

Item No.	Application No. and Parish	Statutory Target Date	Proposal, Location, Applicant
(1)	21/02271/FULD Compton	4 th November 2021 ¹	New 2 bedroom House Land North of 31 Horn Street, Compton Brewin JV Ltd
¹ Extension of time agreed with applicant until 29 th April 2022			

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

<http://planning.westberks.gov.uk/rpp/index.asp?caseref=21/02271/FULD>

Recommendation Summary: To delegate to the Service Director – Development and Regulation to GRANT PLANNING PERMISSION subject to conditions

Ward Member(s): Councillor Carlyne Culver

Reason for Committee Determination: More than 10 objections received

Committee Site Visit: 31st March 2022

Contact Officer Details

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1. Introduction

- 1.1 This application seeks planning permission for the erection of a two bedroom detached dwelling, with two car parking spaces.
- 1.2 The application site forms part of the existing residential curtilage of 31 Horn Street, which is an end of terrace house within the Compton Conservation Area, and is within the settlement boundary of Compton which is a defined Service Village.
- 1.3 The application is proposing the erection of a two bedroom house to the north of the existing dwelling. It is proposed to site two off-street parking spaces to the front of the house. A cycle shed is proposed for the rear garden, and new boundary fencing is proposed. The submitted plans were amended during the course of the application to provide additional space to provide two off-street parking spaces to address Highways Officer concerns, which moves the building further back into the plot, than originally proposed. The proposed elevations were also amended to remove a bedroom window from the north elevation of the dwelling, reduce the number of roof lights on the west elevation to two, and to include solar panels on the west elevation of the building.

2. Planning History

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

Application	Proposal	Decision / Date
20/01866/HOUSE	Demolition of existing two storey side extension and front porch, erection of two and single storey side extensions with front canopy	Approved 12 th October 2020

- 2.2 This application is not within the application site as defined by the red line on the submitted location plan, however, it is within the blue line on the location plan, indicating that it is within the ownership or control of the applicant.

3. Procedural Matters

- 3.1 Given the nature and scale of this development, it is not considered to fall within the description of any development listed in Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. As such, EIA screening is not required.
- 3.2 The application was advertised by means of a site notice displayed on 24th September 2021 on the site; the deadline for representations expired on 15th October 2021. A public notice was displayed in the Newbury Weekly News on 16th September 2021; the deadline for representations expired on 30th September 2021. Following the receipt of amended plans, a further site notice was erected on 3rd December 2021 on the site; the deadline for further representations expired on 24th December 2021.

- 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) and retail (A1 - A5) development at a rate per square metre (based on Gross Internal Area) on new development of more than 100 square metres of net floorspace (including extensions) or when a new dwelling is created (even if it is less than 100 square metres).
- 3.4 Initial assessment based on the CIL PAIR form, it appears that the development will be liable for a CIL payment. However, CIL liability will be formally confirmed by the CIL Charging Authority under separate cover following the grant of any permission. More information is available at www.westberks.gov.uk/cil

4. Consultation

Statutory and non-statutory consultation

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

Compton Parish Council	<p>1st Response: Object: The proposal is in effect 'garden grabbing'; The photographs in the Design & Access Statement are out of date; the building of new dwellings in gardens and practice of infilling are not supported by the Parish Council and the Compton Village Design Statement and the Neighbourhood Development Plan; concern about earthworks at the site; impact on the street scene within the Conservation Area; detrimental impact on neighbouring gardens; highlight the importance of gardens to individuals and communities; congestion and additional vehicle movements will be a hazard to drivers and pedestrians; flood risk in Horn Street, and the adjacent pond in periods of high groundwater and heavy rainfall</p> <p>2nd Response: The parking shown in the parking survey is not typical. Overspill parking from offices results in this being a one-way street, and the pavement is narrow. Provided photographs of the parking situation.</p>
WBC Highways:	<p>1st Response: Amended plans are required to provide visibility splays, or alternatively a 7-day speed survey to determine vehicle speeds. Whilst permission was granted for an off-street space in 20/01866/HOUSE, this was an on-balance decision as it was an improvement as there was no parking for an existing house. This proposal is for a new dwellings, and must comply. Car parking is required for 2 spaces, a turning area is preferable. There is only one useable space, and off-street parking opposite, wider spaces may be required for additional manoeuvrability. Cycle storage & electric vehicle charging points are required.</p> <p>2nd Response: Following results of the speed survey, request that a 2.4 metres set-back is required; if a vehicle does not park as shown it will overhang the highway, which will be detrimental to pedestrian & highway safety, a full 6 metre should be provided,</p>

