

# Public Document Pack



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To:- All Committee Members

## **PLANNING COMMITTEE - WEDNESDAY, 10TH JANUARY, 2024**

I am now able to enclose, for consideration at the next Wednesday, 10th January, 2024 meeting of the Planning Committee, the following reports that were marked as 'to follow' on the agenda sent out recently.

<b>Agenda No</b>	<b>Item</b>
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55.	<b><u>Minutes of Previous Meeting (Pages 3 - 20)</u></b>
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Report of FIELD\_AUTHOR

To confirm the Minutes of the Meeting held on 13 December 2023.

Yours sincerely

Susan Parsonage  
Chief Executive

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## SUPPLEMENTARY UPDATE AGENDA Planning Committee – 10 JAN 2024

### Planning Applications

**Agenda Item: 58**

**Site Address: Lee Spring, 10-12 Latimer Road, Wokingham, RG41 2WA**

**Application No: 223691**

**Pages: 17-122**

#### Parking Provision and Capacity:

Notwithstanding Core Strategy CP6's overarching aims to incentivise a modal shift away from the use of the private motor vehicle, as well as lower parking numbers within the Town Centre as per the 2010 SPD, Members requested a breakdown of the current car parking offerings and requisite capacity within the Town Centre. Though the application is not dependent on external parking, spare capacity could be potentially used to assist in providing visitor parking options.

Table 1 below shows the Council car park's maximum capacity:

<b>Car Park</b>	<b>Capacity</b>
Carnival Pool	529
Cockpit Path	106
Waitrose (2hour max stay)	168
Denmark Street (4hour max stay)	46
Easthampstead Road East	233
Easthampstead Road West (4hour max stay)	57
Rose Street (2hour max stay)	43
Shute End (evening, weekends and bank holidays)	209
<b>Total</b>	<b>1391</b>

WBC's internal data pursuant to Council car parks provides:

- Ticket & Ringo Sales Count (excluding permits)
- Ticket Sales (£)
- Average Duration (mins)
- Occupancy for Peak Times of Day

From the ticket sale data, the average duration of stay in each car park is:

- ~180-187 mins weekday (but because this omits staff permits it is likely to be higher).
- ~159 mins Saturday
- ~242 mins Sunday

The data is limited in that as it is based on ticket sales it does not specifically include provision for:

- Season ticket holders
- Staff permits
- Privately owned car parks

There are notably around 2,000 spaces serving Wokingham Town Centre, with a range of private, short/medium/long-stay areas. The Council managed car parks make up 1391 of this provision as shown in Table 1 above. Following review of the data summarised above, the Town Centre Council managed car parks are currently working on upwards of 18-20% spare capacity at peak times for material residential use meaning that as a worst-case scenario, circa 1 in 5 spaces remain open at peak times for use at a range of short/medium/ long-stay areas.

One example of a specific car park's capacity is Cockpit Path, which at a peak time between 11:45-12:00 on a Saturday (July 2023) retained 32 spare spaces of 106 spaces (circa 30%). This data has been extracted from a recent study carried out pursuant to the 19-21 Market Place development.

To conclude, without the data counting the broad range of private car parks within Wokingham Town Centre, there is sufficient capacity for external parking should it be deemed necessary.

#### **HGV Access:**

Following an on-site meeting with a representative of Nisa Local, plan SK11 was prepared which shows safe 16.5 metre artic heavy goods vehicle access, turning and exit to facilitate deliveries. A snip of SK11 (substituted into the list of approved plans), is shown below:



Following discussion with Nisa Local further to Members site visit, it has been evidenced that deliveries will not be compromised and in fact improved by the proposed development. There are no safety concerns raised by WBC Highways who concur that the proposal provides a betterment on the existing situation.

### Contributions:

MyJourney Contribution and Travel Plan feature in the original agreed Heads of Terms. Given both pursue to the same planning matter, only one will be sought for approval following execution of the S106 in an 'either or' fashion. WBC Highways is supportive of this approach and either a MyJourney Contribution or Travel Plan would satisfy policy requirements.

