings in the vicinity, the 'backland' location of the proposed dwelling would not, in itself, be at odds with the prevailing pattern of local development. The Council have criticised the flat roof and modern detailing in the contemporary design of the proposed dwelling. However, there are a variety of buildings of different design and appearance in the vicinity including a dwelling of contemporary design adjacent to Apple Tree Cottage, which has some similarities with the appeal scheme. Therefore, I would not regard the design of the proposed dwelling as being inherently at odds with its surroundings.
6. I acknowledge that the proposed dwelling was reduced in size and re-sited following pre-application advice from the Council. Nevertheless, it would provide five-bedroomed accommodation arranged over two storeys, with a double garage and home office over. Consequently, it would have a substantial scale and bulk. This would be much greater than that of the existing equestrian structures on the appeal site, which due to their modest scale are low key, non-assertive features. Incorporation in the design of a partly curved, low profile roof form, a green wall and timber on parts of the elevations together with the partial excavation of the ground floor level, would only serve to marginally offset the overall scale of the proposed dwelling.
7. The distance between the front of the proposed dwelling and the rear boundaries of 'Timberley' and 'South Croft' would be quite small when compared with the much deeper front gardens typical of development in the surrounding area, including other nearby dwellings situated behind the frontage housing. Moreover, there is a limited gap between the side of the existing dwelling and the boundary, through which the proposed dwelling would be accessed. Taken together with its overall scale, this would all give the proposed dwelling the impression of being rather 'cramped' on its plot in comparison with the more well-spaced characteristics of the adjoining residential development. As a result, the proposed dwelling would give a more built-up and enclosed appearance to the appeal site and its environs. This

¹ Permitted by the Council under reference 13/02613/FULD.

- would be entirely at odds with its current spacious and semi-rural characteristics.
8. The rear boundary of the proposed dwelling's garden would be set back from the end of the residential gardens to the east but it would project substantially beyond the end of residential gardens immediately to the west. It would therefore be adjoining land in rural use on two sides. There are no buildings proposed in the rear garden of the dwelling. 'Permitted development' rights in respect of buildings incidental to the enjoyment of the dwelling, which would be more limited in the AONB in any event, could be restricted by condition. However, such a condition could not be used to control the progressive domestication of the garden, by for example the construction of paths, patios, rockeries and ornamental planting. The use as a garden is also likely to bring with it attendant domestic paraphernalia, including seating, tables, play equipment and washing lines. All of these factors would result in the garden having an unduly 'suburban' appearance. This would substantially erode the rural character of the appeal site and would appear as a residential intrusion into the countryside, thus causing further harm to the character and appearance of the surrounding area.
 9. The garden of the proposed dwelling would not extend further beyond the adjacent gardens than that of the new dwelling at Apple Tree Cottage. However, from the details that I have been supplied with it appears that, in that case, the site was already in a residential use prior to its development. Consequently, in my view the recently built dwelling is not directly comparable with the appeal scheme in respect of the visual impact of its garden on the adjacent countryside. In any case, the recently built dwelling has resulted in some erosion of the countryside, an effect that would be significantly compounded by the appeal scheme.
 10. The Hornbeam in the front garden of 'Timberley' is the subject of a Tree Preservation Order (TPO)². Whilst the Council has referred to TPO 'trees' in the plural in the decision notice and there are three Beech trees in an adjacent garden, it is clear that at present, the Hornbeam is the only protected tree within or adjacent to the appeal site.
 11. The Hornbeam stands to the west of the existing access. It makes a significant contribution to local amenity. The proposed alterations to the access arrangements to facilitate access to the proposed dwelling as well as 'Timberley' would come close to the tree canopy. A root protection zone (RPZ) is shown on the submitted plans. The works to the access are shown as being outside of the RPZ. The appellant states that the RPZ has been calculated using BS5837:2012. Whilst that might be the case, the calculation does not appear to have been undertaken following a proper arboricultural survey of the tree. Without such a survey, the actual extent of the tree's root system, which might due a number of factors differ from that other trees, cannot be known. To my mind, there is therefore a significant doubt as whether the RPZ shown on the plans accurately reflects the extent of the tree's root system.
 12. I accept that, in any event there might be methods by which drives and parking areas can be formed within an RPZ without causing significant damage to trees. However, it is unclear whether these would have a practical application in the case of the appeal scheme, where a relatively significant

² Council reference 201/21/0894.

amount of excavation below existing ground levels and new hardsurfacing is likely to be required in association with repositioning of the access. A planning condition requiring the submission of details of the tree protection measures would not address the potential harm, as if planning permission were granted the effect would be to permit works which could potentially cause damage to the tree notwithstanding its TPO status. Consequently and in the absence of evidence to the contrary, there is a substantial risk that the excavation and hardsurfacing associated with the works to reposition the access would cause significant damage to the root system of the tree. This would threaten its future health and wellbeing and its continued contribution to the character and appearance of the area.

13. I have given little weight to the Council's concerns regarding possible future pressure for horse-related structures on the rest of the appellant's land. Such structures are likely to require express planning permission. The Council would therefore have the opportunity to control future development. Nevertheless, for all of the preceding reasons, the proposal would be viewed as an alien feature in the context of local development and as a residential encroachment into the surrounding countryside, unacceptably eroding the character and appearance of the area. Consequently, it would fail to conserve the landscape and scenic beauty of the AONB. This is a matter to which significant weight should be attached, in accordance with legislation and paragraph 115 of the National Planning Policy Framework (the Framework).
14. Therefore, the proposal would conflict with Policies ADPP5, CS14 and CS19 of the adopted West Berkshire Core Strategy (CS), as it would not be of a high quality design that would conserve and enhance the special landscape qualities, the local distinctiveness and character, sense of place and setting of the AONB, and would not respond positively to the local context.
15. The Council also refer to a conflict with CS Policy CS18 and whilst I do not disagree, I have limited information on how the appeal site contributes to the wider green infrastructure network. Further, the Council refer to a conflict with saved Policy ENV.20 of the adopted West Berkshire District Local Plan (LP). This concerns redevelopment of buildings in the countryside and would not be relevant to the proposal, as the buildings in question are within the settlement boundary. Nevertheless, the proposal would not accord with saved LP Policy ENV.22, because the enclosure of agricultural land into the residential curtilage would result in a significant adverse landscape impact.
16. Furthermore, the proposal would be inconsistent with the advice in the Council's adopted Quality Design-West Berkshire Supplementary Planning Document (SPD), in particular section 1.4, concerning the relationship of new development to open countryside and landscape setting and 1.10 concerning building type and height. It follows that the proposal would also therefore be inconsistent with the Framework guidance at Section 7 concerning the requirement for good design.

Settlement strategy

17. CS Policy CS1 seeks to provide new homes on suitable previously developed land and other suitable land within settlement boundaries. According to the District settlement hierarchy set out in CS Policy ADPP1, Upper Basildon is a 'smaller village', suitable only for limited infill development, subject to the character and form of the settlement. In the open countryside, only

- appropriate limited development will be allowed, focussed on addressing identified needs and maintaining a strong rural economy. CS Policy ADPP5 identifies further opportunities for infill development and development on previously developed land within the AONB, with smaller villages continuing to support the needs of their residents and surrounding communities for facilities and services.
18. The Council have referred to the settlement boundary in its emerging Housing Site Allocations Development Plan Document (DPD), which has been submitted for Examination. However, at this time, the settlement boundary for Upper Basildon still remains that identified on the LP Proposals Map. The proposed dwelling would be wholly within the settlement boundary defined in the LP, where the principle of residential development would be accepted. However, it would be behind existing housing and the back garden would lie beyond the settlement boundary. Consequently, the proposal would not strictly accord with CS Policy ADPP1, because it would not amount to 'infilling' in the sense of filling a small gap between an existing group of housing and its garden would encroach into the countryside, where only limited development focussing on identified needs and maintaining a strong rural economy, will be allowed. As a result, the proposal would also fail to accord with CS Policies CS1 and ADPP5.
 19. However, solely relying on a settlement boundary as a means of controlling residential development in rural areas does not fully reflect the approach in the Framework, in particular paragraph 55, of promoting sustainable development in rural areas by locating housing where it will enhance or maintain the vitality of rural communities. In this respect, CS Policies CS1 and ADPP1 are not fully consistent with the Framework and I shall give them weight accordingly.
 20. The appeal site is adjacent to the built-up part of the village. The proposed dwelling would have a similar level of access to local services, facilities and employment opportunities and links to public transport as the adjacent housing. Consequently, the proposed dwelling could not reasonably be described as a 'new isolated home in the countryside' as defined by paragraph 55 or as being in an inherently unsustainable location in transport terms.
 21. Nevertheless, in order for the proposal to achieve all of the objectives of sustainable development, the three mutually dependent roles set out at paragraph 7 of the Framework-economic, social and environmental-must all be considered. The proposal would provide some economic benefits, notably by generating and sustaining jobs in the construction sector, albeit in the short term, and bringing limited additional wealth from incoming residents into the local economy in the medium to longer term.
 22. The proposal would also provide some social benefits. Although the Council says that it has a five-year land supply, the proposal would nevertheless make a very small contribution to the supply of new housing in the Council's area in general and in the AONB in particular. The increase in population and increased use of village services and facilities that would flow from the proposal would also enhance the vitality of the village. However, the proposal would not fully achieve the social role, as it would not create a high quality built environment. Moreover, having regard to the failure to conserve the landscape character and scenic qualities of the AONB, the proposal would not achieve the environmental role. Therefore, the proposal would not achieve all of the three

mutually dependent objectives required to accord with the principles of sustainable development.

