



WOKINGHAM BOROUGH COUNCIL

A Meeting of the **PLANNING COMMITTEE** will be held
David Hicks 1 - Civic Offices, Shute End, Wokingham RG40
1BN on **WEDNESDAY 11 MARCH 2020 AT 7.00 PM**

A handwritten signature in black ink, appearing to read 'Susan Parsonage', written in a cursive style.

Susan Parsonage
Chief Executive
Published on 3 March 2020

This meeting will be filmed for inclusion on the Council's website.

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WOKINGHAM BOROUGH COUNCIL

Our Vision

A great place to live, an even better place to do business

Our Priorities

Improve educational attainment and focus on every child achieving their potential

Invest in regenerating towns and villages, support social and economic prosperity, whilst encouraging business growth

Ensure strong sustainable communities that are vibrant and supported by well designed development

Tackle traffic congestion in specific areas of the Borough

Improve the customer experience when accessing Council services

The Underpinning Principles

Offer excellent value for your Council Tax

Provide affordable homes

Look after the vulnerable

Improve health, wellbeing and quality of life

Maintain and improve the waste collection, recycling and fuel efficiency

Deliver quality in all that we do

MEMBERSHIP OF THE PLANNING COMMITTEE

Councillors

Simon Weeks (Chairman)	Chris Bowring (Vice-Chairman)	Stephen Conway
Gary Cowan	Carl Doran	Pauline Jorgensen
Abdul Loyes	Andrew Mickleburgh	Malcolm Richards
Angus Ross	Rachelle Shepherd-DuBey	

ITEM NO.	WARD	SUBJECT	PAGE NO.
91.		APOLOGIES To receive any apologies for absence.	
92.		MINUTES OF PREVIOUS MEETING To confirm the Minutes of the Meeting held on 12 February 2020.	5 - 14
93.		DECLARATION OF INTEREST To receive any declaration of interest	
94.		APPLICATIONS TO BE DEFERRED AND WITHDRAWN ITEMS To consider any recommendations to defer applications from the schedule and to note any applications that may have been withdrawn.	
95.	Finchampstead South	APPLICATION NO. 193059 - LAND AT 78 READING ROAD AND TO THE REAR OF 80 READING ROAD, EVERSLEY, RG40 4RA Recommendation: Conditional approval	15 - 56
96.	Remenham, Wargrave and Ruscombe	APPLICATION NO. 192018 - HARE HATCH SHEEPLANDS, BATH ROAD, HARE HATCH Recommendation: Conditional approval	57 - 80
97.	Twyford	APPLICATION NO. 192280 - LAND TO REAR OF 20 -22 STATION ROAD, TWYFORD Recommendation: Conditional approval	81 - 112
98.	Wescott	APPLICATION NO. 200089 - CARNIVAL POOL LEISURE HUB LAND AT WELLINGTON ROAD & FINCHAMPSTEAD ROAD, WOKINGHAM, RG40 2AF Recommendation: Conditional approval	113 - 152
99.	South Lake	APPLICATION NO. 200191 - 314 KINGFISHER DRIVE, WOODLEY, RG5 3LH Recommendation: Conditional approval	153 - 168

100. Wokingham
Without

**APPLICATION NO. 193417 - SQUIRES GARDEN
CENTRE, HEATHLANDS ROAD, WOKINGHAM,
RG40 3AS**
Recommendation: Conditional approval

169 - 190

Any other items which the Chairman decides are urgent

A Supplementary Agenda will be issued by the Chief Executive if there are any other items to consider under this heading.

GLOSSARY OF TERMS

The following abbreviations were used in the above Index and in reports.