The revised recommendation is as follows:

That the committee authorise the **GRANT OF PLANNING PERMISSION** subject to the following three-tiered recommendation:

Completion of a legal agreement (S106) to secure the following HoT (Head of Terms):

- My Journey; **or**
- Travel Plan
- Car club contribution

- Details of estate roads
- Employment Skills Plan
- Late-stage viability review mechanism with profit share scheme.

Subject to the conditions outlined in Appendix 1

Alternative recommendation: That the committee authorise the Head of Development Management to **REFUSE PLANNING PERMISSION** in the event of an S106 agreement not being completed to secure appropriate contributions within six months of the date of the committee resolution (unless a longer period is agreed by the Head of Development Management in consultation with the Chairman of Planning Committee).

**Agenda Item: 59**

**Site Address: Amen Corner (South), Amen Corner, Binfield, Bracknell RG12 8SZ**

**Application No: 180711**

**Pages: 123-148**

*No updates.*

**Agenda Item: 60**

**Site Address: Land West of Trowes Lane and North of Charlton Lane, Swallowfield**

**Application No: 230422**

**Pages: 149 - 207**

1. Education and Sustainable Location

Local authorities have a statutory duty to ensure that they provide sufficient school places. Childrens Services have made the following comments with regard school places:

*'Child yield data provided by the DfE in conjunction with the Valuation Office Agency indicates that the following number of children would be generated by the new development:*

- *Primary school age: 34 children (or 5 per year group)*
- *Secondary (11 to 16) age children: 16 children (or 3 per year group)*

*This number is too low to create a requirement for specific provision to meet their needs, either in a new school or through expansion of an existing school. The development is in the Council's South West primary school planning area and the council's south secondary planning area.*

*The South West primary school planning area is served by 7 primary, infant and junior schools:*

*Shinfield area*

- *Alder Grove CoE Primary School*
- *Shinfield Infants and Nursery School*
- *Shinfield St Mary's CoE Junior School*
- *Grazeley Primary School*
- *Lambs Lane Primary School*

*Arborfield and Barkham*

- *The Coombes CoE Primary School*
- *Farley Hill Primary School*

*Although the Lambs Lane Primary School is (subject to a route safety assessment) within statutory walking distance (2 miles for children under 8 years of age) this school is oversubscribed and its admissions arrangements give priority to Spencers Wood and Three Mile Cross residents. All other schools are beyond statutory walking distance by a safe walking route.*

*Noting that the availability of places and the popularity of schools is subject to change, it is probable that Reception places would be available at the Coombes CoE Primary School in Arborfield Cross.*

*The south secondary planning area is served by schools in the Wokingham Town and Winnersh area (The Forest, The Holt, The Emmbrook and St Crispins schools), the Bohunt School in Barkham ward and Oakbank School in Shinfield South Ward. Of these schools only the Oakbank School may be within walking distance of the new homes.*

As stated in the officer report, it is noted that the schools would not be within a desirable walking distance. The council could therefore have a duty to provide free transport to school to children of statutory school age under section 508B of the Education Act 1996 living in the proposed new homes.

The cost would be dependent on the form of provision required. However, as a guide in 2022/23 costs were:

- *Primary mainstream - £23.54 per child per day (c. £4.5k per annum).*
- *Secondary mainstream - £9.98 per child per day (c. £1.9k per annum)*

With regarding to funding, children services have advised:

*'As noted in paragraph 130 of the report the development is CIL liable, and as set out in the Regulation 123 Notice published when CIL was adopted, CIL can be used to fund additional education facilities, where these are required. As noted above the projected number of additional children is too low to create a requirement for development specific additional school accommodation. New school primary school developments are proposed in both the Arborfield and Shinfield major development areas, and, if this housing development proceeds, the prospective additional roll it would generate would inform the future size of this new provision. If the children could not be offered places at Oakbank School, then the Council might be required to provide free transport to the Bohunt School or one of the Wokingham Town and Winnersh schools.'*

Whilst new homes would bring additional Council Tax, new homes in this location have the potential to create additional school transport costs, that would not be generated by equivalent homes on the edge of large settlements. Whilst S106 funding could cover his cost for a period it would unlikely cover this for the long term.



