

Item No	Application and Parish	No.	8/13 week date	Proposal, Location and Applicant
(1)	17/00968/FULD Tidmarsh Parish Council		17 th August 2017	Demolition of existing B8 (egg distribution warehouse) and five garages, relocation of sewage treatment plant and erection of 4 houses; 2 x semi-detached 2-bed and 2 x semi-detached 3-bed homes with associated garden and parking. The Rancher, Manor Farm Lane, Tidmarsh Reading, Berkshire, RG8 8EX Manor Farm (Tidmarsh) Ltd

To view the plans and drawings relating to this application click the following link:
<http://planning.westberks.gov.uk/rpp/index.asp?caseref=17/00968/FULD>

Recommendation Summary: To **DELEGATE** to the Head of Development and Planning to **GRANT PLANNING PERMISSION subject to the schedule of conditions (section 7.2)**.

Ward Members: Councillor Tim Metcalfe
Councillor Rick Jones

Reason for determination: **Committee** More than ten letters of objection.

Committee Site Visit: 09th August 2017

Contact Officer Details

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1. PLANNING HISTORY

1.1 Below is a summary of the relevant planning history of the application site.

1.1.1 Refused application: 74/00300/ADD Provision of bedsitting room for one

1.1.2 Refused application: 74/00301/ADD Provision of bungalow for staff

1.1.3 Approved application: 75/03208/ADD Alterations to provide staff accommodation

1.1.4 Approved application: 76/04271/ADD Alterations to store to provide staff

1.1.5 Approved application: 78/08947/ADD Provision of a patio

1.1.6 Refused application: 82/18047/ADD Erection of one detached house with garage

1.1.7 Approved application 89/35857/ADD: Erection of proprietary conservatory for residential purposes

2. PUBLICITY

2.1 A site notice was displayed on 29 June 2017 and expired on 20 July 2017. Neighbour notification letters have been sent to 24 local recipients.

2.2 The Council has therefore complied with the publicity requirements of the Town and Country (Development Management Procedure) Order 2015 and the Council's Statement of Community Involvement.

3. CONSULTATIONS AND REPRESENTATIONS

3.1 Consultations

Parish Council: : Objection response received

Risk for the increase in traffic.

Amount of vehicles will exacerbate the problems on the A340 access.

Concerns over emergency vehicle access.

If approved how would large vehicles access the site.

Concern that access at the top of Manor Farm Lane will be increased

Massing and red brick is not in keeping with the area.

No access route for the sewage treatment plant.

Construction work starting at 0730 would clash with residents who commute.

Highways

No objection response subject to conditions. The proposal complies with West Berkshire Council's car parking standards and so should be adequate and not worsen the current arrangements. With regards to visibility onto the A340 – this is an existing deficiency in the highway. It has been demonstrated that proposed vehicle movements for the proposed development would be

comparable with the existing permitted use, as the land is outside of the applicant's control – therefore no improvements to this splay can be undertaken

Waste Management	No objection comments received subject to conditions, as no issues are raised with regard to the storage and collection of waste from the 4 proposed properties.
Environmental Health	No objection response received subject to conditions due to previous uses of the site that could have caused contamination, traffic noise from the A340 that could impact on the amenity of future residents and the need to control demolition and construction activities.
Public Rights of way	No objection response received subject to the installation of a footpath sign at the junction with the A340.
Pang Valley Group of Ramblers	No objection comments received subject to condition with regard to operatives' vehicles parking on the footpath.
Environmental Agency:	No comment response received stating that the proposal was outside the Environmental Agency's consultation criteria.

3.2 Representations

Total: 12	Object: 12	Support: 0
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Twelve letters have been received. In addition a response to the comments was submitted by the applicant. The relevant planning comments are summarised below:

- Massing is not in keeping with the semi rural setting
- Setting in terms of the sizes of gardens
- Visitor parking not addressed, dwellings have insufficient parking
- Access rights to the land
- Four houses will generate a high number of visitors
- Restricted and difficult access to and from the A340.
- Increasing traffic to the lane
- Freehold ownership of the garages
- The rear properties of No 1-5 Manor Farm Lane are prone to flooding.
- Construction vehicles and operators' parking will seriously impact the residents
- Previous applications to refuse the Rancher
- The proposal should include parking allocation of the Rancher.
- Cottages to the north will be overlooked
- Overdevelopment
- Loss of trees

Response comments from the applicant

- Design suitable for this location
- The gardens comply with current standards
- There is a diverse range of design within Manor Farm Lane
- The red line is correct
- No 1-5 Manor Farm have rights of access to the rear which have been maintained.