	<p>additional plans showing the carriageway width, parked vehicles and the proposed parking.</p> <p>3rd Response: The visibility splays are acceptable. The manoeuvres into the spaces are tight and swept paths do not show the manoeuvres to the spaces from the south, where most vehicle will approach from, this must be demonstrated as achievable, and the depth within the site of 6 metres can be provided.</p> <p>4th Response: The amended plans show wider spaces, and an additional depth has been provided. The swept paths demonstrate the in and out manoeuvres for both spaces and are acceptable. Given these amendments the development complies with current highway standards and practice, and conditional approval is recommended, conditions with regards to electric vehicle charging points; a construction method statement; gradient of drive; visibility splays; parking in accordance with the approved plans and cycle parking.</p>
Conservation	<p>1st Response: The submitted drawings indicate a new dwelling slightly set back from the extension at number 31 Horn Street, with corresponding eaves and ridge levels to the extension, and, given the variety of design of houses in the terrace of 27-31 Horn Street and 5-6 Roden Down Mews to the south, is of acceptable design, character, design and materials. However, the submitted drawing appears to show a different, narrower, extension to that approved under application 20/01866/HOUSE, and therefore likely greater separation between the two buildings, a matter which needs clarifying.</p> <p>Notwithstanding any other Development Control Case officer considerations, and third party concerns, and the above caveat, the scale and design of the proposed house is considered sympathetic to its neighbours and retains some sense of space to the north of it, and can, on balance, be accommodated without harm to the character of the area or to the street scene, or impact the wider rural character of the area or to result in visual intrusion into the AONB. A condition restricting further development within the curtilage of the property is however recommended.</p> <p>2nd Response: If you are happy with the accuracy of the drawings and if it is possible to condition this application so that the extension subject of approved application 20/01866/HOUSE, then this would resolve the spacing issue. Alternatively starting again with a new application may be in order.</p>
Thames Water	<p>Thames Water recognises the catchment is subject to high infiltration flows during certain groundwater conditions. The proposal does not materially affect the sewer network, no objections but care needs to be taken to ensure no surcharge which causes flooding. The developer should liaise with the LLFA to agree a sustainable drainage strategy before connecting to the sewer network. Proper consent will be required from Thames Water before connection to the sewer network.</p>

	No objections with regards to waste water network and sewage treatment works. Recommend informatives
Environment Agency	No response received
Environmental Health	No response received
Local Lead Flood Authority	No response received
Waste Management	No response received
AONB Board	No response received

Public representations

- 4.2 Representations have been received from 19 contributors, 6 of which support, and 13 of which object to the proposal.
- 4.3 The full responses may be viewed with the application documents on the Council's website, using the link at the start of this report. In summary, the following issues/points have been raised:
- 4.4 Objections
- Potential loss of right of access
 - Loss of privacy
 - Loss of view of green space
 - Impact on the character and appearance of Horn St and Conservation Area
 - Loss of light
 - Noise
 - Insufficient parking in the street
 - Increase in traffic in past 5 years
 - Difficulties in crossing the road due to restricted views. Close to the bend
 - The proposed parking spaces are difficult to access with cars parked opposite
 - Insufficient visibility from the proposed parking spaces
 - Gravel driveway will result in debris on the road
 - Inappropriate location for a new house, and there is no need for it
 - Detrimental to the AONB
 - Flood risk, and less garden to allow water to soakaway
 - An extension to the property is more appropriate than a dwelling which affects the access for neighbours
 - Devaluation of property
 - Window overlooking a garden is inappropriate
 - Compton has inadequate sewage capacity
 - The Pirbright development will meet the requirements for new homes in the area
 - 'Garden Grabbing' and overdevelopment of the area and village

4.5 Support

- The plot can accommodate the house
- A smaller house is ideal for younger residents in the village getting on the housing ladder
- The precedent of building on gardens in the village has already been set
- Creating off-road parking may alleviate the traffic hazard outside the property.
- Providing parking is a benefit in a street where there are parking problems
- This could be built quicker than waiting for houses on the Pirbright site
- It is better to build in the village rather than encroaching on the countryside
- It is a similar design to other houses in Horn Street
- The neighbours will still be able to enjoy their gardens
- Important to provide affordable housing