Highway safety

23. The submitted plans show visibility splays for the repositioned access, which would be shared by both the existing and the proposed dwelling, of 22.5 metres to the west and 19.3 metres to the east, based on an 'x' distance of 2 metres from the edge of the carriageway. However, this represents a reduction over the current visibility obtainable from the existing access, which is shown as 35.5 metres to the west, albeit that there would be an improvement over the current level of visibility to the east, which is shown as currently being 6.6 metres.
24. To achieve the safe stopping distance (SSD) recommended in Table 7.1 of the Manual for Streets (*MfS*), the repositioned access would have to provide visibility splays of 43 metres in each direction. Paragraph 7.7.6 recommends that an 'x' distance of 2.4 metres should be used in most built-up situations, as in the case of the appeal site. The levels of visibility afforded by the altered access would therefore fall well below the *MfS* recommended levels.
25. Although Pangbourne Road has a speed limit of 30 mph, it is long, relatively straight and wide and it lacks footways or street lighting in the vicinity of the appeal site. This all suggests that the visibility levels from the access should meet the required standard in *MfS*. The appellant has pointed to a reduction in traffic using the access as a result of the removal of the existing equestrian structures and their replacement with a dwelling. However, in my view and having regard to the level of daily movements normally associated with a dwelling, a significant reduction would be unlikely to occur in this instance.
26. Consequently, whilst visibility from the existing access is substandard, in my view the proposal offers no significant benefits in terms of highway safety. Therefore, it would be unacceptably harmful to highway safety and would not accord with CS Policy CS13, because it would not improve and promote opportunities for healthy and safe travel.

Living conditions

27. The front elevation of the proposed dwelling would be less than 20 metres from the rear elevation of 'Timberley'. The adjoining dwellings 'South Croft' and 'Cleobury' are sited much closer to Pangbourne Road, thus their rear elevations would be significantly further from the site of the proposed dwelling. During my visit, I viewed the appeal site from the rear facing windows and rear garden of 'Cleobury'. The only first floor windows in the proposed dwelling facing towards neighbouring properties would serve bathrooms or light a staircase and could thus be obscure glazed. Conditions could be imposed to secure the use of obscured glazing. Consequently, the proposed dwelling would not result in any unacceptable loss of privacy to the occupiers of 'Timberley' or the neighbouring dwellings.
28. The proposed dwelling would not be sited immediately adjacent to the rear boundary of 'Timberley' or the boundaries of the neighbouring properties. The overall size and bulk of the proposed dwelling apparent from neighbouring properties would be substantially offset, by its location towards the end of their reasonably long gardens and also by the existing planting along their

boundaries. Its overall apparent scale would be further minimised in relation to neighbouring properties by the low-profile roof design and the reduced ground floor level. As a result, the proposed dwelling would not appear as an unduly oppressive or overbearing feature when viewed from the living areas or gardens of the adjoining residential properties.

29. Consequently, whilst I can understand the concerns of the occupiers of the adjoining residential properties, I find that the proposed dwelling would not harm their living conditions through either an unacceptable loss of privacy or overbearing impact and it would therefore accord with CS Policy CS14 in this regard.

Planning balance

30. There would be some limited benefits arising from the proposal, notably an increase in the supply of housing, and there would be no unacceptable harm to the living conditions of the occupiers of neighbouring dwellings. However, the adverse impacts on the landscape character and scenic beauty of the AONB carry great weight and together with the adverse impact on highway safety conditions would significantly and demonstrably outweigh the small scale benefits, when assessed against the policies in the Framework and the Development Plan taken as a whole. Consequently, the proposed dwelling would not amount to sustainable development as defined in the Framework.

Conclusion

31. For the reasons given above I conclude that the appeal should be dismissed.

Stephen Hawkins

INSPECTOR

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Appeal Decision

Site visit made on 16 July 2018

by **Gareth W Thomas BSc(Hons) MSc(Dist) PGDip MRTPI**

an Inspector appointed by the Secretary of State

Decision date: 17th July 2018

Appeal Ref: APP/W0340/W/18/3196908

Pangbourne Road, Upper Basildon, Reading RG8 8LN

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr & Mrs Gidden against the decision of West Berkshire Council.
 - The application Ref 17/02076/FULD, dated 19 July 2017, was refused by notice dated 21 September 2017.
 - The development proposed is for a new dwelling and relocate access.
-

Decision

1. The appeal is dismissed.

Main Issues

2. These are the effects of the proposal on firstly, the landscape character and scenic beauty of the North Wessex Downs Area of Outstanding Natural Beauty including its effect on a protected tree and secondly, on highway safety.

Reasons

Landscape character and scenic beauty

3. The appeal site lies to the rear of the host property, which itself is of modern appearance and located within a long ribbon of contemporary detached dwellings. This row extends between open countryside and the village of Upper Basildon and whilst varying in size and style, the dwellings generally face the road with most having deep rear gardens. There are a few incursions into the rear of the plots by fairly recent housing, particularly in Knappswood Close and Morrison Close and a single dwelling located adjacent to Apple Tree Cottage, to the west of the appeal site. I was able to observe the nature and character of those developments during my site visit and understand that the latter development was in residential use previously. Beyond the appellant's garden and adjoining paddock the landscape becomes far more wooded, which is typical of this part of the North Wessex Downs Area of Outstanding Natural Beauty (AONB).
4. The appeal site was the subject of an adverse appeal decision¹ for a much larger dwelling in 2016. The Inspector's site description remains relevant and from what I also noted, the site consists of an area which broadens out beyond

¹ APP/W0340/W/16/3155293

- the present rear garden into a paddock that is repeated in nearby properties. These paddock areas extend towards the woodland to the south.
5. The proposal would occupy most of the footprint of an existing horse stabling structure that lies behind the adjoining property, South Croft and within the settlement limits. The previous Inspector opined that due to the presence of similar developments nearby, a dwelling at this particular location would not present itself as an unacceptable form of 'backland' development and neither did he criticise the contemporary nature of the design of the proposed dwelling. However, what he did find was that that the scale and bulk would have an entirely different character by comparison with the modest low key nature of the equestrian building on site. I would agree with my colleague's assessment on the basis of how he described the development before him.
 6. Although the details of the previous appeal scheme are not before me, the present proposals show a two storey three-bed property of a highly contemporary style. Its scale and bulk are reduced through an imaginative arrangement of projections and use of both traditional and modern materials. Despite the apparent reduction in size however, the distances between the proposed dwelling and the rear of both South Croft and the host property would remain relatively small by comparison with the spacious arrangement of housing within the vicinity and neighbourhood. Moreover, the previous Inspector pointed to the limited gap between the side of Timberley and its side boundary and through which the access to the appeal site would be taken. Despite attention to design and size ratios, I also find that the dwelling as proposed and sited would give the impression of being cramped within the plot by comparison with the prevailing character of the area. The proposal before me has failed to respond to the previous Inspector's concerns that I also echo and I conclude that the proposal would result in a more built-up and enclosed appearance to the appeal site and its environs. My adverse conclusions are strengthened by the semi-rural character of this part of the village. Development at this location would have an unacceptable urbanisation effect.
 7. Turning to the hornbeam that stands prominently to the west of the proposed access and subject to a Tree Protection Order, the appellants have submitted a tree survey and tree protection proposals. The Council's Tree Officer has confirmed that in relation to the protected hornbeam, the proposals are satisfactory. However, the Council now raises concern in relation to the three beech trees located within the garden of Tree Tops. In particular, it believes the proposed development would be too close to those trees and despite the identification of root protection areas in the tree survey, it considers that the proposed house should be the subject of re-siting to avoid potential future nuisance as well as light reduction. However, the Council has not provided any contrary evidence that would lead to the undermining of the report's conclusions. Moreover, it is noted that the previous Inspector confined his concerns to the protected tree only. Accordingly, I am satisfied that the current proposals would not lead to unacceptable damage to the protected hornbeam whilst no convincing evidence has been presented as to the potential effects to the three beech trees or that the presence of these trees would seriously affect the living conditions of future occupiers of the proposed dwelling.
 8. Notwithstanding that the development would lie entirely within the settlement limits and my conclusions as to the likely effects upon both the protected tree

and the three beech trees on neighbouring land, I find that the proposal would seriously conflict with the design principles embodied in policy CS14 of the adopted West Berkshire Core Strategy (CS) as it would fail to provide a high quality design that would respect the density, character and landscape of the surrounding area. Further, the proposal would be inconsistent with the Council's adopted Supplementary Planning Document relating to Quality Design in that it would not respond positively to the residential character found in this area or in terms of having an acceptable relationship to the adjoining open countryside and landscape setting. Importantly, it would also fail to protect the setting of the AONB and therefore its special landscape character and scenic beauty, contrary to paragraph 115 of the Framework.