- Transport studies and report have been provided by iTransport.
- The opening of the top lane of Manor Farm Lane is not part of this application.
- The Rancher has parking within its curtilage

4. PLANNING POLICY

4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the determination of any planning application must be made in accordance with the development plan unless material considerations indicate otherwise. The statutory Development Plan comprises:

- West Berkshire Core Strategy (2006-2026)
- The Housing Site Allocations Development Plan Document (HSA DPD May 2017)
- West Berkshire District Local Plan 1991-2006 (Saved Policies 2007)

4.2 The West Berkshire Core Strategy was adopted by the Council in 2012 and as such now forms the Local Plan. Therefore the following policies carry significant weight in the consideration and decision making process:

- ADPP1: Spatial Strategy
- ADPP5: North Wessex Downs Area of Outstanding Natural Beauty
- Policy CS1: Delivering New Homes and Retaining the Housing Stock
- Policy CS4: Housing Type and Mix
- Policy CS5: Infrastructure Requirements and Delivery
- Policy CS 6: Provision of Affordable Housing
- Policy CS 9 Location and Type of Business Development
- Policy CS13: Transport
- Policy CS14: Design Principles
- Policy CS16: Flooding
- Policy CS19: Historic Environment and Landscape Character

4.3 The Housing Site Allocations Development Plan Document (HSA DPD) is the second DPD of the new West Berkshire Local Plan. It allocates non-strategic housing sites and sites for gypsies, travellers and travelling show people, and provides updated residential parking standards and a set of policies to guide housing in the countryside. The HSADPD has gone through examination and following revisions by the Inspector, the final document has now been approved by the Council (09 May 2017). As such the HSADPD is now part of the development plan. The following policy from the HSA DPD is relevant to this development:

- P1: Residential parking for new development

4.4 The West Berkshire Core Strategy replaced a number of Planning Policies in the West Berkshire District Local Plan 1991-2006 Saved Policies 2007. However the following Policies remain in place until they are replaced by development plan documents and should be given due weight according to their degree of consistency with the National Planning Policy Framework:

- TRANS.1: Meeting the Transport Needs of New Development
- OVS.5: Environmental Nuisance and Pollution Control
- OVS.6: Noise Pollution

4.5 The National Planning Policy Framework (NPPF) was published in March 2012. The Framework sets out Government planning policies for England and how these are expected to be applied. It is a material consideration in planning decisions.

4.6 The National Planning Practice Guidance (NPPG) was published in March 2014 (<http://planningguidance.planningportal.gov.uk/blog/guidance/>). The Planning Practice Guidance is a material consideration for all planning decisions and provides guidance on planning procedural matters including how to attach planning conditions to permissions and other material planning considerations.

4.7 In addition, the following locally adopted policy document is relevant to this application:

- The National Planning Policy Framework (March 2012) (NPPF).
- West Berkshire Supplementary Planning Document Series: Quality Design (SPDQD), (adopted June 2006)
- West Berkshire Supplementary Planning Document: Quality Design: Quality Design : Part 1 Achieving Quality Design
- West Berkshire Supplementary Planning Document: Quality Design: Part 2 Residential Development
- West Berkshire Supplementary Planning Guidance 04/2 House Extensions (July 2004)
- West Berkshire Supplementary Planning Document: Delivering Investment from Sustainable Development
- West Berkshire Supplementary Planning Document: Planning Obligations (2015)
- North Wessex Downs AONB Management Plan
- Manual for Streets (DfT; March 2007)
- Manual for Streets 2 (DfT; September 2010)

5. DESCRIPTION OF DEVELOPMENT AND THE SITE

5.1 This application seeks full permission for the demolition of the existing B8 (egg distribution building) and five garages, relocation of an existing sewage treatment plant and the erection of 4 dwellings; 2 x semi-detached 2-bed dwellings and 2 x semi-detached 3-bed dwellings with associated garden and parking at Land to the south east of the Rancher, Manor Farm Lane, Tidmarsh, Reading, Berkshire, RG8 8EX.

5.2 The proposed 4 No dwellings will consist of two floors with the vehicle parking proposed to the front (northern) elevation. Amenity space will be provided to the rear (south of the site).

5.3 Each 2 bedroom dwelling will be provided with 2 parking spaces. The 3 bedroom dwellings will each be provided with 2 parking spaces and a carport.

5.4 The existing building will be demolished and the existing access off Manor Farm Lane will be utilised to provide access to the site. A bin collection area has been provided in a suitable location close to the collection vehicle stopping point on Manor Farm Lane.

5.5 The site is serviced by an existing sewage treatment plant located in the middle of the plot. It is proposed that the sewage treatment plant will be moved south and installed underground. A fence around the sewage treatment plant is also proposed.

5.6 As this application is for less than 5 dwellings, there is no policy requirement for the provision of affordable housing.

5.7 The site is set within the settlement boundary in Tidmarsh and is also located within the North Wessex Downs Area of Outstanding Natural Beauty. The site consists of an existing B8 -egg distribution building which will be replaced by two sets of semi detached dwellings. The existing egg distribution building is a single storey structure. The site benefits from an existing access from Manor Farm Lane. To the north of the site is a row of 5 No terraced cottages along Manor Farm Lane, which is also a designated a Right of Way Footpath that links the site to the A340 located to the east.