C/A	Conditional Approval (grant planning permission)
CIL	Community Infrastructure Levy
R	Refuse (planning permission)
LB	(application for) Listed Building Consent
S106	Section 106 legal agreement between Council and applicant in accordance with the Town and Country Planning Act 1990
F	(application for) Full Planning Permission
MU	Members' Update circulated at the meeting
RM	Reserved Matters not approved when Outline Permission previously granted
VAR	Variation of a condition/conditions attached to a previous approval
PS	Performance Statistic Code for the Planning Application
Category	

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**MINUTES OF A MEETING OF THE
PLANNING COMMITTEE
HELD ON 12 FEBRUARY 2020 FROM 7.00 PM TO 9.55 PM**

Committee Members Present

Councillors: Simon Weeks (Chairman), Chris Bowring (Vice-Chairman), Stephen Conway, Gary Cowan, Carl Doran, Pauline Jorgensen, Abdul Loyes, Andrew Mickleburgh, Malcolm Richards and Rachelle Shepherd-DuBey

Officers Present

Judy Kelly, Highways Development Manager
Mary Severin, Borough Solicitor
Justin Turvey, Team Manager (Development & Regeneration)
Callum Wernham, Democratic & Electoral Services Specialist

Case Officers Present

Nick Chancellor
Jeanette Davey
Natalie Jarman
Sophie Morris
Baldeep Pulahi
Simon Taylor
Graham Vaughan

78. APOLOGIES

An apology for absence was submitted from Councillor Angus Ross.

79. MINUTES OF PREVIOUS MEETING

The Minutes of the meeting of the Committee held on 8 January 2020 were confirmed as a correct record and signed by the Chairman, subject to the following minor amendment:

Item 77 - Application 192852 "Malcolm Richards queried whether the road was wide enough to allow for large vehicles such as refuse or emergency vehicles adequate space in order to enter and exit the development **in a forward direction.**"

80. DECLARATION OF INTEREST

Carl Doran declared a personal interest in Agenda item 88, land at 78 Reading Road, on the grounds that part of the application site was owned by BT, his employer. BT were not the applicants and they had no issue with the application. Carl added that he would still take part in the debate and the decision.

Simon Weeks declared a personal interest in Agenda item 88, land at 78 Reading Road, on the grounds that he had listed this item. Simon added that he had listed this item because of the level of local interest it had generated, and added that he had not formed an opinion regarding this application. Simon stated that he would listen to the Officer presentation and all representations before forming an opinion.

81. APPLICATIONS TO BE DEFERRED AND WITHDRAWN ITEMS

No applications were recommended for deferral, or withdrawn.

82. APPLICATION NO.193206 - TOUTLEY DEPOT, OLD FOREST ROAD, WOKINGHAM

Proposal: Full planning application for the demolition of all existing structures at Toutley Depot to permit the phased construction of a replacement depot including works buildings, storage, a new office accommodation block, ancillary drainage, landscaping, security fencing, surface parking and associated works

Applicant: Wokingham Borough Council (WBC)

The Committee received and reviewed a report about this application, set out in agenda pages 15 to 48.

The Committee were advised that the Members' Update included:

- Amended drawing reference under Condition 2;
- Amended numbering of details under Condition 6;
- Clarification of the Ecological Assessment to confirm that there was no evidence of bat roosts on site, however some existing potential roost features were being retained;
- Response from Wokingham Town Council stating they raised no objection however they would like consideration to be given to neighbouring residential properties.

David Smith, on behalf of the applicant (WBC), spoke in support of the application. David stated that this was an important WBC application which included modern buildings and facilities for contractors to enable them to continue to carry out high quality services for the Borough's residents.

Simon Weeks commented that there had been no objections received with regards to this application, and added that the proposals would reduce the floor space taken up on site.

Andrew Mickleburgh queried whether the phased redevelopment would reduce any current car parking provision in the interim. Sophie Morris, Case Officer, stated that interim car parking provision would be required to be addressed via submission of a construction management plan. Sophie added that all construction and contractor vehicles would be required to be contained within the red line boundary during all phases of construction.

Rachelle Shepherd-DuBey queried how heavy goods vehicles (HGVs) would access the site, and how many additional trees would be planted on the site. Sophie Morris stated that HGV access would be addressed via the submission of a construction management plan. Sophie stated that tree replacement was conditioned to exceed the number of trees removed.