Highway safety

9. Under the previous appeal scheme, the Inspector noted that the visibility splays for the proposed shared access of 22.5m to the west and 19.3m to the east based in an 'x' distance of 2m from the edge of the carriageway would fail to meet the safe stopping distance for visibility splays specified in Manual for Streets² (MfS) of 2.4m x 43m. The current proposals show a revised access location, which has significantly increased the available visibility splays to 2.4m x 34.7m in an easterly direction and 2.4m x 51m in a westerly direction. Despite this, the Council maintains through its advice from the local highway authority that the full MfS requirements must be achieved.
10. The appellants suggest that the proposal would result in a net reduction in traffic using the proposed improved access as opposed to the existing situation. However, the reduction by the appellants' own admission is not significant and would not normally be sufficient to outweigh situations where visibility is so substandard as to comprise a danger to road users.
11. That said, in this case, the visibility splays that would be achievable are only marginally below the recommended standards. I acknowledge that traditionally, sightlines have been constructed with an emphasis on ensuring motorists had wide splays and generous sightlines so that they could react to hazards that are before them. I would accept the appellants' arguments that this tends to encourage higher speeds. Irrespective, I do not believe that the proposed visibility splays would lead to unacceptable risks to highway users and do not find that severe harm in the manner envisaged in the Framework would occur. The provision of an improved access for the host property would in my view constitute a significant benefit overall.
12. Accordingly, I do not believe that the proposed access would be unacceptably harmful to highway safety; quite the contrary, I consider that the proposal would offer a significant benefit in this regard. Consequently, the proposal would accord with CS Policy CS13 as it would improve the existing arrangements and thereby lead to the promotion of opportunities for healthy and safe travel.

Other matters

13. The previous Inspector did not find that harm to the living conditions of neighbouring properties would be caused by a much larger dwelling footprint and having regard to the size of existing rear gardens to those properties and

² Manual for Streets (2007) – Welsh Government, CLG and DoT

the opportunities for effective landscaping, I also find that harm is unlikely to ensue.

Planning balance and conclusion

14. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the development plan unless material planning considerations indicate otherwise. In this case, I have found that the appeal proposal would be clearly contrary to the development plan when read as a whole.
15. The proposal would provide a modest economic and social benefit from the provision of one new dwelling towards the supply of housing. However, this would make only a minimal contribution to the supply of housing within the Borough. Acknowledging the role that small sites can have to play in the overall supply of housing I have given this moderate weight. Limited short term economic benefits would result from construction work and subsequent local spending by the future household. I attach moderate weight to this.
16. However, given the level of harm that I have found in relation to the effects on local character and indeed to the wider AONB, the proposal would not result in real environmental benefit. This is despite my findings that the proposal will not lead to the loss of protected trees or trees that are of local importance. Moreover, despite finding that the proposal on balance would be unlikely to lead to conditions that would constitute a highway danger, the adverse effect on landscape character and scenic beauty of the AONB carries with it great weight. This would significantly and demonstrably outweigh the limited benefits that have been identified. Consequently, the proposed dwelling would not amount to sustainable development.
17. For the above reasons and having regard to all other matters raised, I conclude that this appeal should be dismissed.

Gareth W Thomas

INSPECTOR



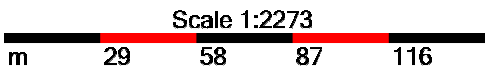
Knapp's Wood

Map Centre Coordinates :

Scale : 1:2273

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Organisation	West Berkshire Council
Department	
Comments	Not Set
Date	01 December 2020
SLA Number	0100024151

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Timberley, Pangbourne Road, Upper Basildon

Photographs for Eastern Area Planning Committee
Application 20/00723/FULD







Access from Pangbourne Road



Relationship between Timberley and neigh to the west and existing access track



Rear elevation of Timberley



Rear elevation of Timberley



Rear of Timberley



Existing structure on site





Rear of neighbouring properties to the west



Rear of neighbouring properties to the west



Rear of neighbouring properties to the west



Rear of neighbouring properties to the west



Elangeni to the west



Neighbouring property to the east



Views to the east



Paddock to the north

Agenda Item 4.(2)

Item No.	Application No. and Parish	Statutory Target Date	Proposal, Location, Applicant
(2)	20/01637/FUL Englefield Parish Council	15.09.2020	Change of use of land from agricultural use to a car park Land Adjacent To 10 The Street, Englefield Englefield Estate Trust Corporation

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

<http://planning.westberks.gov.uk/rpp/index.asp?caseref=20/01637/FUL>

Recommendation Summary: To delegate to the Head of Development and Planning to refuse planning permission.

Ward Member(s): Councillor Ross Mackinnon

Reason for Committee Determination: Called in by Councillor Mackinnon because of strength of public support and improvements in road safety

Committee Site Visit: Owing to social distancing restrictions, the option of a committee site visit is not available. Instead, a collection of photographs is available to view at the above link.

Contact Officer Details

Name: Sarah Melton
Job Title: Senior Planning Officer
Tel No: 01635 519111
Email: Sarah.melton1@westberks.gov.uk

1. Introduction

- 1.1 This application seeks planning permission for the change of use of land from agricultural use to a car park.
- 1.2 The application site is located within the open countryside (outside of any settlement boundary), the North Wessex Downs Area of Outstanding Natural Beauty (NWD AONB) and a Conservation Area (CA). The site abuts The Street, a single track tree lined road with wrought metal fencing. It is open undeveloped field, and currently in use as part of a paddock.
- 1.3 The proposal scheme is located in the centre of the paddock, there is single dwelling approximately 37m to the north east and houses to the north west. The closet dwelling to the north west is 10 The Street, a Grade II listed building. The site is opposite an open field and a dwelling to the north.
- 1.4 To the east is a public footpath (Englefield 1/1) that runs from the Street towards the A340 to the south east. The proposed car park would be visible from the public right of way.
- 1.5 A constraints map of the site is located under appendix A.
- 1.6 The proposal scheme is for a 38 space open car park with six cycle stands and new hedging. The car park would utilise a one way system with entrances to and from The Street.
- 1.7 The submitted plans show a “potential pathway to the school”, it is important to note that this pathway does not form part of the current application.
- 1.8 Discussion have taken place between the case officer and the agent as to whether this application is solely for use of the school, the application is not directly linked to the school. The use of a planning condition limiting the use to of the car park to school users has also been discussed, this is addressed within the report.

2. Planning History

- 2.1 There is no planning history on this site.

3. Procedural Matters

- 3.1 A screening opinion has been issued under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. This concludes that the proposal is not EIA development and therefore an Environmental Statement is not required to accompany the application.
- 3.2 A site notice was displayed on 01.08.2020 at the front of the site. The deadline for representations expired on 24.08.2020. A notice was also published in the Reading Chronicle on 30.07.2020 expiring on 14.08.2020. The application has therefore been publicised in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

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.