Overall, the children living on the site would not have schools within a walkable catchment. The cost of funding transport is a necessary consequence of considering housing/growth to settlements outside of major development locations, which is currently part of the strategy moving forward in the Local Plan Update.

## 2. Highways

In addition to the main agenda, the following supplementary points are provided.

Trowes Lane varies in width and serves and number of properties, including those at Foxborough. These houses are adequately accessed by refuse and delivery vehicles. Whilst there may times where vehicles have to let others pass due to on street parking, this is a common scenario along such roads.

The Street comprises of a marked two-lane carriageway suitable for vehicles, including buses and refuse vehicles. Whilst cars do park on the road and partially on the kerb, obstructing one lane, this is a common scenario on such roads and vehicles can safely pass and give way to oncoming traffic. The Street is part of the 600 bus route.

NPPF para 115 states that *'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'* There are no highway safety concerns that would contravene the above NPPF policy.

The council's Highway Guidance *Living Streets* advises that development with one access should be no more than 100 houses and the proposal meets this requirement. There is also a second pedestrian access to the southwest of the site.

## 3. Local Plan Update

In addition to paragraphs 14 – 16 in the agenda, there are several points to clarify regarding how the site has been considered in the Local Plan Update. First, the 2021 HELAA considers the site as 'potentially suitable'. Second, the site is proposed as an additional allocation in the Revised Growth Strategy. And third, the site is identified in the Sustainability Appraisal 2021 as a reasonable growth scenario to Swallowfield.

The Planning Policy Team have not objected to the development. The site was proposed as an additional allocation in the Revised Growth Strategy after it became clear that a new Garden Settlement at Grazeley was no longer possible.

## 4. Additional Cllr representations:

Cllr Pauline Jorgensen:

*I am concerned to see application 230422, which was sent to the planning committee at unusually short notice, recommends approval due to the lack of an adequate land supply and the resulting tilted balance.*

- *As per your report, the site is outside development limits and in an area designated as open countryside.*
- *The development is recognised to cause harm to the landscape*
- *The area has inadequate infrastructure and transport links, the schools serving this development are considerable distances away and would not be readily walkable with no safe cycle routes. Bus services are recognised as being inadequate*
- *The land in question is good or very good agricultural land, with the need to grow more of our own food, existing council policy states that it should not be developed.*

*It is disappointing that the continued failure of the current administration to set a five-year land supply has led to your recommendation to approve a development in such an inappropriate site. I would request that the committee refuse the application.*

Cllr Clive Jones:

*This planning application should be refused for the following reasons.*

- *The site is outside the development limits as identified in the managing Development Delivery plan policy CC02. The land is designated as open countryside and development here would be contrary to Core Strategy policy CP11.*
- *The land has been used for the production of cereal crops and herbs and can be used for this again.*
- *As we have seen recently the local sewage system is unable to cope with the development that has already been built south of the M4. We have reports of sewage backing up in new properties.*
- *The local sewage pumping station in Swallowfield is already at breaking point and overflows in heavy rain.*
- *Half of the site has the potential for ground water flooding, this is WBC's own assessment.*
- *The number of homes being considered could add up to 400 new residents who will all have a demand on many basic services that are overstretched. This includes the local doctors and dentists. It remains impossible to find an NHS dentist in the area.*
- *The local primary school is already at capacity. The nearest Secondary School is over 4km away. There is no safe cycle or pedestrian route from the development to schools and the developer hasn't proposed one.*
- *The development would add a further 160 vehicles at least to traffic using local roads. Roads that are already narrow and often without good pavements. Public transport here has never been adequate and there is no Sunday Bus service. There is no plan from the developer to improve transport services.*
- *Whilst there is a local shop which provided as good a range of groceries as they can the nearest shops for a main shop will be at least a 10km round trip.*

- *Allowing this development will encourage other development and will significantly contribute to the urbanisation of the area.*

*Planning officers recognise that harm will be caused by this development, this is a very good reason for committee members to reject the proposal. There is also a considerable amount of local opposition to the proposal with over 350 objections so far to the plans.*