Rachelle Shepherd-DuBey proposed that an informative be added, requesting that a two to one ratio of trees planted compared to trees removed be applied to this site, in line with WBC's aspiration to plant additional trees in order to tackle the Climate Emergency. This proposal was moved, seconded by Stephen Conway and added to the list of Informatives.

Gary Cowan queried who was paying for the depot redevelopment. Following the meeting, the following answer was provided by an Officer: "This is a Council owned depot and therefore the Council are paying for the redevelopment to secure the ongoing use of the site into the future – which will be beyond the current contract periods of the existing operators."

Gary Cowan made a number of comments with regards to this application. Gary stated his concern with regards to Condition 10a, and felt that it was worrying that the Committee would come to a decision, and the details of that decision could then be changed afterwards. Gary added that it would have been good to have clarity on the exact number of trees proposed to be felled. Gary was of the opinion that the Ecological Assessment and Bat Survey should have been submitted with this application, which would be expected should this have been a private developer application. Gary commented that tree replacement needed to be focussed on total foliage, as replacing a five metre tree with a one metre tree was not a proportional replacement.

RESOLVED That application number 193206 be approved, subject to Conditions and Informatives as set out in agenda pages 16 to 25, various amendments and clarifications as set out in the Members' Update and additional Informative as resolved by the Committee.

83. APPLICATION NO.192997 - LAND AT HOGWOOD FARM, SOUTH OF NINE MILE RIDE EXTENSION/BARKHAM BYWAY 18 AND WEST OF NINE MILE RIDE, RG40 4QY

Proposal: Reserved Matters application pursuant to Outline Planning Consent O/2014/2179, as varied by application 181194. The Reserved Matters comprise details of the Nine Mile Ride Extension (southern section) and Hogwood Spur roads, together with associated landscaping, footpaths, cycleways and Sustainable Urban Drainage Systems. Details of access, appearance, landscaping, layout and scale to be considered

Applicant: L&G Homes

The Committee received and reviewed a report about this application, set out in agenda pages 49 to 84.

The Committee were advised that the Members' Update included:

- Amendment to Condition 6;
- Correction to paragraph 11;
- Correction to paragraph 29;
- Correction to paragraph 36.

Steve Sugihara, resident, spoke in objection to the application. Steve stated that he had made several comments with regards to this application and felt that these had not been adequately addressed within the report. Steve was of the opinion that 30Mph was a high speed on the south side of Park Lane, and it could be very difficult for pedestrians to see oncoming traffic. Steve added that there was no U-turn facility on this proposed road extension. Steve queried why a four-way junction was being proposed and felt that this would be difficult to use. Steve was of the opinion that no assessment had been carried out with regards to the proposed four-way junction.

Simon Weeks commented that a turning head would be available at the Robinson Crusoe Park, where a barrier was present.

Judy Kelly, Highways Development Manager, stated that the four-way junction was considered via a safety audit, and following the audit all safety issues raised had been addressed within the proposed plans.

Rachelle Shepherd-DuBey queried how many trees would be felled as part of these proposals. Nick Chancellor, Case Officer, stated that the exact amount of trees proposed to be felled was not currently known, however a tree boulevard would be created as part of this application. In addition, a landscape scheme was condition to be submitted.

Simon Weeks commented that a considerable amount of Officer time had been used in order to place Tree Preservation Orders (TPOs) on all high profile trees across the SDL.

Rachelle Shepherd-DuBey queried how many trees were proposed to be removed, and how many trees were proposed to be planted as part of this application. Simon Weeks commented that the details of this would form part of the conditioned landscape plan.

Gary Cowan and Rachelle Shepherd-Dubey requested that a copy of the landscape and archaeology plans be shared with them, when completed. Nick Chancellor confirmed to action this.

Stephen Conway proposed an additional Informative stating that it was an aspiration of Wokingham Borough Council (WBC) to plant significantly more trees within the Borough as part of the response to the declared climate emergency, and therefore requested that the applicant consider to accommodate a significant increase in trees planted compared to trees felled within the site. This proposal was moved and seconded by Rachelle Shepherd-DuBey and added to the list of Informatives.