4.6 Following the receipt of amended plans the following objections were submitted

- Second the Parish Council comments that the photographs submitted are inaccurate
- Assessing the parking during a pandemic is not a true representation of the reality post-pandemic
- The adjustments to the parking have not overcome the highway safety concern.
- Changing the road and comparing it to the past situation with no accidents is not a fair comparison
- The speed survey report does not include near misses of vehicles and/or pedestrians
- No survey was undertaken closer to the Baxter offices where the danger lies, and the road is wider so vehicles are faster

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, CS5, CS13, CS14, CS16, CS19 of the West Berkshire Core Strategy 2006-2026 (WBCS).
- Policies C1, P1 of the Housing Site Allocations Development Plan Document 2006-2026 (HSA DPD).
- Policies OVS5, OVS6 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).
- Policies C1, C3, C8, C17, C18, C20, C22, C23 of the Compton Neighbourhood Development Plan (2020-2037).

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

- National Planning Policy Framework (NPPF)
- Planning Practice Guidance (PPG)
- North Wessex Downs AONB Management Plan 2014-19
- WBC House Extensions SPG (2004)
- WBC Quality Design SPD (2006)
- Planning Obligations SPD (2015)
- Compton Village Design Statement (2005)

- Sustainable Drainage Systems SPD (2018)
- Cycle and Motorcycle Advice and Standards for New Development (2014)

6. Appraisal

6.1 The main issues for consideration in this application are:

- Principle of the development
- Heritage, Character and Appearance
- Highway safety
- Neighbouring Amenity
- Flood Risk
- Sustainable Building

Principle of development

6.2 The application site is situated within the settlement boundary of Compton, which is a Service Village. Policies ADPP1, C1 of the Housing Site Allocations DPD, and policy C1 of the Compton Neighbourhood Plan support residential development within the settlement boundary. The principle of the development on this site is acceptable in principle, subject to the consideration of the following matters.

Heritage, Character and Appearance

6.3 Policies CS14 and CS19 require new development to demonstrate high quality and sustainable design that respects and enhances the character and appearance of the area, and goes on to say that good design relates not only to the appearance of the development, but the way in which it functions. Policy CS19 also says that regard should be paid to ensuring that new development is appropriate in terms of location, scale and design in the context of the existing settlement form, pattern and character, as well as the conservation and where appropriate the enhancement of heritage assets and their settings. Policy C1 of the Neighbourhood Plan requires that infill development is of a scale and form which is in keeping with surrounding properties, conserves, and where appropriate enhances heritage assets and their settings.

6.4 The proposal is for a new dwelling on land which is currently part of the residential curtilage of 31 Horn Street, and the northern end of that road. The application is proposing a two bedroom dwelling with a ridge height which is lower than the existing house, with dormer windows on the front elevation at eaves level. There have been objections raised to the design of the building, and that it is not appropriate to the location within the Conservation Area, and an inappropriate form of infilling. However, the size and design is such that it blends with the existing form of development, within the mix of older properties, and the more modern development at Roden Down Mews. However, to ensure that the proposal continues to relate well to the surrounding area, and retain sufficient garden space it is considered appropriate to remove permitted development rights for further extensions or alterations to the dwelling. To meet the carbon requirements of policy C3 (as discussed below) solar panels are proposed on the rear elevation, and given the need to meet carbon reduction requirements, and the location the location of the panels on the rear elevation, on balance this is not considered to be harmful to the character and appearance of the Conservation Area

6.5 Whilst the plot is at the end of the built up part of the street, there is a residential garden, and open space before the corner with Hockham Road, and so the proposal, will retain a sense of open space to the north of Horn Street. The siting of the building has also

been amended to meet parking requirements, which results in the building being set back from the main building line, and reduces the prominence of the building in the street scene, and when viewed from the north. The proposed dwelling is not considered to be harmful to the setting of the Conservation Area.

- 6.6 Planning permission was granted in 2020 for extensions and alterations to 31 Horn Street (20/01866/HOUSE), which included a two storey side extension. However if the approved extension were to be constructed as well as the proposed dwelling, there would only be a minimal gap between both buildings, which would be detrimental to the street scene, and the character and appearance of the Conservation Area, as the site would be cramped, with no suitable separation distance between the two dwellings. The 2020 planning permission has not yet been implemented, and so it is recommended that a condition is imposed, that does not allow the implementation of the 2020 permission, if this dwelling is constructed. This is to ensure that there is an appropriate form of development, with sufficient distance between the proposed dwelling and 31 Horn Street.