**Agenda Item: 61**

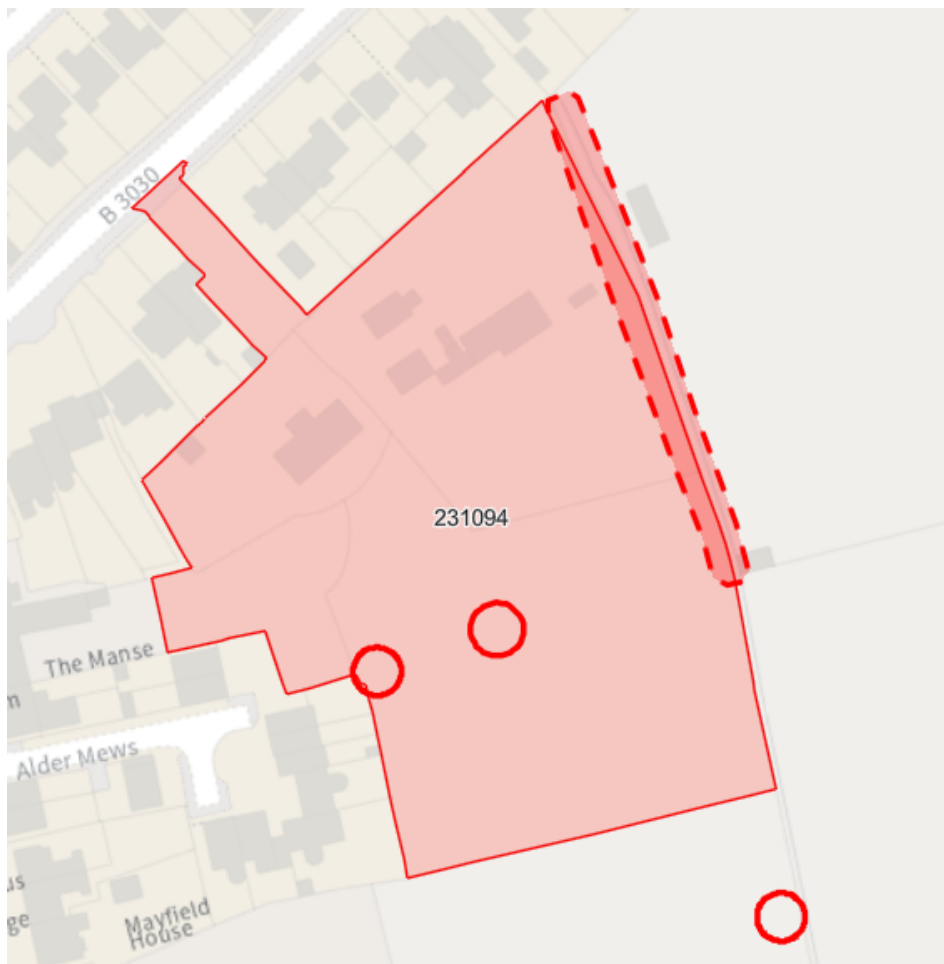
**Site Address: Land at 69 King Street Lane, Winnersh RG41 5BA**

**Application No: 231094**

**Pages: 209-250**

**Tree Protection Orders:**

There are three TPO's on the site; TPO-0225-1983 (Single Oak) TPO-1939-2023 (Single Oak) and TPO-0225-1983 (8x oak). These are shown on the below plan:



**Southern and Eastern Boundary hedegrows:**

The following revised conditions is proposed to protect the hedgerows on the southern and eastern boundaries of the site and retain the Countryside character of the adjoining fields.

29.	No trees, shrubs or hedges within the site, <u>including any hedgerows and trees on the southern and eastern boundaries of the site</u> , which are shown as being retained on the approved plans shall be felled, uprooted wilfully damaged or destroyed, cut back in any way or removed without previous written consent of the local planning authority; any trees, shrubs or hedges removed without consent or dying or being severely damaged or becoming seriously diseased within 5 years from the completion of the development hereby permitted shall be replaced with trees, shrubs or hedge plants of similar size and species unless the local planning authority gives written consent to any variation
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Condition 6 requires a landscaping scheme which should include any enhancements to these boundary treatments.