5.8 There are detached cottages located to the north of Manor Farm Lane namely Church Cott, Four Oaks, Avalon and Cherry Trees. The Rancher is a detached property located to the west of the site. Immediately to the west of the garages to be demolished is a terrace of previous garages converted into dwellings (3 units). These converted garages are outside the realm of this planning application.

5.9 There has been recent applications for Certificates of Lawfulness (Existing use) for these three units and the current status of the applications is outlined below:

- 17/01018/CERTE (One dwelling): The Bungalow, Manor Farm Lane – **Pending Consideration**
- 17/01017/CERTE: The Bungalow - Unit 1 , Manor Farm Lane – **Refused**
- 17/01013/CERTE: The Bungalow - Unit 3 , Manor Farm Lane – **Pending Consideration**

6. APPRAISAL

The main issues for consideration in the determination of this application are:

6.1 The principle of development,

6.2 The impact on the character and appearance of the AONB area.

6.3 The impact on neighbour's amenity and adjoining land uses in terms of:

- Sunlight/Daylight
- overlooking / privacy
- overbearing
- noise and disturbance

6.4 The impact upon transport, highways and footpath (safety and use),

6.5 Garden amenity standards

6.6 The impact on Green Infrastructure

6.7 The Impact on Flooding and Drainage

Other matters:

6.8 Sewage treatment plant located on Agricultural Land

6.9 Community Infrastructure Levy

6.10 The assessment of sustainable development

6.1 Principle of the development

6.1.1 The site is located within a defined settlement boundary in Tidmarsh. The principle of residential development is therefore considered acceptable subject to compliance with other policies and material considerations.

- 6.1.2 Policy ADPP1 of the West Berkshire Core Strategy 2006-2026 identifies the District Settlement Hierarchy where new development will be focused, primarily on previously developed land.
- 6.1.3 Policy ADPP5 outlines that there will be further opportunities for infill development and for development on previously developed land. New housing allocations will be focused on the rural service centres and service villages within the North Wessex Downs, with the emphasis on meeting identified local needs. As an infill development within a settlement, the proposal complies with Policy ADPP5.
- 6.1.4 Policy CS 1 Delivering New Homes and Retaining the Housing Stock of the West Berkshire Core Strategy states that new homes will be located in accordance with the settlement hierarchy outlined in the spatial strategy and area delivery plan policies as indicated above. Policy CS1 further states that new homes will be primarily developed on suitable previously developed land within settlement boundaries and other suitable land within settlement boundaries. The site is considered brownfield land in terms of being previously developed, as such the proposal is consistent with Policy CS1.
- 6.1.5 Policy CS 4 Housing Type and Mix states that residential development will be expected to contribute to the delivery of an appropriate mix of dwelling types and sizes to meet the housing needs of all sectors of the community, including those with specialist requirements. The mix on an individual site should have regard to the character of the surrounding area, the accessibility of the location and availability of existing and proposed local services, facilities and infrastructure. Policy CS4 is complied with, as the proposed semi detached dwellings will positively add to the dwelling mix within the area.
- 6.1.6 Policy CS 9 Location and Type of Business Development provides that proposals for industry, distribution and storage uses will be directed to the District's defined Protected Employment Areas. Policy CS 9 focuses mainly on the loss of office space as a key material consideration to be granted weight.
- 6.1.7 The loss of the B8 building (warehouse and distribution) would be a negative against the proposal, however the site is isolated and away from protected employment areas, as such there is no policy requirement for the protection of the existing B8 use on this site.
- 6.1.8 The proposed new dwellings on this site will comply with the above policies and will be located within a defined settlement boundary. As such the proposal is considered to be acceptable in principle, subject to compliance with other planning policies and material considerations as listed above and fully considered below.

6.2 The Impact upon the character and appearance of the site and the AONB area

- 6.2.1 The NPPF is clear that good design is indivisible from good planning, it 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.

- 6.2.2 Policies CS14 and CS19 of the West Berkshire Core Strategy 2006 - 2026 are also relevant in this instance. Policy CS14 states that new development must demonstrate high quality and sustainable design that respects and enhances the character and appearance of the area, and makes a positive contribution to the quality of life in West Berkshire.
- 6.2.3 The area is characterised by a mixture of building styles, but predominately semi detached and detached properties. Gable and pitched roof designs are a common design feature within the area. Red brick and render are commonly in use as external finishes. The amended final design includes a reduced roof ridge height, which matches the adjacent cottages at No 1 – 5 Manor Farm Lane. The final plans also include a removal of the first floor windows on the northern elevation. The removal of the windows followed overlooking and loss of privacy objections from adjacent properties.
- 6.2.4 The proposed dwellings are set behind the cottages at No 1 -5 Manor Farm Lane and will be seen from the footpath by way of glimpses through the access. The roof design, overall massing, bulk and the effective appearance of the dwellings and how they relate to the adjacent built form will not result in an adverse impact on the character and appearance of the area including the wider AONB. To the south of the site, the land use is agricultural with mature trees offering significant screening along the boundaries. There are minimal impacts on the character and appearance of the AONB area.
- 6.2.5 It is considered that the design, scale, bulk and appearance of the development is acceptable and will not be detrimental to the character and appearance of the area and the adjacent dwellings.