Highway Safety

- 6.7 Policies CS13 and P1 refer to development which has an impact on the highway network, and sets out the parking standards for residential development. There have been objections raised about the parking provision, and the amount of parking that currently exists on Horn Street. The Highways Officer was not satisfied with the parking arrangements that were originally proposed. Amended plans and a traffic survey to establish actual speed within the street were submitted. Following the submission of amended plans, and swept path analysis to show manoeuvrability into the spaces, from both directions, the Highways Officer is satisfied that access and egress to the spaces can be provided, in the event that a car is parked opposite the dwelling. The two spaces proposed meet the requirements of policy P1. The proposal subject to conditions with regards to parking during construction, the provision of electric vehicle charging point, visibility splays, gradient of the drive, and the retention of the parking spaces the proposal is considered to accord with policies P1 and CS13.

Neighbouring Amenity

- 6.8 Policy CS14 requires that new development makes a positive contribution to the quality of life in West Berkshire. Policy C1 of the Compton Neighbourhood Plan also requires development to respect residential amenity. The Quality Design SPD and House Extensions SPG also provides further guidance on assessing the impact on neighbouring amenity.
- 6.9 There have been objections raised that the proposal will harm the privacy of nearby properties. The plans were amended to remove the bedroom window, which was originally proposed to overlook the residential garden to the north of the site, and the amended plans indicate no windows on this elevation. The rear elevation of the dwelling faces the gardens of Meadow Close. The first floor windows of the proposed dwelling on the west elevation are two roof light windows serving the bathroom and the bedroom. The bathroom window does not serve a habitable room, and the bedroom window is sited so that the opening parts are more than 2 metres above the ground floor level. This will be sufficient to prevent any overlooking to the habitable room to the rear in Meadow Close. The ground floor windows on the rear elevations serve the kitchen and living room area, however given the existing boundary treatment, and that the houses to the rear are at a higher ground level there will not be any additional overlooking from these proposed windows.
- 6.10 There have been objections raised about the loss of light to neighbouring properties. The orientation of the plots, and the separation distance of approximately 12 metres to

the nearest dwelling, as well as the difference in gradients such that there will not be a significant loss of sunlight or daylight to habitable rooms of the adjacent houses in Meadow Close. Whilst the proposed house is adjacent to part of the garden of 1 Meadow Close, given the shape of the garden, it is not considered to have an overbearing effect that would have a detrimental impact on the enjoyments of that garden

- 6.11 There have also been objections raised about the loss of views over to the green space opposite the site, and the potential devaluation of property. However these are not material planning considerations.
- 6.12 There have been objections raised about noise from the development. Whilst some noise can be anticipated during the construction phase, given the location of the site in a residential area, it is appropriate to condition the hours of construction on the site. The site is within a residential area, and the occupation of the site by one additional household is unlikely to result in a significant additional noise impact on the surrounding dwellings.
- 6.13 The proposal with the imposition of suitable conditions with regards to retaining windows with obscure glazing is not considered to have a detrimental impact on the living conditions of nearby residents.

Flood Risk

- 6.14 Policy CS16 refers to the flood risk of development. There have been objections raised about potential flood risk of developing on the site. The site is not at a site at risk from fluvial, groundwater or surface water flooding, and so a Flood Risk Assessment is not required for this proposed development. The Local Lead Flood Authority has not commented on the application. However Thames Water are concerned about high infiltration rates in certain ground conditions and seek to ensure that surface water does not flow into the sewer network, which could result in a surcharging and increase the reach of flooding. Policy CS16 requires that development sites the surface water is managed in a sustainable manner. It is therefore appropriate to add a condition requiring the submission of a sustainable drainage scheme for approval, prior to the commencement of the development.

Sustainable Building

- 6.15 Policy C3 of the Compton Neighbourhood Plan say that new development must aim to meet a high standard of sustainable design and construction, and sets out criteria for meeting this aim. The agent has provided an energy statement setting out how each of the criteria of policy C3 will be met. The amended plans include solar panels which will achieve at least a 19% reduction in part L of the Building Regulations. Whilst the orientation of the building accords with the current pattern of development within Horn Street, the use of solar panels, on the rear elevation achieves also meets this requirement. The materials which are to be used in the development will be thermally efficient with PIR insulation in the sloping roof, and high levels of insulation within the loft, with double glazing in doors and windows, and all the insulation meeting the Building Regulations requirements. This is considered to accord with the requirements of policy C3.