Englefield Parish Council:	<p>Support</p> <p>Englefield Parish Council overwhelmingly support this application. There was also considerable support for the proposal amongst members of the public who attended the public consultation, both in terms of the principle and the proposed location.</p> <p>The provision of a car park within the village of Englefield is deemed very necessary due to serious road safety concerns, particularly in relation to traffic during drop-off and collection at the Primary School.</p> <p>Access from the car park to the school will greatly reduce the risk during these times.</p> <p>The proposed landscaping is sympathetic to the surrounding area, and is no more out of character than the large volume of cars having to park at the roadside.</p> <p>The car park will also be of benefit to other local amenities, namely the village shop and village hall.</p>
Highway Authority (WBC):	No objections, subject to conditions
Lead Local Flood Authority (WBC):	No comments received
Conservation Officer:	Object
North Wessex Downs AONB:	No comments received
Ecology:	No comments received
Environmental Health:	No objections
Tree Officer:	No objections, subject to conditions
Education (WBC):	Support
Natural England:	No comments to make

Public representations

- 4.2 Representations have been received from 45 contributors, all of which support, 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:
- There is currently no parking for the school
 - The design is sympathetic to the area
 - Similar permissions have been granted in other areas
 - The current car parking arrangement has an adverse impact on the conservation area
 - The proposed car park is safer than the current on street car parking
 - Parking on the street causes congestion
 - Concerns over children's safety
 - There have been 'near misses'
 - The problem should be resolved now rather than waiting for an accident
 - Locals have issues accessing their property due to the existing cars
 - Parents park in front of the neighbouring garden centre
 - Leaves create a slippery surface in the winter months under the trees
 - Activities held in the village hall require a car park
 - Will bring more people to the village store
 - The school is unable to use regular signage

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.
- Polies: ADPP1, ADPP5, CS5, CS13, CS14, CS17, CS18 and CS19 of the West Berkshire Core Strategy 2006-2026 (WBCS).
- 5.2 The following material considerations are relevant to the consideration of this application:
- National Planning Policy Framework (NPPF)
 - Planning Practice Guidance (PPG)
 - West Berkshire Character landscape Assessment (2019)
 - North Wessex Downs AONB Management Plan 2019-24
 - WBC Quality Design SPD (2006)

6. Appraisal

- 6.1 The main issues for consideration in this application are:
- Principle of development
 - Impact on the NWD AONB and open countryside

- Impact conservation area and listed buildings
- Loss of green infrastructure

Policy context

- 6.2 The most important policies for determining whether the principle of development is acceptable are Policies ADPP1, ADPP5, CS14, CS18 and CS19 of the Core Strategy. The Core Strategy includes a Spatial Strategy (ADPP1 and ADPP5) that provides a broad indication of the overall scale of development in the district, applying the principles of sustainable development, and based on defined spatial areas and a settlement hierarchy. Policy CS14 relates to design, CS18 to green infrastructure, and CS19 to landscape and heritage.
- 6.3 Englefield does not have a settlement boundary defined by the Local Plan. According to Policy ADPP1, development within West Berkshire will follow the existing settlement pattern. Only appropriate limited development in the countryside (outside of the defined settlement boundaries) will be allowed, focused on addressing identified needs and maintaining a strong rural economy.
- 6.4 The site is within the North Wessex Downs Area of Outstanding Natural Beauty (AONB). Policy ADPP5 is the spatial strategy for the AONB. Recognising the area as a national landscape designation, the policy envisions that development will conserve and enhance the local distinctiveness, sense of place and setting of the AONB whilst preserving the strong sense of remoteness, tranquillity and dark night skies, particularly on the open downland. Development will respond positively to the local context, and respect identified landscape features and components of natural beauty.
- 6.5 The application site is part of an open paddock, which lies to the south of The Street, within the Englefield Conservation Area. Adjacent to the site, to the south west, is No. 10 The Street, a late C18th Grade II listed cottage. Policy CS19 states that particular regard will be given to (a) the sensitivity of the area to change, (b) ensuring that new development is appropriate in terms of location, scale and design in the context of the existing settlement form, pattern and character, and (c) the conservation and, where appropriate, enhancement of heritage assets and their settings (including conservation areas and listed buildings).
- 6.6 The main issues for consideration are therefore whether the proposal will have an acceptable the impact on protected landscape and the designated heritage assets (conservation area and listed buildings), and whether it is justified appropriate limited development in this policy context.

Impact on Englefield Conservation Area

- 6.7 The Englefield Conservation Area (CA) is based on The Street, which is lined with a number of C18th dwellings and Englefield Estate buildings, some of which are listed. The Englefield House registered Park and Garden stretches into the southern part of the CA.
- 6.8 The prevailing character of Englefield village is of 18th Century dwellings and buildings dispersed in a linear fashion along The Street, with intervening open spaces, surrounded by an attractive rural landscape setting. The open spaces within the CA help draw the surrounding countryside into the core of the village, and establish a clear link with its rural landscape setting.
- 6.9 The application site forms part of this patchwork of open spaces throughout the CA. Its openness and the views it affords, both from and through the site make a significant

contribution to the landscape setting and rural character of the CA. The proposed car park, and associated screening, would remove part of the open space which contributes to the character and appearance of the CA, therefore resulting in harm to the character and appearance of the CA. The Council's Conservation Officer objects on these grounds.

Impact on the setting of 10 The Street

- 6.10 Adjacent to the site, to the south west, is No. 10 The Street, a late C18th Grade II listed cottage. No.10 benefits from an open setting, provided for by the surrounding fields, including the application site. This open setting makes a positive contribution to, and assists in revealing, the significance of the listed building. The application site is part of this open setting, and therefore contributes to the significance of the listed building, it does so in terms of (i) its historical relationship with No.10 (and indeed The Street) forming part of the historic open rural setting to the listed building, (ii) the views it affords of No.10 from the Street and the surrounding countryside, (iii) the peacefulness and tranquillity it provides, and (iv) its attractive rural character.
- 6.11 The proposal would introduce parked cars, a hard surfaced area, and hedgerows for screening into undeveloped space that, at present, positively contributes to the rural character of CA and the setting of No.10 The Street. The proposal would erode the present open character of the site and the rural character of the area, therefore detracting from the rural and open setting of the listed building and resulting in harm to the significance of the listed building.

Landscape character and visual impacts

- 6.12 The proposal scheme is located in an open paddock which is clearly visible from public viewpoints along The Street, within the Conservation Area, and from the public footpath Englefield 1/1. The proposed car park would directly encroach into the open countryside and causing visual harm to the character and appearance of the AONB and open countryside.
- 6.13 The Council's Landscape Character Assessment 2019 (LCA) designates the site as within 'Woodland and Heathland Mosaic'. Part of the landscape strategy for this area is to maintain open views from routeways, the LCA states that "*Whilst woodland and hedgerow planting is generally to be encouraged, sporadic long views across open land add to the variety that characterises this area. Gaps between dwellings that offer views across open farmland help to retain rural settlement character.*"
- 6.14 The openness of the existing paddock and the views to and from the site make a significant contribution to the landscape, openness, rural character, Conservation Area and AONB. The prominent and highly visual location of the site is an important feature within the site's location and the surrounding character.
- 6.15 Whilst new hedging is proposed to shield the car park from the road, this limited screening is not considered to offset the visual harm of the proposal scheme.

Loss of green infrastructure

- 6.16 Policy CS18 states that the district's green infrastructure will be protected and enhanced, and that developments resulting in the loss of green infrastructure or harm to its use or enjoyment by the public will not be permitted. "Green infrastructure" includes natural and semi-natural green spaces. In accordance with policy CS18, only where it is exceptionally agreed that an area of green infrastructure can be lost and a new one

of equal or greater size and standard will be required to be provided in an accessible location nearby.

- 6.17 The proposal scheme would result in the loss of green infrastructure. There are not considered to be exceptional circumstances that would permit the development in terms of policy or material planning considerations. The proposal scheme does not seek to replace the lost green infrastructure. The proposal scheme is contrary to the aims and requirements of policy CS18.

Proposed justification and planning balance

- 6.18 Whilst the harm caused to both the setting of No.10 the Street and the character and appearance of the CA would be “less than substantial” in terms of the NPPF, there would nevertheless, be real and serious harm which requires clear and convincing justification. Paragraph 193 of the NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, paragraph 196 advises that this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.
- 6.19 Paragraph 172 of the NPPF states that great weight should be given to conserving and enhancing landscape and scenic beauty in AONBs, which have the highest status of protection in relation to these issues.
- 6.20 Taken together, the policies for limited development in the countryside, the harm to the conservation area and setting of a listed building, and the adverse landscape and visual impacts of the proposal within the AONB amount to substantial objections to the proposed development.
- 6.21 As noted at the start of this report, there has been local support for this application. The majority of the support has been submitted by parents of the children who attend Englefield C of E Primary School, which is located approximately 175m to the south west of the site. There is an 18m gap between the proposed car park and the footpath leading to the school.
- 6.22 The proposal scheme has not been submitted as a car park specifically for the school, however the agent as is agreeable to a planning condition limiting the use of the car to school users. Planning conditions can be used to make an otherwise unacceptable development acceptable. However, there are concerns that this approach would not meet the tests of the NPPF that a condition should be “necessary, relevant to planning and to the development to be permitted enforceable, precise and reasonable in all other respects”. In particular there is concern that the condition would not be enforceable and that it would not be reasonable to limit the use of a village car park solely to the use of the school.
- 6.23 The main reason cited by third party representations relate to highway safety for those using the school in that the car park would allow for cars to be parked off The Street. Whilst it may be preferable to reduce on-street parking, there have been no reported traffic incidences near the site in the past 20 years and no concerns with the current arrangements have been raised by the Highway Authority. This is considered to moderate the amount of weight that can be applied to this benefit in light of the above objections.