6.3 The impact on the neighbouring amenity and adjoining land uses;

- 6.3.1 Securing a good standard of amenity for all existing and future occupants of land and buildings is one of the core planning principles of the National Planning Policy Framework.
- 6.3.2 West Berkshire Core Strategy Core Strategy Policy CS14 states that new development must make a positive contribution to the quality of life in West Berkshire.
- 6.3.3 The neighbouring properties closest to the proposed development are No 1 – 5 Manor Farm Lane. The existing units located to the north west are converted outbuildings which are currently the subject of applications for Certificate of Lawfulness – existing use (Section 5.9 of this report). Notwithstanding the pending decisions on these units, it is considered that the final amended plans will not result in any impact on these units due to the level of changes on the proposed northern elevations, as discussed below.
- 6.3.4 The proposed dwellings will be located approximately 10 metres from the rear garden fences for No 1 – 5 Manor Farm Lane.
- Sunlight / daylight
- 6.3.5 The development is a sufficient distance from the neighbouring gardens and will not present an impact on neighbouring amenity in terms of overshadowing, a loss of sunlight and daylight.

Overlooking / privacy

- 6.3.6 The proposed dwellings will be located approximately 24 metres from the rear walls at Nos 1 – 5 Manor Farm Lane. This distance has been measured from wall to wall. The original plans included windows at first floor level on the northern elevations of the dwellings. However following overlooking and loss of privacy objections from the neighbours at No 1 – 5 Manor Farm Lane, this has been addressed sufficiently on the final plans. The bedroom windows have been revised and bathroom windows have been inserted to the front elevations. The Supplementary Planning Document: Quality Design: Part 2 Residential Development states that at the rear of a dwelling the expectation of the resident will be that they should experience a high level of privacy and that overlooking windows, whether in neighbouring workplaces or other homes, should be avoided or be some distance away. There is a long established good practice guideline of 21 metres as a minimum privacy distance between houses backing onto each other.
- 6.3.7 A blocked in tax window has been introduced to the front elevations of the larger semi detached pair to the west. Roof lights have been added to provide light to the proposed first floor bedrooms. Obscure glazing is proposed on each of the bathroom windows on the northern elevation. It is considered that amended window designs and the distances between the properties would secure a sufficiently good standard of amenity.

Overbearing

- 6.3.8 Given the separation distances to the properties at No 1 – 5 Manor Farm Lane, the acceptable design, scale, size and form, it is considered that the proposed development will not present an overbearing impact on neighbouring amenity.

Noise and disturbance

- 6.3.9 As the development involves demolition, a restriction on the hours of work can be secured by condition. However as the use is residential, there would be no long term additional noise and disturbance than that currently experienced by the adjacent properties.
- 6.3.10 Overall it is considered that the proposed development will secure sufficient levels of amenity for existing and future occupiers of neighbouring properties and the occupants of the proposed new dwellings.

6.4 The impact on the Transport, Highways and Footpath (safety and use)

- 6.4.1 Road safety in West Berkshire is a key consideration for all development in accordance with Core Strategy Policy CS13.
- 6.4.2 Chapter 4 of the NPPF relates to promoting sustainable transport and giving people real choice about how they travel. There is recognition that opportunity to ‘maximise sustainable transport solutions will vary in different areas’ (paragraph 29).
- 6.4.3 All proposals for development that generate significant amounts of movement will need to be supported by a Transport Statement or Transport Assessment. Decisions should take into account whether opportunities for sustainable transport have been taken to reduce the need for major transport infrastructure; safe and suitable access to the site can be achieved for all people; and improvements within the network can be undertaken to effectively limit the significant impacts of the development (paragraph 32).