7. Planning Balance and Conclusion

- 7.1 The application is proposing the addition of one additional dwelling on land within the settlement boundary of Compton, which is considered to be acceptable in principle in accordance with the development plan policies. The design and siting of the proposed

dwelling is considered to be appropriate and will not harm the character and appearance of the Conservation Area. The amendments submitted within the consideration of the application have overcome the concerns raised by the highways Officer and sufficient parking and access can be provided. The proposal with the use of suitable conditions is not considered to be harmful to the residential amenity of neighbouring residents. The proposal demonstrates that the design of the dwelling meets the aim of a sustainable design and construction. The recommendation includes measure to ensure that sustainable drainage can be achieved as part of the development. The proposal is considered to meet the requirements of the relevant development plan policies, and is recommended for approval.

8. Full Recommendation

- 8.1 To delegate to the Service Director – Development and Regulation to GRANT PLANNING PERMISSION subject to the conditions listed below.

Conditions

1.	<p>Commencement of development</p> <p>The development hereby permitted shall be begun before the expiration of three years from the date of this permission.</p> <p>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).</p>
2.	<p>Approved plans</p> <p>The development hereby permitted shall be carried out in accordance with the approved plans and documents listed below:</p> <p>Location and Block Plan Drawing No HSNHC/01 Rev H received on 22nd March 2022; Proposed Floor Plans Drawing No HSNHC/04 Rev F received on 17th February 2022; Proposed Elevations and Section Drawing No HSNHC/05 Rev F received on 22nd March 2022; and Design and Access Statement received on 6th September 2021.</p> <p>Reason: For the avoidance of doubt and in the interest of proper planning.</p>
3.	<p>Schedule of materials (prior approval)</p> <p>No development above foundation slab level shall 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.</p> <p>Reason: To ensure that the external materials respect the character and appearance of the area. This condition is applied in accordance with the National Planning Policy Framework, Policies CS14 and CS19 of the West Berkshire Core Strategy (2006-2026), Policies C1 and C8 of the Compton Neighbourhood Plan (2020-2037), and Supplementary Planning Document Quality Design (June 2006).</p>

4	<p>Photovoltaic solar panels</p> <p>No works to the roof shall take place until details of the photovoltaic solar panels to be installed in the building have been submitted to and approved in writing by the Local Planning Authority. Thereafter the photovoltaic solar panels shall be installed in accordance with the approved details.</p> <p>Reason: To protect the character and appearance of the Conservation Area. This condition is imposed in accordance with the National Planning Policy Framework (February 2019) and Policies CS14 and CS19 of the West Berkshire Core Strategy (2006-2026), Policies C1, C3 and C8 of the Compton Neighbourhood Plan the Quality Design SPD and the Newbury Town Design Statement.</p>
5.	<p>Preventing implementation of two schemes</p> <p>The development to which this planning permission relates shall not commence if any part of the development for which planning permission was granted by the Local Planning Authority on 12th October 2020 under application reference 20/01866/HOUSE and pursuant to planning application reference no. 20/01866/HOUSE is already commenced.</p> <p>Reason: The implementation of both schemes together would be unacceptable because it would result in a cramped appearance of the site, which would be detrimental to the street scene and harm the character and appearance of the Conservation Area contrary to the advice contained within the NPPF, Policies CS14 and CS19 of the West Berkshire Core Strategy (2006-2026), Policies C1 and C8 of the Compton Neighbourhood Plan (2020-2037), and Supplementary Planning Document Quality Design (June 2006).</p>
6.	<p>Permitted development restriction (extensions/outbuildings)</p> <p>Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking, re-enacting or modifying that Order with or without modification), no extensions, alterations, buildings or other development which would otherwise be permitted by Schedule 2, Part 1, Classes A, AA, B, C and E of that Order shall be carried out, without planning permission being granted by the Local Planning Authority on an application made for that purpose.</p> <p>Reason: To prevent the overdevelopment of the site and in the interests of respecting the character and appearance of the surrounding area. This condition is applied in accordance with the National Planning Policy Framework, Policies CS14 and CS19 of the West Berkshire Core Strategy (2006-2026), Policies C1 and C8 of the Compton Neighbourhood Plan (2020-2037), Quality Design SPD (June 2006) and the Village Design Statement for Compton.</p>
7.	<p>Electric vehicle charging points (prior approval)</p> <p>The dwelling shall not be first occupied until an electric vehicle charging point has been provided for the 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.</p> <p>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, Policy P1 of the Housing Site Allocations DPD 2006-2026 and Policy C20 of the Compton Neighbourhood Plan (2020-2037).</p>