- 6.24 It is similarly acknowledged that the parking of cars along the verge and The Street does not make a positive visual contribution to the character and appearance of the area; however these instances are limited to twice a weekday in term time, but the harmful visual impact of the proposed car park would remain at all times in perpetuity.
- 6.25 It is therefore considered that the proposal does not amount to appropriate limited development for this location, and that it will cause significant and demonstrable harm to the Conservation Area, the setting of a listed building, local landscape character, visual impacts from The Street and the nearby right of way, and the loss of green infrastructure. It is not considered that the potential benefits outweigh these objections.

7. Planning Balance and Conclusion

- 7.1 The proposed development is considered contrary to the relevant development plan policies which allow for only appropriate limited development in this location. Moreover, the proposal would cause permeant and demonstrable harm to the Conservation Area, the setting of a Grade II listed building, the AONB landscape, public views including a right of way, and the loss of green infrastructure. It is considered that the development has not been justified in light of these objections. Accordingly, 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 following reasons:

Refusal Reasons

1. **Inappropriate development for location**

The site is located on undeveloped land within the open countryside. In accordance with policy ADPP1, development within West Berkshire will follow the existing settlement pattern. Only appropriate limited development in the countryside (outside of the defined settlement boundaries) will be allowed, focused on addressing identified needs and maintaining a strong rural economy. The development of a car park in this location of open countryside, within the North Wessex Downs AONB, a Conservation Area and adjacent to a listed building is not considered appropriate limited development. The proposal scheme is contrary to policies ADPP1 and ADPP5 of West Berkshire Core Strategy 2006 -2026.

2. **Harm to Englefield Conservation Area**

The application site is part of an open paddock, which lies to the south of The Street, within the Englefield Conservation Area. The prevailing character of Englefield village is of 18th Century dwellings and buildings dispersed in a linear fashion along The Street, with intervening open spaces, surrounded by an attractive rural landscape setting. The open spaces within the Conservation Area help draw the surrounding countryside into the core of the village, and establish a clear link with its rural landscape setting.

The application site forms part of this patchwork of open spaces throughout the Conservation Area. Its openness and the views it affords, both from and through the site make a significant contribution to the landscape setting and rural character of the Conservation Area. The proposed car park, and associated screening, would remove part of the open space which contributes to the character and appearance of the

Conservation Area, therefore resulting in harm to the character and appearance of the Conservation Area.

The proposal therefore conflicts with the statutory requirements of the Planning (Listed Buildings and conservation Areas) Act 1990, the NPPF and Policies CS14 and CS19 of the West Berkshire Core Strategy 2006-2026, which collectively seek to ensure proposals conserve and enhance heritage assets and their settings.

3. **Harm to the setting of a listed building**

Adjacent to the site, to the south west, is No. 10 The Street a late 18th Century Grade II listed cottage. No.10 benefits from an open setting, provided for by the surrounding fields, including the application site. This open setting makes a positive contribution to, and assists in revealing, the significance of the listed building. The application site is part of this open setting, and therefore contributes to the significance of the listed building, it does so in terms of (i) its historical relationship with No.10 (and indeed The Street) – forming part of the historic open rural setting to the listed building, (ii) the views it affords of No.10 from the Street and the surrounding countryside, (iii) the peacefulness and tranquillity it provides, and (iv) its attractive rural character.

The proposal would introduce parked cars, a hard surfaced area, and hedgerows for screening into undeveloped space that, at present, positively contributes to the setting of No.10 The Street. The proposal would erode the present open character of the site and the rural character of the area, therefore detracting from the rural and open setting of the listed building and resulting in harm to the significance of the listed building. The proposal therefore conflicts with the statutory requirements of the Planning (Listed Buildings and conservation Areas) Act 1990, the NPPF and Policies CS14 and CS19 of the West Berkshire Core Strategy 2006-2026, which collectively seek to ensure proposals conserve and enhance heritage assets and their settings.

4. **Landscape and visual impacts within AONB**

The proposal scheme would encroach into the existing open landscape which provides a patchwork of open space with the existing street scene, this is a feature of the character and appearance of the area and reflects the rural nature of the site. The proposal development will permanently remove an area of open space and the open countryside. The use of the site to park 38 cars does not make a positive contribution to the character and appearance of the area.

The application is located in a highly sensitive area within the open countryside and North Wessex Downs Area of Outstanding Natural Beauty (AONB). Policy CS14 requires new development to demonstrate high quality and sustainable design that respects and enhances the character and appearance of the area. The proposal scheme does not enhance or respect the character and appearance of the open countryside or AONB. Policy CS19 requires that the landscape character of the district is conserved and enhanced, and that new development responds to the sensitivity of the area to change. The proposal scheme is in a highly sensitive location and does not conserve or enhance the landscape character of the area. In accordance with paragraph 172 of the NPPF the AONB has the highest status of protection. The proposal scheme is contrary to policies CS14 and CS19 of the West Berkshire Core Strategy 2006-2026, West Berkshire Landscape Character Assessment (2019) and the NPPF.