- 6.4.4 Importantly, development should only be prevented or refused on transport grounds where the residential cumulative impacts of development are “severe” (Paragraph 32).
- 6.4.5 With regard to ease of movement, the PPG states that the ability to move safely, conveniently and efficiently to and within a place will have a great influence on how successful it is. Furthermore, a place should have an appropriate number of routes to and through it, not too many to make it anonymous but enough to allow easy legitimate movement.
- 6.4.6 The PPG sets out the scope and level of detail which will be need to be included within a Transport Statement. Following initial comments by the Highways Officer objecting to the proposal, the applicant has submitted an amended Transport Statement and additional information.
- 6.4.7 Policy P1 of the HSADPD outlines that the parking standards for new residential development. The layout and design of parking spaces should follow the parking design guidance from the Building for Life Partnership, 2012 and principles contained in the Manual for Streets in order that good quality homes and neighbourhoods are created. A total of 10 driveway car parking spaces are required. This has been met with the inclusion of the proposed car ports. The car ports have no link to the main dwelling which is acceptable for parking purposes. A condition restricting the permitted development rights for the conversion of the car ports will be attached to ensure that the car ports are retained for parking purposes.
- 6.4.8 Policy TRANS1 of the West Berkshire Local Plan Saved Policies 2007 states that the transportation needs of new development should be met through the provision of a range of facilities associated with different transport modes including public transport, walking, cycling and parking provision. The level of parking provision will depend on the availability of alternative modes, having regard to the maximum standards adopted by West Berkshire Council. Cycle parking will be provided in line with the West Berkshire Cycle and Motorcycle Advice and Standards for New Development. This requires a total of 2 cycle parking spaces per unit that will be provided within the cartilage sheds of the properties.
- 6.4.9 As discussed above, following an initial objection by the Council’s Highway Officers, the applicant submitted an amended Transport Statement, which included details of existing and proposed vehicle trips. Due to the level of Highway objections, an assessment of the existing and proposed vehicle movements is outlined below:
- 6.4.10 **B8 Egg Packing Business (To be demolished)**
- 2 deliveries per week - 4 movements – 1 large van and one 7.5 tonne
 - Transit Van – 16 movements per week
 - 20 other vehicle movements per week.
 - Total of 40 vehicle movements per week or 9 per day.
- 6.4.11 **Garage Units (To be demolished)**
- 8 vehicle movements per day – McCarthy Properties
 - 4 vehicle movements per day – catering business
 - Total of 12 daily movements.
- 6.4.12 The total existing uses generate an approximate total of 21 daily vehicle movements.

6.4.13 Proposed residential use

6.4.14 The Highway Officer has indicated that it is not the size of the dwellings that should be taken into consideration, but the location. The site is located within an area where there is a heavy reliance on the private vehicle which has ultimately set the required car parking standards – 2 spaces for each 2-bedroom property and 2.5 spaces for each 3 bedroom property.

6.4.15 The applicant submitted a Transport Statement which at Table 3 provides data from TRICS based upon bedroom numbers which indicates an overall figure of 22 vehicle movements per day. The Highway Officer's figure of likely vehicle movements was approximately 24 due to the rural location. This is an increase of around 1-3 vehicle movements per day on the existing permitted uses, which is considered too minimal to warrant a refusal on Highway grounds.

6.4.16 The Highways Officer has also concluded that the Manor Farm Lane access onto the A340 does have sub-standard existing visibility splays. The information submitted identifies that this proposal would generate a level of vehicle movements comparably similar to the existing uses on the site. Therefore refusal on this ground would be very difficult to defend at appeal.

6.4.17 Public Rights of Way use

6.4.18 Manor Farm Lane is a designated footpath (Tidmarsh Footpath 7-3.). The existing vehicle movements accessing the site from the A340 are similar to the likely vehicle movements for the proposed dwellings. It is therefore considered that there will be no increased impacts on the users of the footpath. The Council's Rights of Way Officer (ROWO) has requested that the footpath signpost at the junction with the A340 be replaced as part of the development. The sign post would be required to state that "THIS IS A PUBLIC FOOTPATH NO ACCESS FOR UNAUTHORISED VEHICLES". The Council has indicated that it can supply and deliver the sign to reinforce the existence of the footpath. As the application has generated highway and footpath safety concerns, it is considered that a condition requiring the installation of the sign would be reasonable and necessary.

6.4.19 Overall, it is considered that the proposed development would not have a material impact on highway safety and would be provided with sufficient parking. The proposed development is considered to meet Highway and safety requirements and complies with the NPPF, Policy CS13 of the Core Strategy, Policy TRANS1 of the West Berkshire Local Plan Saved Policies 2007 and Policy P1 of the HSADPD.

6.5 Garden Amenity Standards

6.5.1 Securing a good standard of amenity for future occupants of land and buildings is one of the core planning principles of the Framework. According to Part 2 of the Council's Supplementary Planning Document "Quality Design (SPDQD), the Council considers it essential for the living conditions of future residents that suitable outdoor amenity space (e.g. private gardens) is provided in most new residential development.

6.5.2 The proposed garden space for the new dwellings would be required to meet the standard of 70 square metres for a 2 bedroom dwelling and 100 square metres for 3 bedroom dwelling as required by Supplementary Planning Document SPD: Quality Design, part 2 Residential Development. The following garden sizes are proposed:

- House 1 (2 bedrooms) = 73 square metres

- House 2 (2 bedrooms) = 87 square metres
- House 3 (3 bedrooms) = 104 square metres
- House 4 (3 bedrooms) = 103 square metres

6.5.3 The proposed and useable main garden areas for each dwelling are compliant with the size and use guidance within the SPDQD.

6.6 The impact on Green Infrastructure;

6.6.1 Policy CS18 seeks to protect and enhance the District's green infrastructure. The trees on the site are not subject to any protection by Tree Preservation Orders. It is recognised that the trees on the site may be of value in terms of landscaping within the site. It is considered that a condition requesting a plan of the trees to be retained is appropriate.