<p>8.</p> <p>9.</p> <p>10.</p> <p>11.</p>	<p>Construction method statement No development shall take place until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details. The statement shall provide for:</p> <ul style="list-style-type: none"> (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 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 <p>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).</p> <p>Gradient of private drive The gradient of the private drive shall not exceed 1 in 8.</p> <p>Reason: To ensure that adequate access to parking spaces and garages is provided. This condition is imposed in accordance with the National Planning Policy Framework and Policy CS13 of the West Berkshire Core Strategy (2006-2026).</p> <p>Visibility splays before occupation The dwelling hereby permitted shall not be occupied until the visibility splays at the access have been provided in accordance with drawing number HSNHC/01G. The land within these visibility splays shall thereafter be kept free of all obstructions to visibility over a height of 0.6 metres above the carriageway level.</p> <p>Reason: In the interests of road safety. This condition is imposed in accordance with the National Planning Policy Framework and Policy CS13 of the West Berkshire Core Strategy (2006-2026).</p> <p>Parking in accord with plans The dwelling hereby permitted shall not be occupied until the vehicle parking has been surfaced, marked out and provided in accordance with the approved plan. The parking spaces shall thereafter be kept available for parking (of private motor cars and/or light goods vehicles) at all times.</p> <p>Reason: To ensure the development is provided with adequate parking facilities, in order to reduce the likelihood of roadside parking that would adversely affect road safety and the flow of traffic. This condition is imposed in accordance with the National Planning Policy Framework, Policy CS13 of the West Berkshire Core Strategy (2006-2026) Policy P1 of the Housing Site Allocations DPD 2006-2026, and Policy C22 of the Compton Neighbourhood Plan (2020-2037).</p>
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12.	<p>Cycle Parking/Storage (approved plans)</p> <p>The dwelling shall not be first occupied until 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.</p> <p>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).</p>
13.	<p>Sustainable Drainage Scheme</p> <p>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:</p> <ul style="list-style-type: none"> 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; b) Include and be informed by a ground investigation survey over winter which confirms the groundwater levels; c) Include construction drawings, cross-sections and specifications of all proposed SuDS measures within the site; d) 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; e) Include pre-treatment methods to prevent any pollution or silt entering SuDS features or causing any contamination to the soil or groundwater; f) 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. <p>The above sustainable drainage measures shall be implemented in accordance with the approved details before the dwellings are first occupied or in accordance with a timetable to be submitted and agreed in writing with the Local Planning Authority as part of the details submitted for this condition. The sustainable drainage measures shall be maintained and managed in accordance with the approved details thereafter.</p> <p>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), Policies C18 of the Compton Neighbourhood Plan and the Sustainable Drainage Systems SPD (2018). A pre-condition is necessary because insufficient detailed information accompanies the application and so it is necessary to approve these details before any development takes place.</p>

Informatives

1.	<p>Proactive</p> <p>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.</p>
2.	<p>CIL</p> <p>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</p>
3.	<p>Access Construction</p> <p>The Asset Management team, West Berkshire District Council, Environment Department, Council Offices, Market Street, Newbury, RG14 5LD, or highwaysassetmanagement@westberks.gov.uk 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.</p>
4.	<p>Damage to footways, cycleways and verges</p> <p>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.</p>
5.	<p>Damage to the carriageway</p> <p>The attention of the applicant is drawn to the Highways Act, 1980, which enables the Highway Authority to recover expenses due to extraordinary traffic.</p>
6.	<p>Excavation in close proximity to the highway</p> <p>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. Written approval would be obtained from the Asset Manager, West Berkshire District Council, Environment Department, Council Offices, Market Street, Newbury, RG14 5LD or highwaymaintenance@westberks.gov.uk</p>
7.	<p>Official Postal Address</p> <p>Please complete and online street naming and numbering application form at https://www.westberks.gov.uk/snn to obtain an official postal address(s) once development has started on site. Applying for an official address promptly at the</p>

	beginning of development will be beneficial for obtaining services. Street naming and numbering is a statutory function of the local authority.
8.	<p>Thames Water</p> <p>Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p>
9.	<p>Surface Water</p> <p>Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow guidance under sections 167 & 168 in the National Planning Policy Framework. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services.</p>
10.	<p>Thames Water – Construction</p> <p>If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater</p> <p>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-development/Working-near-or-diverting-our-pipes</p>