### **Electricity pole:**

It was noted at the site visit that there is an electricity pole serving 3 houses and the builders yard next to the lamp post on the highways verge. The lamp post is to be re-located as part of the proposed development. When exiting the site on the committee site visit, Members felt that it would be beneficial for the electricity pole to be relocated to assist visibility. The electricity pole is outside the application site and it is not considered to affect the required visibility splays or have any highways safety implications. As such, there is no requirement for it to be relocated and it would not be reasonable to withhold permission if it wasn't. To do so would likely require consent of adjoining landowners. The access is therefore acceptable as proposed.



Electricity Pole & Lamp post (Google Street View)

### **Highways/access:**

During the Committee site visit, further information was requested in relation to the traffic generated by the proposed development and its impact on the highways network, particularly King Street Lane.

The Highways Officer has advised that the proposed development of 28 dwellings would generate 17 and 15 two-way flows in the AM and PM respectively. For the same time period, King Street Lane would have approximately 750 and 720 two-way flows for the same time period. The level of development traffic would amount to a very minor increase in existing traffic levels (approximately 2%) on King Street Lane which would have no adverse impact. This nominal increase in traffic joining what is generally slow moving traffic on King Street Lane is considered to be acceptable.

**Conditions (including pre-commencement):**

Pre-commencement conditions must be agreed with the Applicant before they are imposed. Following comments from the Applicant on the pre-commencement conditions and general condition discussions, the following amendments to agreed conditions have been made:

1.	<p>a) No development shall commence until details of the appearance, landscaping, layout, and scale (hereinafter called "the reserved matters") have been submitted to and approved in writing by the local planning authority and the development shall be carried out as approved.</p> <p>b) Application for approval of the reserved matters shall be made to the local planning authority not later than three years from the date of this permission.</p> <p>The development hereby permitted shall begin not later than two years from the date of approval of the last of the reserved matters to be approved.</p>	"access" removed – typo.
2.	<p>This permission is in respect of the submitted application plans and drawings numbered Site Location Plan No. 20.55-020 Access Plan No. 21-029/004 Rev C received by the local planning authority on 5 May 2023. The development shall be carried out in accordance with the approved details unless other minor variations are agreed in writing after the date of this permission and before implementation with the Local Planning Authority.</p>	Indicative plans removed
4.	<p>To ensure satisfactory drainage of the site and avoid flooding.</p>	Reason amended
12.	<p>Deleted</p>	<p>Parking and garaging will be secured as part of RM application</p>

22.	The reserved matters for the development shall include details of internal pedestrian and cycle infrastructure and connections from the development to <u>King Street Lane</u> to improve footway and cycleway routes that connect the development with bus stops, Reading Road, Bearwood Primary School and Winnersh Station shall be submitted for approval by the local planning authority. The measures shall be implemented in accordance with the approved details prior to occupation of the first dwelling.	Reference to KSL added
24.	Prior to the occupation of the development, details of external lighting shall be submitted to and approved in writing by the local planning authority. The details shall include location, height, type and direction of light sources and intensity of illumination for all external lighting strategies including details of lighting for all highways, cycleways, footpaths and public areas. No further external lighting shall be installed without the written approval of the local planning authority.	Reference to non-residential buildings removed as none proposed.
<b>Additional Condition</b>	Notwithstanding the submitted details, the reserved matters application for the development shall include a swept path analysis of the proposed estate roads to ensure a refuse collection vehicle or other large vehicle can pass a private car and manoeuvre at all junctions within the site and can enter and exit the site safely. No dwelling shall be occupied until the swept path analysis has been implemented in accordance with the approved details and the provision shall be retained thereafter.	To replace indicative plans removed from condition 2

## Pre-emptive site visits

Preliminarily identified for a site visit if listed on the next committee:

231351 – 171 Evendons Lane, Wokingham, RG41 4EH

Outline application with all matters reserved except for access, for the proposed erection of a 64 bed care home (Use Class C2) with site access, parking, hard and soft landscaping and other associated works following demolition of existing commercial buildings.

233024 - 8 Moor Copse Close, Earley, Wokingham, RG6 7NA

Full application for the proposed erection of 2no. studio apartments following demolition of existing garage.

