

**EASTERN AREA PLANNING COMMITTEE**  
**3<sup>RD</sup> JUNE 2020**

**UPDATE REPORT**

**Item No:** (1)                      **Application No:** 19/02879/FULD                      **Page No.** 21-40

**Site:** Theale Motor Ltd, Church Street, Theale, RG7 5BU

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**Planning Officer Presenting:** Lydia Mather

**Member Presenting:** N/A

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**Written submissions**

**Parish Council:** Theale Parish Council

**Objector(s):** N/A

**Supporter(s):** N/A

**Applicant/Agent:** Agent – Tom Rumble

**Ward Member(s) speaking:** Councillor Alan Macro

**1. Additional Consultation Responses**

<b>Public representations:</b>	No further representations received.
<b>Conservation:</b>	Conditions requested on details of windows/doors, external services, eaves/fascia details have been omitted from the main agenda. These details are essential in securing a high quality scheme especially given its location adjacent to a conservation area and close to several listed buildings.
<b>Ward Member:</b>	Planning history omits 97/50487/FUL permission for the existing car showroom. Question on height of 1-3 Church Street from street level. Error on 1 <sup>st</sup> and 2 <sup>nd</sup> floor plans – units 5 and 7 are both 2 bedroom, not 1 bedroom. Question on visibility splay required by Highways – 2.4 by 43 metres (6.28 of report) or 2.4 by 33 metres (condition 7).

## 2. Responses to Additional Consultation Comments

The conditions requested by Conservation have been accidentally omitted in the original agenda report. The original full comments requesting these conditions and the reasoning for them are copied below.

*The applicant has made the following amendments in response to my earlier comments:*

*1. Further reduction in the eaves and ridge height of the main block adjacent to Station Road  
Whilst the corner buildings remain slightly higher than the Coop, I do not consider that this is significant enough to harm the setting of the CA. The further reduction in their height means that they now better reflect the scale and height of the surrounding buildings (and I note that they are now below the height of the Grade II listed Crown Inn on the opposite side of the road).*

*2. Introduction of a traditional stall riser along the shopfront  
The shopfront now better reflects the traditional shopfronts in the High Street.*

*3. Gable widths of the corner buildings have been reduced  
The gables fronting the corner buildings have been reduced in width so that they reflect the traditional narrow gables that characterise the area.*

*I welcome the positive progression this scheme has made since the submission of the original drawings. The proposal now reflects the traditional scale, form and character of the adjacent conservation area. I particularly welcome the fact that the built form has been broken down into different elements, the scale and height of which reduces towards the neighbouring Grade II listed cottages, 1-3 Church Street.*

*The above further amendments have now addressed all of my concerns. If you are minded to approve the application then I recommend the following conditions are attached: samples of materials, new windows areas of glazing and doors, details of external services, details of eaves and fascia.*

Permission 97/50487/FUL was granted in July 1997 for the demolition of existing petrol station and erection of new car showroom. The Council's records have this permission under 1 Church Street.

1-3 Church Street immediately to the west of the application site is 6.9 metres in height from street level. It is shown on the proposed elevations drawing.

With regard to the annotations on the proposed plans there are some errors where the annotations have not been updated to reflect the amendments. These are on the floor plans.

- The ground floor entrance with the largest communal lobby would serve units 4 to 7 (units 8 and 9 have been removed from the scheme, hence the old annotation now being incorrect).
- Units 5 and 7 are 2 bedroom duplex (these units were originally 1 bedroom on the first floor, hence the old annotation now being incorrect).

However, the floor plans correctly show the amended internal layout. The plans condition can be amended to add the statement 'notwithstanding the annotations on the floor plans regarding the dwelling units'.

With regard to the visibility splay Highways have confirmed the following:

*The road fronting the site is subject to a 30mph speed limit which reduces to 20 just east of Station Road. For a 30 mph speed limit 43 metres is required, however the original highways consultation response for application 19/00504 estimated that actual vehicle speeds would be circa 25 mph. This was due to vehicles either approaching or travelling away from the roundabout to the east (and 20 mph zone beyond this) - which would reduce actual speeds. Therefore a reduced splay of 33 metres is considered appropriate.*

The main agenda report is therefore slightly incorrect at paragraph 6.28. To clarify, for an access onto a road where vehicles travel at 30mph a 43 metre visibility splay would be required. Where the access is in proximity to the roundabout where vehicle speeds will be slower a splay of 33 metres is considered acceptable by Highways. Therefore condition 7 reflects both the plans submitted and their acceptance by highways by requiring a 33 metre splay.

### **3. Updated Recommendation**

The recommendation remains as set out in the agenda committee report, subject to the following additional and amended conditions (changes underlined).

#### **2. Approved plans**

The development hereby permitted shall be carried out in accordance with the approved plans and documents listed below, with the exception of the annotations on the floor plans with regard to the number of bedrooms for units 5 and 7, and the entrance serving units 4 to 7.

Drawings: 382-02-00; 382-02-10 Rev P8; 382-02-11 Rev P8; 382-03-01 Rev P8; 382-03-02 Rev P8; 382-03-03 Rev P8; 382-05-01 Rev P8; 382-05-02 Rev P8;

Documents: Odyssey Transport Statement and Highways Technical Note reference 18251; Phase 1 Environmental Investigation reference 3814/16; Design and Access Statement.

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

#### **9. Materials**

No development above ground level shall take place until samples and a schedule of the materials to be used in the construction of the external surfaces of the building and hard surfaced areas hereby permitted has been submitted to and approved in writing by the Local Planning Authority. Samples shall be made available to be viewed at the site or by arrangement with the planning officer. This condition shall apply irrespective of any indications as to these matters which have been detailed in the current application. 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 and conservation area in accordance with the National Planning Policy Framework, Policies ADDP, CS14 and CS19 of the West Berkshire Core Strategy 2006-2026, and Supplementary Planning Document Quality Design 2006.

#### **22. New Windows, Areas of Glazing and Doors**

No works to window/door/roof openings shall take place until details of all new windows/areas of glazing/external doors, including materials and finishes, at a minimum scale of 1:20 and 1:2, have been submitted to and approved in writing by the Local Planning Authority. The windows/areas of glazing/external doors shall be installed in accordance with the approved details.

Reason: To protect the character and appearance of the Conservation Area. This

condition is imposed in accordance with the National Planning Policy Framework and Policies CS14 and CS19 of the West Berkshire Core Strategy (2006-2026).

23. **External Services**

No development above ground level shall take place until details of services visible external to the building, including the type and location of any new or modified services to include, drainage pipework (including soil vent pipe terminations) and accessories, rainwater goods, boiler flues, extract vent grilles, meter cupboards, external lighting, have been submitted to and approved in writing by the Local Planning Authority. Thereafter the new or modified external services shall be installed in accordance with the approved details.

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).

24. **Eaves and Fascia**

No works shall take place to the roof until full details of the eaves and fascia, at a minimum scale of 1:20, have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall incorporate and be undertaken in accordance with the approved details.

Reason: To protect the character and appearance of the Conservation Area. This condition is imposed in accordance with the National Planning Policy Framework and Policies CS14 and CS19 of the West Berkshire Core Strategy (2006-2026).