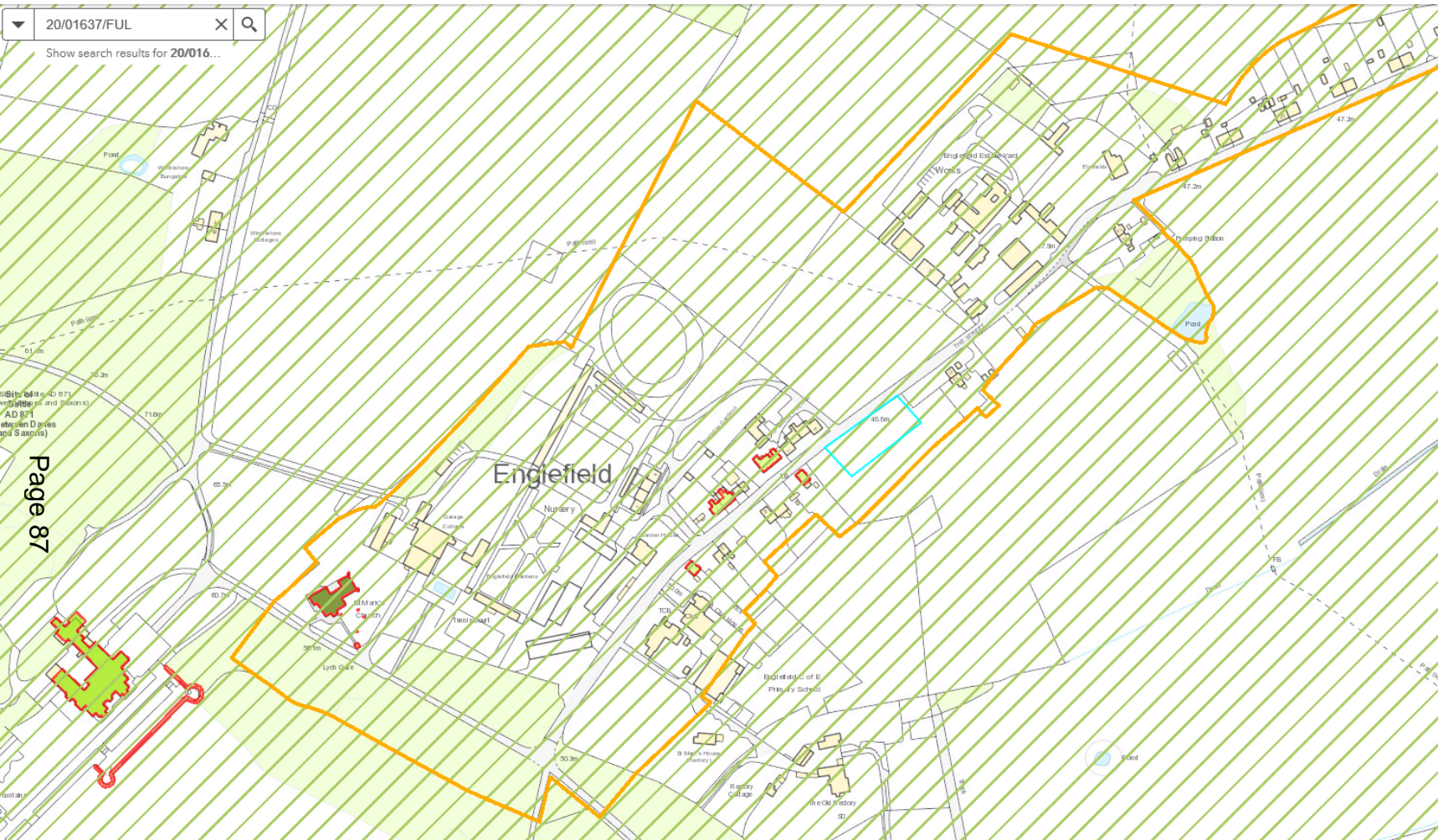
5. **Loss of green infrastructure**

Policy CS18 of the West Berkshire Core Strategy 2006-2026 states that the district's green infrastructure will be protected and enhanced, and that developments resulting in the loss of green infrastructure or harm to its use or enjoyment by the public will not be permitted. In accordance with policy CS18, only where it is exceptionally agreed that an area of green infrastructure can be lost and a new one of equal or greater size

and standard will be required to be provided in an accessible location nearby. The proposal scheme would result in the loss of green infrastructure in the District. No exceptional there are no exceptional circumstances that would permit the development in policy terms nor under material planning considerations, and the proposal scheme does not seek to replace the lost green infrastructure. The proposal is therefore contrary to Policy CS18.

Informatives

1. In attempting to determine the application in a way that can foster the delivery of sustainable development, the local planning authority has approached this decision in a positive way having regard to Development Plan policies and available guidance to try to secure high quality appropriate development. In this application whilst there has been a need to balance conflicting considerations, the local planning authority has also been unable to find an acceptable solution to the problems with the development so that the development can be said to improve the economic, social and environmental conditions of the area.



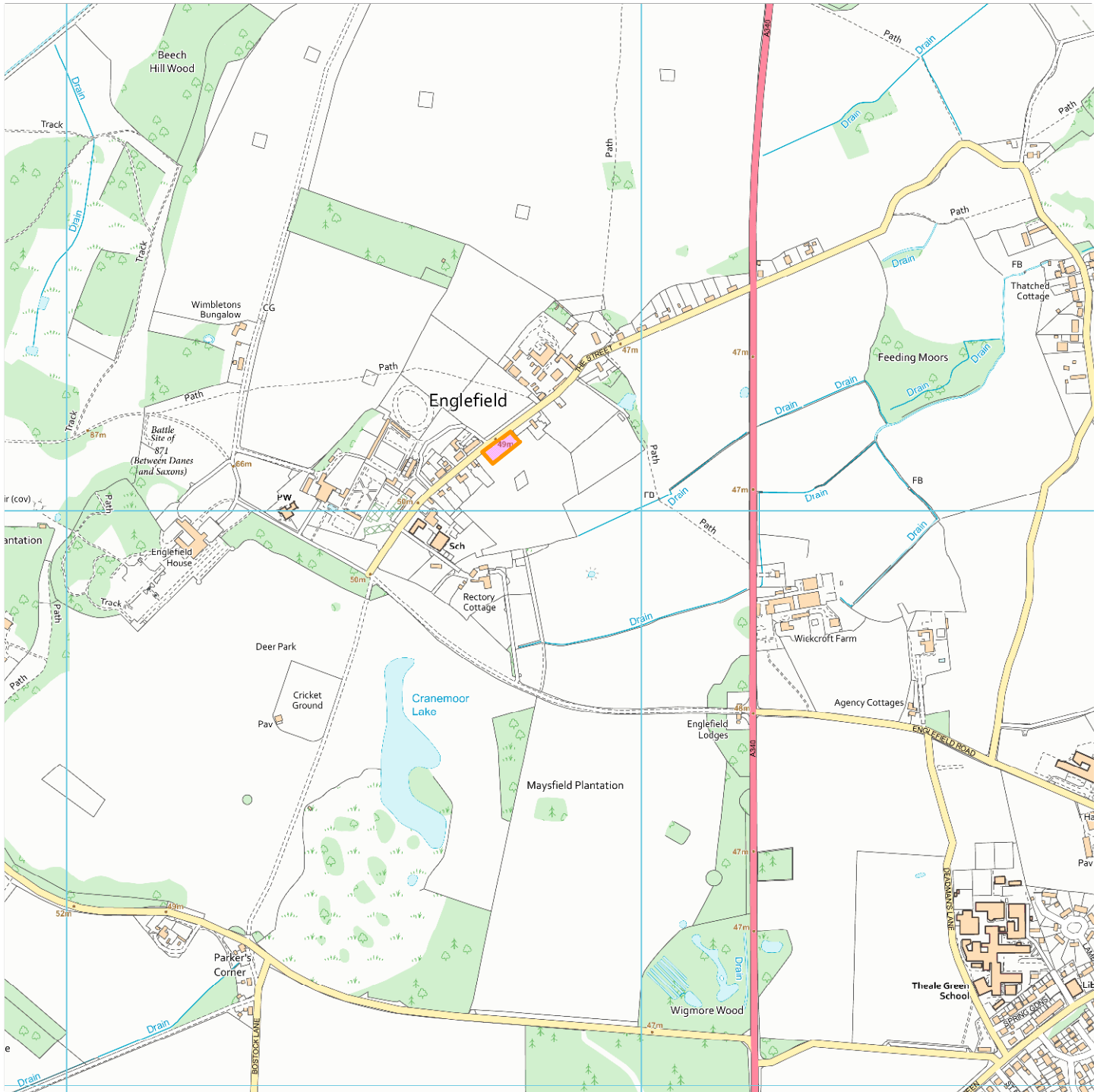
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- Planning and Building Control
- Planning Policy
- SETTLEMENT BOUNDARIES
- CONSERVATION AREAS
- TOWN CENTRE COMMERCIAL AREA
- ROAD SCHEMES
- LOCAL GEOLOGICAL SITES - POINTS
- LOCAL GEOLOGICAL SITES - POLYGONS
- DRIFT GEOLOGY
- MINERAL PREFERRED AREAS
- WASTE PREFERRED AREAS
- GREENHAM AND CROOKHAM COMMONS
- SPECIAL AREAS OF CONSERVATION
- SITES OF SPECIAL SCIENTIFIC INTEREST
- AREAS OF OUTSTANDING NATURAL BEAUTY
- LOCAL WILDLIFE SITES
- BIODIVERSITY OPPORTUNITY AREAS
- REGISTERED PARKS AND GARDENS
- CRITICAL DRAINAGE AREAS (SFRA)
- KENNET AND AVON CANAL

LISTED BUILDINGS

- I
- II*
- II

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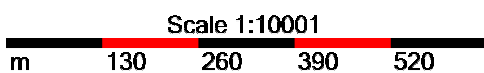
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Organisation	West Berkshire Council
Department	
Comments	Not Set
Date	01 December 2020
SLA Number	0100024151



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Land adjacent to no.10 The Street, Englefield

Photographs for Eastern Area Planning Committee
Application 20/01637/FUL



View of the application site looking south



Looking east from the site boundary



Grade II listed building to the west



The Street



Within the site looking north west towards The Street



Within the site looking west



Within the site looking east



Within the site looking north towards The Street



Within the site looking south east



The site



View along the public right of way



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Agenda Item 4.(3)

Item No.	Application No. and Parish	Statutory Target Date	Proposal, Location, Applicant
(3)	20/01940/LBC2 Streatley Parish Council	29/10/2020 ¹	The addition of a kitchen vent through the roof of the rear extension. West Streatley House, High Street, Streatley Anita Parratt c/o Maria Peralta, Project Design Studio Ltd

¹ Extension of time agreed with applicant until 10/11/2020

The application can be viewed on the Council's website at the following link:
<http://planning.westberks.gov.uk/rpp/index.asp?caseref=20/01940/LBC2>

Recommendation Summary: Delegate to the Head of Development and Planning to grant listed building consent subject to conditions.

Ward Member(s): Councillor Alan Law

Reason for Committee Determination: 14 representations received from 12 separate households, and application recommended for approval.

Committee Site Visit: Owing to social distancing restrictions, the option of a committee site visit is not available. Instead, a collection of photographs is available to view at the above link.