6.7 The Impact on Flooding and Drainage

6.7.1 The NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. Core Strategy Policy CS16 (Flooding) applies across the district and highlights the cumulative impacts of development on flooding within the district. The proposed dwellings and the sewage treatment plant are located within the Environmental Agency's (EA) Ground Water Source Zone. As the proposal includes a sewage treatment plant within a Ground Water Source Zone, the Council consulted the Environment Agency, however no comments were received and after a follow up email, the EA stated that the application did not meet any of their consultation criteria. No further comments have been received from the Council's Drainage Engineer.

6.7.2 There is no planning policy restricting the installation of an underground sewage treatment plant, however regulations exist as part of the Building Control process to ensure sufficient standards of installation are met. As such officers are content with the inclusion of the sewage treatment plant as part of this proposal.

6.7.3 Policy CS16 states that on all development sites, surface water will be managed in a sustainable manner through the implementation of Sustainable Drainage Methods (SuDS). A condition requiring sustainable drainage measures has been attached accordingly.

6.8 Other Matters

6.8.1 The relevant planning comments received from local residents have been considered fully as part of this committee report, no other objections have been received.

Sewage treatment plant located on Agricultural Land

6.8.2 The proposed sewage treatment plant will be re-located on to an area designated as agricultural land. The area to the south of the site is approximately 36 square metres and is set away from the field. It is considered that location of the sewage treatment plant will not impact on any existing or future agricultural activities. In addition the sewage treatment plant will be stored underground and the site enclosed by fencing, therefore any landscape impacts will be minimal and largely as a result of the proposed fence. The type and appearance of the fence can be requested by condition. The loss of the agricultural land is considered to be minimal.

Community Infrastructure Levy

- 6.8.3 Core Strategy Policy CS5 (Infrastructure) states that the Council will work with infrastructure providers and stakeholders to identify requirements for infrastructure provision and services for new development and will seek to co-ordinate infrastructure delivery. The Council has implemented its Community Infrastructure Levy (CIL) as from 1st April 2015.
- 6.8.4 Under the Community Infrastructure Levy Charging Schedule adopted by West Berkshire Council and the government Community Infrastructure Levy Regulations, residential development of 100m² or more will be liable to pay the Community Infrastructure Levy.
- 6.8.5 The existing egg building does not fall within residential use class C3. The proposal's total proposed gross internal floor space area (GIA is 353 square metres (excludes the roofspace).
- 6.8.6 As such this application is CIL Liable and the Community Infrastructure Levy liability notice detailing the chargeable amount will be sent under separate cover. Applicants may claim an exemption (subject to meeting the criteria) from the charge where the required forms for the Assumption of Liability, exemption request and supporting documentation have been provided to the local authority.

The assessment of sustainable development

- 6.8.7 At the heart of the NPPF is a presumption in favour of sustainable development, the NPPF identifies three dimensions to sustainable development: economic, social and environmental. The policies of the NPPF, taken as a whole, constitute the Government's view of what sustainable development in England means in practice for the planning system and emphasises that a presumption in favour of sustainable development should be the basis for every plan, and every decision.
- 6.8.8 Economic Dimension: It is considered that the proposal makes no significant contribution to the wider economic dimension of sustainable development. There would be a temporary benefit in terms of additional employment during the construction period and the provision of additional housing within a defined settlement.
- 6.8.9 Environmental dimension: With regard to the environmental role of fundamentally contributing to protecting and enhancing our natural, built and historic environment, the impact on the character and appearance of the surrounding area has been assessed as part of this application. It is considered that the proposal sufficiently respects and preserves the existing natural and built environment and that the proposal adequately protects and enhances the prevailing pattern of development in the AONB area and the site specifically.
- 6.8.10 Social dimension: It is considered that the proposal makes no significant contribution to the wider social dimension of sustainable development. Social considerations overlap those of environmental in terms of amenity provision. It is considered that following an assessment of the highway impacts and the impacts on existing amenity levels, the final amended scheme sufficiently secures an acceptable level of amenity for adjoining land users.
- 6.8.11 For the above reasons it is considered that the proposed development is supported by the presumption in favour of sustainable development as outlined within the NPPF.

6.9 Conclusion, Planning Balance and recommendation

- 6.9.1 Having regard to the relevant development plan policy considerations and the other material considerations referred to above, it is considered that given the clear reasons in support, the proposed development is acceptable and a conditional approval is justifiable for the following reasons:
- 6.9.2 The proposal will not unduly harm the character and appearance of the surrounding area, or neighbouring amenity. The proposal will ensure sufficient provision of parking and movement to secure the safety of highway and footpath users. There are no other material considerations that indicate planning permission should otherwise be refused. It is recommended that the application be approved.
- 6.9.3 This decision has been considered using the relevant policies related to the proposal. These are; ADPP1, ADPP5, CS1, CS4, CS5, CS6, CS9, CS13, CS14, CS15, CS16 and CS19 of The West Berkshire Core Strategy 2006 - 2026, Policy OVS5, OVS6, TRANS1 of the West Berkshire District Local Plan 1991-2006 Saved Policies 2007, Policy P1 of the West Berkshire Council Housing Site Allocations Development Plan Document (May 2017) (DPD), and the National Planning Policy Framework.