## Non-Householder Appeal Decisions

Non-Householder Appeal Decisions will be reported quarterly prior to the following meetings as part of the Supplementary Planning Agenda:

- January 2024
- April 2024
- July 2024
- October 2024

App No.	Address and Description	Committee (Y/N)	Decision	Main Issues Identified/Addressed
230315	25 Newlands Close, Shinfield, RG2 9LG  Full application for the change of use from amenity land to residential garden following the relocation of fencing to include part of grass verge.	N	Dismissed	The enclosure of the amenity land would unacceptably depreciate openness, harming the character and appearance of the street scene, and diminish the site's contribution toward green infrastructure.  The retained narrow strip and proposed vegetation between the footway and relocated fence would not compensate for the loss of open space. The benefits of enclosing the space (increased garden space) would not outweigh the

				public harm caused to the character and appearance of the area.
220521, 212446	<p>The Bird Gardens, Milley Lane, Hare Hatch, RG10 9TH</p> <p>Appeal A: Full application for the proposed erection of 1no. 4 bedroom detached dwelling, garage and workshop, plus associated parking and landscaping, following demolition of existing animal enclosures, aviaries and office/staff welfare building.</p> <p>Appeal B: Full application for the proposed erection of 1 no. x 4 bedroom detached dwelling with link-attached garage and workshop, plus associated parking and landscaping, following demolition of existing animal enclosures, aviaries and office/staff welfare building.</p>	N	A & B Allowed	<p>Both decisions superseded appeal decisions issued on 29 September 2022 which were quashed by order of the High Court. Both appeals involved the demolition of the existing buildings on site and the erection of a four bedroom dwelling, although these varied in position, form and design.</p> <p>The removal of the existing buildings on site would have positive spatial and visual improvements to openness in the Green Belt which outweighs the identified moderate harm resulting from the introduction of two storey built form on the site and its position away from the existing buildings.</p> <p>Both schemes would have no greater impact on openness compared to the existing development site and as such would not be classed as 'inappropriate development' within the Green Belt. The site is suitable for the scale of proposed development (one dwelling) in respect of sustainability.</p>
230012	<p>Uplands, Basingstoke Road, Spencers Wood, RG7 1AP</p> <p>Without planning permission, the erection of a wall, including pillars, above 1 metre in height.</p>	N	Allowed in part, otherwise Dismissed.	<p>The location, scale, mass, height and materials has resulted in a highly prominent, urban in nature, development which is out of character within a semi-rural setting. The soft landscaping proposed would be insufficient to mitigate its incongruous appearance.</p>



				<p>The requirements of the notice to remove the wall in its entirety was found to be excessive, as the Appellant could remove the structure and then replace it with a 1m high structure under Permitted Development. The Notice was varied to include an alternative requirement which allows the Appellant to reduce the wall to 1m in height. Otherwise, the Notice is upheld.</p>
<p>223834, 221304, 222376</p>	<p>Atlanta, Wargrave Road, Remenham, RG9 3JD</p> <p>Appeal A: Without planning permission, (1) the material change of use of the Land to residential, and (2) operational development comprising the erection of a dwellinghouse (Building A), the erection of an ancillary storage building (Building B) and the erection of a raised platform (decking) (C).</p> <p>Appeal B: Application for a certificate of existing lawful development for amenity building, storage and mooring.</p> <p>Appeal C: Full application for the proposed erection of an infill front extension, timber decking, roof to storage area and installation of a</p>	N	<p>Appeal A: Dismissed and the Enforcement Notice upheld with corrections and variations.</p> <p>Appeal B: Allowed in part, otherwise Dismissed.</p> <p>Appeal C: Dismissed</p>	<p>All three appeals related to existing development on site, with the main issue comprising whether a dwellinghouse had been erected on site without planning permission and whether this was inappropriate development within the Green Belt, Countryside and Flood Zone 3B.</p> <p>It was found that the erection of a dwellinghouse had occurred without planning permission. The scale of building works carried out on site went beyond what could be considered as a refurbishment/renovation or extension to the existing building as claimed and resulted in the creation of a new building that is in use as a dwellinghouse. Appeal C was subsequently dismissed in full as the scale of works applied for was not accurate.</p> <p>The Enforcement Notice (Appeal A) was corrected, and Appeal B was allowed in part to reflect the finding that the ancillary storage building has been in situ for more than 4 years and as such is immune from enforcement</p>