Contact Officer Details

Name: Lucinda Pinhorne-Smy
Job Title: Planning Officer
Tel No: 01635 519111
Email: Lucinda.Pinhorne-Smy1@westberks.gov.uk

1. Introduction

- 1.1 This application seeks listed building consent for the addition of a kitchen vent through the roof of the rear extension.
- 1.2 The proposed vent, as originally submitted, comprised a metal flue projecting approximately 1.4m out from the plain of the roof-slope and 600mm above the its ridge height. In line with comments received from the Conservation and Design Officer, an alternative vent was sourced to render it more sympathetic to the grade II listed building at West Streatley House. As a consequence, the proposals comprise an in-line clay tile slip vent, which would match the tiles approved for the extension approved under application 20/01228/LBC2.

2. Planning History

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

Application	Proposal	Decision / Date
20/00222/HOUSE	The demolition of the side extension (utility room) and the rebuilding of the extension to be more in keeping with the architectural style of the main house	Approved 18.05.2020
20/00267/LBC2	The replacement of 20th Century windows within the flat roof and side dormer	Approved 27.03.2020
19/01228/LBC2	Removal of existing conservatory and replacement with a single storey rear conservatory; single storey side / rear extension incorporating five hidden roof lights; terraced garden; the installation of 3 roof lights at second floor level; and the insertion of one new window to the existing side dormer	Approved 14.08.2019
19/00879/LBC2	Two storey Cart-Shed including a 1st floor studio and 6no. parking spaces	Listed Building Consent not required

3. Procedural Matters

- 3.1 This listed building consent application is made under the provisions of the Planning (Listed Buildings and Conservation Area) Act 1990. In considering whether to grant listed building consent for any works the local planning authority must have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.
- 3.2 In large part the same heritage conservation considerations will apply as with planning applications. The Government's policy for the historic environment on deciding all such consents and permissions is set out in the National Planning Policy Framework (NPPF).

The NPPF does not distinguish between the type of application being made. It is the significance of the heritage assets and the impact of the proposals that should determine the decision. Paragraph 193 of the NPPF says when considering the impact of a proposed development on the significance of a designated heritage asset (including conservation areas), great weight should be given to the asset's conservation. Consistent with the NPPF, Policy CS19 of the West Berkshire Core Strategy 2006-2026 states that particular regard will be given to the conservation and, where appropriate, enhancement of heritage assets and their setting. **Consequently, the main issue is whether the proposal would preserve the special architectural and historical interest of the listed building and its setting.**

- 3.3 A notice advertising the application was published in the Newbury Weekly News on 10th September 2020. A site notice was also displayed on 4th September 2020 to expire on 25th September 2020. The authority has therefore advertised the application in accordance with the Planning (Listed Buildings and Conservation Areas) Regulations 1990.

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.

Streatley Parish Council:	No objections returned by Streatley Parish Council
Conservation and Design Officer:	<p>The Conservation and Design Officer initially returned comments that the proposed flue would appear overly obtrusive due to its height and positioning.</p> <p>As a consequence of these comments the agent sought alternatives and formally submitted a proposal for an in-line clay tile vent. The conservation and design officer considered this type of vent "would not be in any way obtrusive, or harm the appearance of the building" but that "we would just need to ensure that the colour/finish of the clay tile slips match the approved tiles". It was considered that this could be achieved by a condition attached to any permission that may be forthcoming.</p> <p>Due to the altered layout for the approved extension a floor plan was requested to show what would become of the existing kitchen. In response to these plans the Conservation and Design Officer observed, "There are no structural changes, or loss of historic fabric is proposed within the kitchen area of the main building. The only alterations appear to be the removal of modern kitchen cupboards and fittings. LBC is therefore not required for these works."</p>
Highway Authority:	No comments
Ecologist:	No comments returned

Public representations

4.2 Representations have been received from 14 contributors, from 12 separate properties, objecting to the proposal. 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:

- Changed plans - the vent is required because the internal layout has been changed from that approved under application 19/01227/HOUSE;
- The position and height of the vent is excessive, and the proposed materials are not sympathetic. The vent would therefore not appear discreet and is contrary to policy;
- The vent would appear unsightly and obtrusive when viewed from Charlwood House due to its height and proximity to the boundary;
- The vent would result in noise disturbance and nuisance through odours to the occupants of Charlwood House given the proximity of the vent to the garden of this neighbouring property.

5. Appraisal

Effect on special architectural and historical interest of the listed building

- 5.1 Previous recent applications at West Streatley House have established the buildings historic interest derives in large part to its connection with the Morrell family and its relationship with Streatley House and East Streatley House, with the now three separate dwellings having once comprised a whole. The architectural design of the building is considered to be indicative of the period and displays "interesting features to the local streetscape".
- 5.2 The proposed vent would be located in the new extension approved under application 20/01228/LBC2. Subsequent to the grant of this listed building consent the internal layout of the building has been reconfigured with the kitchen now relocated to the new part of the dwelling, and the former kitchen converted into a hall / library. The previously proposed gymnasium has been omitted from this scheme. Third party representations have raised objections to the changes to the internal layout of the building, which have resulted in this requirement for a new vent. The Conservation and Design Officer has confirmed that the proposed changes to the internal layout would not result in any loss of historic fabric, and as a consequence no objection is raised to the principal of relocating the kitchen from the original dwelling into the new extension.
- 5.3 The Council's Conservation and Design Officer echoed the third party representations received with regards to the appearance of the vent as originally proposed. Concerns were raised with regards to the height and positioning of this galvanised metal flue, which was considered to appear overly obtrusive. In light of these concerns a number of alternatives were considered, before the details for an in-line clay tile vent were formally submitted.

- 5.4 The Conservation and Design Officer considers this type of vent would overcome the concerns raised due to its discreet nature. The revised in-line clay tile vent is therefore not considered to harm the character and appearance of the grade II listed building at West Streatley House, nor adversely affect its setting. The Conservation and Design Officer has, however, requested that a condition is attached to any permission that may be forthcoming to ensure that the colour and finish of the clay tile slips match the roof tiles approved for the extensions granted conditional consent under application 20/01228/LBC2.
- 5.5 The revised proposals for the in-line clay tile vent are also considered to address the concerns raised by third party representations, with regards to the vent appearing unsightly and obtrusive when viewed from the neighbouring properties, and in particular the property to the west at Charlwood House.

Other Matters

- 5.6 The objections raised in third party representations received in response to this application have been largely addressed in the main considerations above. With regards to nuisance being caused to the occupant of the adjacent property at Charlwood House in terms of noise and odour, this is not a relevant consideration under the listed building consent regime.
- 5.7 The proposed flue constitutes permitted development under Article 3, Schedule 2, Part 1, Class G of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended). Planning permission is therefore not required for the flue.

6. Planning Balance and Conclusion

- 6.1 Whilst there have been a number of objections to this application, it is considered the proposal for the addition of a kitchen vent through the roof of the rear extension is acceptable and can be secured by the use of conditions.
- 6.2 It is considered that the proposed development would preserve the special architectural and historical interest of the listed building and its setting, and therefore it is recommended that listed building consent is granted.

7. Full Recommendation

- 7.1 To delegate to the Head of Development and Planning to GRANT LISTED BUILDING CONSENT subject to the conditions listed below.

Conditions

1. **Commencement of works**

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

Reason: To comply with the requirements of Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

2. **Approved plans**

This listed building consent relates only to work described on the following drawings:

1618-L01 (Location Plan), received 21st August 2020

1618-1B 50 C (Floor Plan and Section Elevation), received 16th November 2020

The works shall be carried out in strict conformity with the approved plans and associated approved submitted information.

Reason: To clarify what has been approved under this consent in order to protect the special architectural or historic interest of the building.

3. **Materials**

The works shall not take place until details of the colour and finish of the in-line clay tile vent have been approved in writing by the Local Planning Authority. Samples shall be made available to be viewed at the site or by arrangement with the Planning Officer. All materials incorporated in the work shall match the approved samples.

