

**EASTERN AREA PLANNING COMMITTEE
ON 21 DECEMBER 2011**

UPDATE REPORT

Item No: (2) **Application No:** 11/01564/FULMAJ **Page No.** 45

Site: Land adjacent to Kennet and Avon Canal, Wharf Side, Padworth

Planning Officer Presenting: Emma Fuller

Member Presenting:

Parish Representative speaking: Mr David Clark

Objector(s) speaking: Mr Rob Ebrey

Support(s) speaking: Mr Mike Rodd, Chairman, Kennet & Avon Canal Trust

Applicant/Agent speaking: Dominic Eaton
Aiden Johnson-Hugill
Steven Smallman

Ward Member(s): Councillor Geoff Mayes
Councillor Mollie Lock

Update Information:

Amendment to the recommendation to read:

To DELEGATE to the Head of Planning and Countryside to GRANT PLANNING PERMISSION subject to conditions and completion of a Legal Agreement no later than the 1st February 2012.

Or

Should the legal agreement not be completed by the 1st February 2012 to DELEGATE to the Head of Planning and Countryside to REFUSE PLANNING PERMISSION for the following reason:

The development fails to provide an appropriate scheme of works or off site mitigation measures to accommodate the impact of the development on local infrastructure, services or amenities or provide an appropriate mitigation measure such as a planning obligation. The proposal is therefore contrary to

government advice, Policy CC7 of the South East Plan: The Regional Spatial Strategy for South East England 2006 - 2026 May 2009 and Policy OVS3 of the West Berkshire District Local Plan 1991-2006 Saved Policies 2007 as well as the West Berkshire District Council's adopted SPG4/04 - Delivering Investment from Sustainable Development.

Amendment to condition 2: approved plans to read:

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

Location Plan drawing number 30892_P001 Rev.C received 21st July 2011

Proposed Site Plan drawing number 30892_P090 Rec.C received 30th November 2011

Block A Proposed Plans, Sections & Elevations drawing number 30892_P101 Rev.C received 21st July 2011 – to include amendment (removal of first floor side window serving plot 4).

Block B Proposed Plans, Sections & Elevations drawing number 30892_P102 Rev.B received 21st July 2011

Block C Proposed Plans, Sections & Elevations drawing number 30892_P103 Rev.C received 21st July 2011

Proposed Context Elevations drawing number 30892_P104 Rev.C received 21st July 2011

Context Elevations and Proposed Materials drawing number 30892_P105 Rev.C received 21st July 2011

Visibility Splays and Refuse Collection Strategy drawing number 30892_P114 Rev.B received 30th November 2011.

Reason: To ensure the development is carried out in accordance with national planning guidance and the relevant policies within the South East Plan Regional Spatial Strategy, May 2009 and the relevant Policies within the West Berkshire District Local Plan 1991-2006, Saved Policies 2007.

Letter of representation:

Supplementary letter of objection raised:

- Concern for the impact of the development on parking in the local area.

As a household without any off-street parking we are reliant on parking on Station Road, which is becoming an increasing problem and will only become worse as more houses are built without adequate parking (as is the case with these houses due to the planning restrictions on parking spaces limiting the parking for each property to less than is realistic for a rural area). There are a number of things that could be done to alleviate the problem, including stopping charging for the station car park (which means commuters now park on the street) and looking at where further parking can be provided for visitors to the area (which is popular with canal users). Eg there is a large tarmaced area near the substation at the entrance to Mallard Way, which looks like it could easily be used as a car park (not sure who owns it). The briefing only refers to the existing visitor parking being maintained. Is the adverse impact on parking more widely not a valid basis for objection? I believe a number of other people raised concerns too?

Parking has become significantly worse in the 7 or so years we have lived here. The main drivers of the problem are (1) the addition of the pavement to Station Road, subsequently resulting in it being considered necessary to add yellow lines to restrict parking as the road was now narrower and (2) the charging for the station car park from Jan 2011 (which I believe the Council encouraged Network Rail to do in return for CCTV which never materialised and has only served to force the rail users to park on the street to avoid the charges). NB – the consultation for the yellow lines incorrectly stated the number of parking spaces due to the failure of the highways team to allow for dropped kerbs and a traffic Island.

What would be really appreciated is for some more “joined up thinking” in making some of these decisions, such that the overall impact on the area can be mitigated (or improvements made!). Perhaps some of the s. 106 money could be used to alleviate the parking issues.