	replacement flue (retrospective).			<p>action. It was found that the site as a whole has a mixed use, as the historic leisure use (for mooring and recreation) remained in part alongside the new dwellinghouse. The Enforcement Notice (Appeal A) was corrected to reflect this.</p> <p>The cumulative increase in built form on site including the new dwelling compared to the original structures on site is substantial and harms the spatial and visual openness of the Green Belt. The decking on site was also found to harm the character and appearance of the area due to its disproportionate size and high visibility from the River Thames.</p> <p>In the absence of an appropriate Flood Risk Assessment, the introduction of a more vulnerable use (residential) was not justified, and the decking could potentially displace floodwater on site and increase flood risk elsewhere.</p> <p>Subsequently there was no imperative for granting planning permission. The Appellant has 12 months to either demolish the dwelling and decking <u>or</u> demolish the decking and revert the building to how it stood in 2016.</p>
230310	<p>Land opposite 130-144 Wargrave Road, Twyford, RG10 9PN</p> <p>Full application for the proposed change of use of</p>	N	Allowed (Temporary planning permission)	<p>The proposal would result in a moderate loss of openness and is therefore inappropriate development in the Green Belt. However, very special circumstances exist to justify granting a temporary planning</p>

	land to a single Gypsy and Traveller pitch with the siting of 1 no. mobile home and conversion of the existing stables to a day room, plus associated parking, landscaping, and gate.			<p>permission. No alternative accommodation is available to the appellant and significant weight was attached to the unmet need for G&amp;T pitches and personal circumstances. However, these circumstances would not outweigh the level of identified harm when considering a permanent permission.</p> <p>The proposal would result in an urbanisation of the site which is currently rural in character, however its location and scale would not diminish the “settlement gap” between Twyford and Wargrave. Overall, the harm to the character and appearance of the area is mitigated by the temporary nature of the pitch.</p> <p>A temporary 5 year personal permission was granted.</p>
230201	<p>Walden Acres, Wokingham Road, Hurst, RG10 0RU</p> <p>Full application for the proposed erection of three 2 storey dwellings with associated car port parking, bicycle storage and amenity space.</p>	N	Dismissed	<p>The site would not be suitable for housing as future occupiers would have a high dependency on private motor vehicles to access services and facilities. The proposal would not promote sustainable transport modes.</p> <p>Whilst the dwellings would be viewed in the context of neighbouring development, the loss of the gap and the proposal would undermine the current open aspect of the site and incrementally erode the dispersed pattern of development and semi-rural character of the area.</p> <p>Visibility when exiting the site could be obscured, and the width of the proposed</p>

				<p>access would not allow two vehicles to pass presenting additional risks to highway safety.</p> <p>In the planning balance, the adverse impacts identified would significantly and demonstrably outweigh the proposal's moderate benefits.</p>
213106	<p>Land at Headley Road East, Woodley, RG5 4SN</p> <p>Full planning application for the proposed erection of 5 no. buildings for commercial development to provide flexible light industrial, general industrial, and storage and distribution uses, with ancillary offices, associated car parking, formation of new accesses, and landscape planting, following demolition of existing buildings.</p>	Y	Allowed	<p>Although the existing buildings of site are of local interest, they are of limited architectural and historic interest due to the absence of key historic indicators, their typical mid-20<sup>th</sup> century industrial form and the significant alterations carried out. They were therefore found to be of limited significance.</p> <p>No evidence that noise during and following the development would be harmful to nearby residents and its separation from neighbouring properties prevents adverse impacts on amenities despite the greater height. Traffic generated is likely to be lower than what could be expected from the re-use of the existing buildings.</p> <p>On balance, the direct benefits to the local economy through permanent job creation, and other social and economic benefits of the scheme outweigh the conflict with the development plan through the loss of the existing buildings.</p>