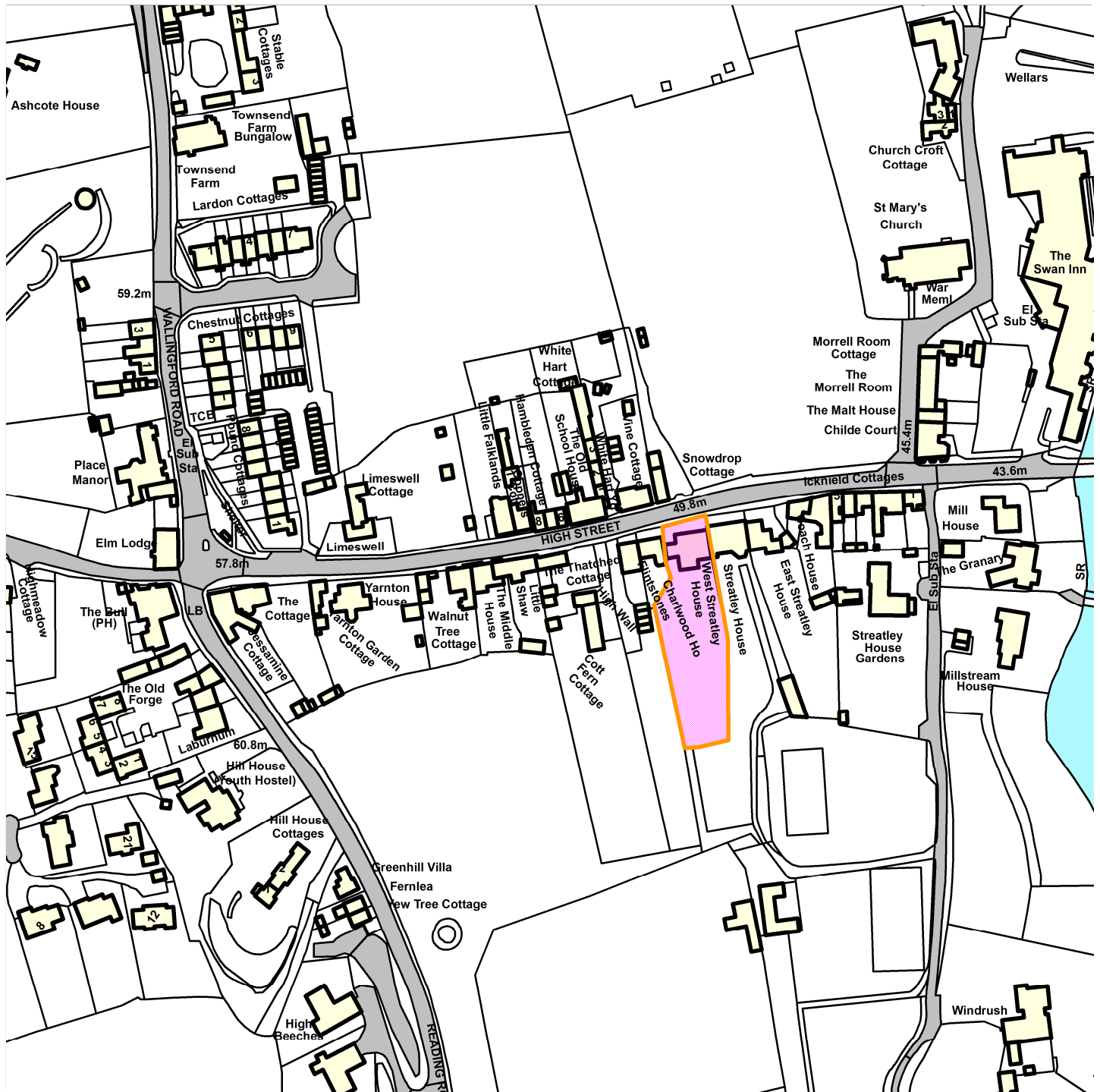
Reason: To ensure that the materials are appropriate to the special architectural or historic interest of the building. This condition is imposed in accordance with the National Planning Policy Framework (February 2019) and Policy CS19 of the West Berkshire Core Strategy (2006-2026).

4. **Making good**

All works of making good and repair to the retained fabric, whether internal or external, shall be finished to match original/adjacent work with regard to the methods used and to materials, colours, textures and profiles.

Reason: To protect the special architectural or historic interest of the building. This condition is imposed in accordance with the National Planning Policy Framework (February 2019) and Policy CS19 of the West Berkshire Core Strategy (2006-2026).

West Streatley House, High Street, Streatley



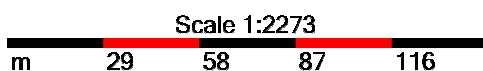
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Organisation	West Berkshire Council
Department	
Comments	Not Set
Date	01 December 2020
SLA Number	0100024151



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West Streatley House High Street, Streatley RG8 9HY

Photographs for Eastern Area Planning Committee
Application 20/01940/LBC2



View of West Streatley House from High Street, Streatley (North Elevation)



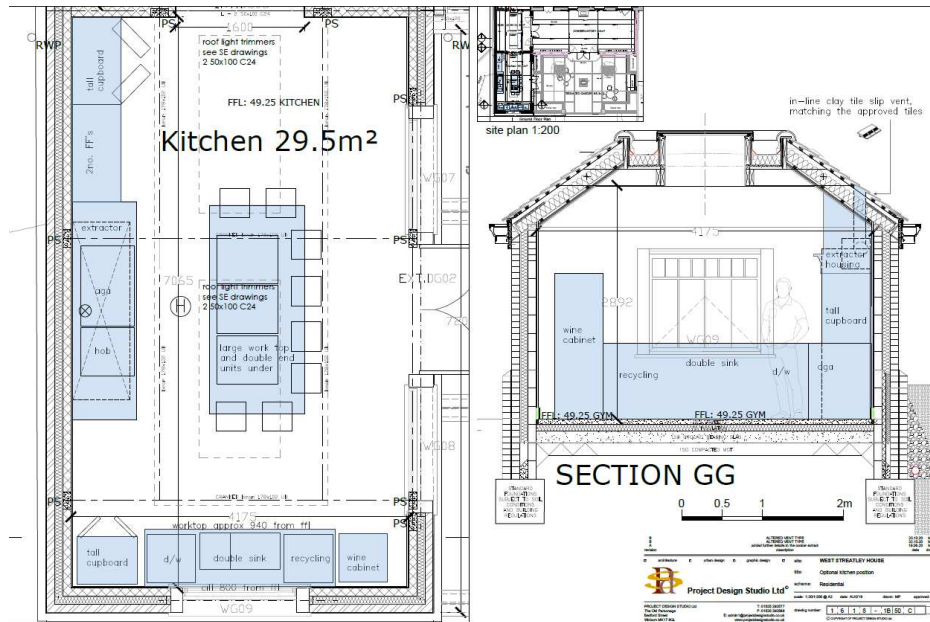
Front view of utility room at West Streatley House (North Elevation)



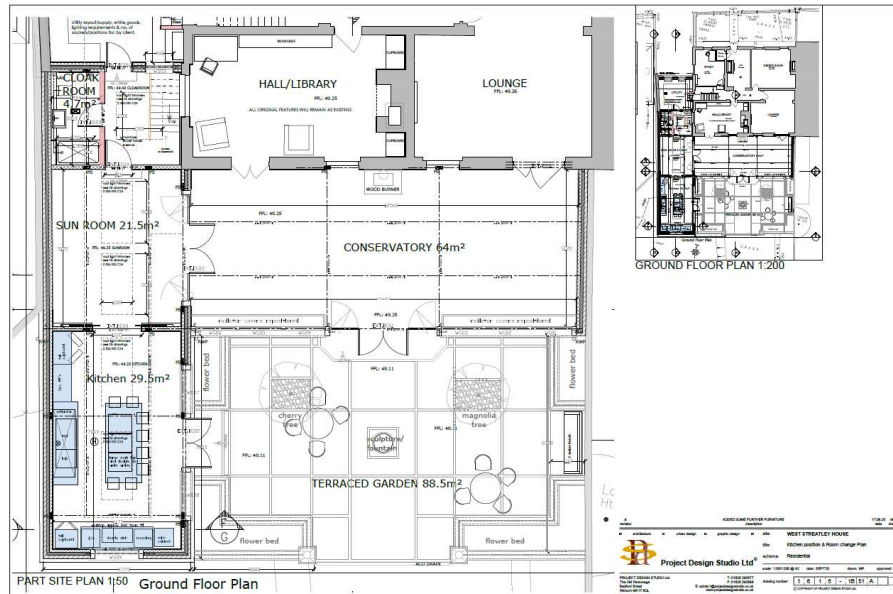
Rear view of utility room at West Streatley House (South Elevation)



Former rear elevation of West Streatley House before works commenced (South Elevation)



Position of revised in-line clay tile slip vent in approved single storey rear extension



Altered internal layout to main Listed Building at West Streatley House which has resulted in the relocation of the kitchen and requirement for the need for a vent in the approved extension. Conservation Officer confirmed Listed Building Consent not required for these internal alterations.