7. FULL RECOMMENDATION

7.1 DELEGATE to the Head of Development & Planning to GRANT PLANNING PERMISSION subject to the schedule of conditions (Section 7.2).

7.2 Schedule of conditions

1. Time Limit

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 and documents

The development hereby permitted shall be carried out in accordance with the application form, the design and access statement, the amended transport statement, the amended location plan, and the following approved drawings:

- a) Proposed site plan drawing No PL-05 received on 12 April 2017
- b) Amended proposed plans drawing No PL-07C received on 28 July 2017
- c) Amended proposed elevations drawing No PL-08 C received on 28 July 2017
- d) Amended proposed section through site drawing No PL-10B received on 22 June 2017
- e) Amended existing and proposed block plan drawing No PL-03B received on 22 June 2017
- f) Visibility splays drawing No TB12502-GA-005 received on 09 June 2017.

- g) Proposed swept path analysis – fire tender and large panel van drawing No TB12502-GA-001 received on 09 June 2017.

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

3. Schedule of materials (details required)

No development shall take place until samples, and an accompanying schedule, of the materials to be used in the construction of the external surfaces of the dwellings and hard surfaced areas hereby permitted, have been submitted to and approved in writing by the Local Planning Authority. Samples of the materials shall be made available for inspection on request. Thereafter the development shall be carried out in accordance with the approved materials.

Reason: To ensure that the external materials are visually attractive and respond to local character. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), the National Planning Practice Guidance (March 2014), Policies ADPP5, CS14 and CS19 of the West Berkshire Core Strategy (2006-2026) and the Supplementary Planning Document Quality Design (June 2006).

4. Details of boundary treatment (details required)

No development shall take place until details, to include a plan, indicating the positions, design, materials and type of boundary treatment to be erected around the dwellings and the sewage treatment plant have been submitted to and approved in writing by the Local Planning Authority. The boundary treatment shall be completed in accordance with the approved scheme before the dwellings hereby permitted are 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 approved boundary treatments shall thereafter be retained.

Reason: The boundary treatment is an essential element in the detailed design of this development and the application is not accompanied by sufficient details to enable the Local Planning Authority to give proper consideration to these matters. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), Policies CS14 and CS19 of the West Berkshire Core Strategy (2006-2026), and the Supplementary Planning Document Quality Design (June 2006).

5. Unforeseen contamination

Should any unforeseen contamination be encountered during the development, the developer shall inform the Local Planning Authority immediately. Any subsequent investigation/remedial/protective works deemed necessary by the Local Planning Authority shall be carried out to agreed timescales and approved by the Local Planning Authority in writing. If no contamination is encountered during the development, a letter confirming this fact shall be submitted to the Local Planning Authority upon completion of the development.

Reason: In order to protect the amenities of proposed occupants of the application site. This condition is imposed in accordance with the National Planning Policy Framework (2012) and Policy OVS5 of the West Berkshire District Local Plan (1991-2006) Saved Policies 2007.

6. Noise protection scheme (details required)

No development shall commence until details of a scheme of works, for protecting the occupiers of the development from externally generated noise, have been submitted to and approved in writing by the Local Planning Authority. All works forming part of the scheme shall be completed before any dwelling is first occupied.

Reason: In order to protect the amenities of proposed occupiers of the development. This condition is imposed in accordance with the National Planning Policy and Policy OVS6 of the West Berkshire District Local Plan (1991-2006) Saved Policies 2007.

7. Hours of working

The hours of work for all contractors for the duration of the site development shall unless otherwise agreed by the Local Planning Authority in writing be limited to:

7:30am to 6:00pm Mondays to Fridays;
8:30am to 1:00pm Saturdays;
nor at any time on Sundays or Bank Holidays.

Reason: To safeguard the amenities of adjoining land users and occupiers. This is in accordance with the National Planning Policy Framework (March 2012), 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.

8. Refuse and recycling

The dwellings hereby approved shall not be occupied until the refuse and recycling facilities have been provided in accordance with the approved details. The refuse and recycling facilities shall be retained for this purpose thereafter.

Reason: To ensure that there is adequate and safe refuse/recycling facilities within the site. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), Policies CS13 and CS14 of the West Berkshire Core Strategy (2006-2026), and the Supplementary Planning Document Quality Design (June 2006).

9. Tree protection scheme (details required)

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

10. Surface water drainage (details required)

No development shall take place until a scheme of surface water drainage has been submitted to and approved in writing by the Local Planning Authority. The scheme shall incorporate sustainable drainage principles to deal with surface water run-off from the roof of the dwellings and within the application site. The dwellings hereby permitted shall not be first occupied until the scheme of surface water drainage has been implemented in accordance with the approved details. The approved method of surface water drainage shall be retained and maintained thereafter.

Reason: To ensure that surface water will be managed in a sustainable manner. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), Policy CS16 of the West Berkshire Core Strategy (2006-2026) and Supplementary Planning Document Quality Design – Part 4 Sustainable Design Techniques (June 2006).

11. Construction Method Statement (details required)

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

- a) The parking of vehicles of site operatives and visitors
- b) Loading and unloading of plant and materials
- c) Storage of plant and materials used in constructing the development
- d) The erection and maintenance of security hoarding including 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 scheme given full details of how any spoil or debris arising from the proposed development will be disposed of.

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 (March 2012), Policies CS5 and CS13 of the West Berkshire Core Strategy (2006-2026) and Policy TRANS 1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

12. Vehicle parking and turning space

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

Reason: To ensure the development is provided with adequate parking facilities, in order to reduce the likelihood of roadside parking that would adversely affect road safety and the flow of traffic. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), Policy CS13 of the West Berkshire Core Strategy (2006-2026), Policy TRANS1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007) and Policy P1 of the Housing Site Allocation DPD.

13. Cycle parking and storage

No dwelling shall be occupied until the cycle parking has been provided in accordance with the approved drawings and this area shall thereafter be kept available for the parking of cycles at all times.

Reason: To ensure the development reduces reliance on private motor vehicles and assists with the parking, storage and security of cycles. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), Policy CS13 of the West Berkshire Core Strategy (2006-2026), Policy TRANS1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007) and Policy P1 of the Housing Site Allocation DPD.

14. Windows on north elevation – obscure glazing

The windows at first floor level, including roof lights in the northern elevations on all four dwellings shall be top hung and fitted with obscure glass before the dwellings hereby permitted are occupied. The obscure glazing shall be permanently retained in that condition thereafter.

Reason: In the interests of the privacy and amenity of neighbouring properties and to prevent the overlooking of adjacent properties in the interests of neighbouring amenity. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), Policy CS14 of the West Berkshire Core Strategy (2006-2026), Supplementary Planning Document Quality Design (2006) and Supplementary Planning Guidance 04/2 House Extensions (July 2004).

15. Footpath signpost

No development shall take place until a footpath signpost at the junction with the A340 has been installed in an appropriate location agreed in writing with the Local Planning Authority. The message details and location of the sign and signpost shall be agreed in writing with the Local Planning Authority and shown on a plan prior to any development commencing. The approved sign and signpost shall be retained thereafter as part of the proposed development.

Reason: To reinforce the existence of Manor Farm Lane as a designated footpath, to warn vehicles entering the site and to maintain the safety between vehicles and pedestrians. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), and Policies CS 13 and CS14 of the West Berkshire Core Strategy.

16. Car Ports – Parking use and PD Removal

Irrespective of the provisions of The Town and Country Planning (General Permitted Development) Order 2015, the car ports approved on the site shall not be used for any purpose other than as parking spaces for the dwellings, unless permission has been granted by the Local Planning Authority as a result of an application being submitted for that purpose.

Reason: To ensure that the car ports are kept available for vehicle parking in the interest of road safety. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), Policies CS13 and CS14 of the West Berkshire Core Strategy (2006-2026), Policy TRANS1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007) and Policy P1 of the Housing Site Allocation DPD.

17. Extensions, alterations, ancillary outbuildings – PD Removal

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), no extensions, alterations, buildings or other development which would otherwise be permitted by Schedule 2, Part 1, Classes A, 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.

Reason: To prevent the overdevelopment of the site, given the limited amenity space, and in the interests of respecting the character and appearance of the surrounding area. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), Policies ADPP5, CS14, CS18 and CS19 of the West Berkshire Core Strategy (2006-2026) and Supplementary Planning Document Quality Design (June 2006).

18. Windows/ dormer windows and roof lights – PD Removal

Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking, re-enacting or modifying that Order), no windows including dormer windows and roof lights (other than those expressly authorised by this permission) which would otherwise be permitted by Schedule 2, Part 1, of that Order shall be constructed at first floor level or the roof slope on the northern elevations of the dwellings hereby permitted, without planning permission being granted by the Local Planning Authority on an application made for that purpose.

Reason: In the interests of the privacy and amenity of neighbouring properties and to prevent the overlooking of adjacent properties in the interests of neighbouring amenity. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), Policy CS14 of the West Berkshire Core Strategy (2006-2026), Supplementary Planning Document Quality Design (2006) and Supplementary Planning Guidance 04/2 House Extensions (July 2004).

INFORMATIVE:

Construction / demolition Noise

The attention of the applicant is drawn to the requirements of Section 60 of the Control of Pollution Act 1974 in respect of the minimisation of noise on construction and demolition sites. Application, under Section 61 of the Act, for prior consent to the works, can be made to the Environmental Health and Licensing Manager.

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.

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.