Abdul Loyes queried whether the parking restrictions outside the school would be permanent or temporary. Judy Kelly stated that plans for parking restrictions were already being worked on in the form of a Traffic Regulation Order (TRO). Judy added that placement of double yellow lines were to be expected within the detailed designs.

Simon Weeks commented that the proposals would move traffic away from problematic highways areas, and objections had broadly been addressed. Simon queried when the proposed road was estimated to open. Judy Kelly stated that officers were ready to move into the detailed design stage, and the proposed road could be expected to open within the next few years. Judy stated that the trigger point for this development had been met, and the western section of the road was likely to be constructed first.

RESOLVED That application number 192997 be approved, subject to Conditions and Informatives as set out in agenda pages 50 to 55, amendment to Condition 6 as set out in the Members' Update, and additional Informative as resolved by the Committee.

84. APPLICATION NO.191655 - CROSFIELDS SCHOOL, SHINFIELD, RG2 9BL

Proposal: Full planning application for the proposed erection of a new senior school building, re-configuring of two entrances and demolition of existing White Building

Applicant: Crosfields School

The Committee received and reviewed a report about this application, set out in agenda pages 85 to 134.

The Committee were advised that the Members' Update included:

- A response from Reading Buses, withdrawing their objection;
- A further response from Reading Borough Council, objecting to the proposal;

- Correction to paragraph 27 to state a 1.1 percent increase;
- Correction to paragraph 37 bullet point 3 to refer to Condition 15;
- Correction to paragraph 42, deletion of the final sentence.

Craig Watson, applicant, spoke in support of the application. Craig stated that when he had joined Crosfields five years prior there was no anticipation of removal of the White Building nor expansion to accommodate GCSE students. The school had changed to a co-educational school and there was a desire from parents to keep families together throughout their secondary education. The proposals would allow for a year group of sixty pupils, with a maximum of eighty pupils per year group. Craig stated that there were no plans for inclusion of a 6th form on-site. A bus route had been introduced to the school and the school was willing to expand the route and there was a genuine desire to work with Wokingham Borough Council (WBC) with regards to this. Approximately one quarter of pupils' on-roll were siblings, which would reduce journey trips to the school. Craig stated that the proposed removal of the White Building was regrettable, however it was inevitable. No children were taught in the White Building, and the building was unsuitable for teaching purposes. All trees proposed to be removed would be replaced, and the school wanted to allow families to be kept together.

Stephen Conway stated that there was a split in expert opinion regarding highways issues, with WBC's Highways team suggesting highways issues could be minimised whilst Reading Borough Council's (RBC's) Highways team still had objections on highways matters. Judy Kelly, Highways Development Manager, stated that RBC wanted two junctions to be assessed and did not state that there were serious or fundamental concerns. Judy added that an initial travel plan had been submitted by the applicant, however Officers had asked for more work to be conducted on the travel plan alongside them as per the condition. Judy stated that the proposals would lead to a less than one percent increase on existing traffic levels on the affected highways.

Simon Weeks commented that there had been speculation that some of the highways issues in this area had been caused by changes made by RBC at a local junction. Judy Kelly stated that an approach lane had been removed at the junction several years prior.

Jeanette Davey, Case Officer, stated that Shinfield Parish Council had not referred to the White Building in their comments, with their focus being on highways issues. Jeanette stated that there had been significant modifications to the White Building, with many being quite unsympathetic to the original design and outlook of the building. A substantial investment would need to be made by the applicant in order to restore the current building and make it fit for purpose.

Rachelle Shepherd-DuBey stated that previous motions had been passed by Council requiring all Borough schools to be fitted with sprinklers when built, adding that the Fire Chiefs across the country supported sprinklers within schools. Mary Severin, Borough Solicitor, stated that sprinklers were covered by separate regulations than that of planning regulations, and the Committee were required to make a decision based on material considerations. Mary added that a motion could not override the statutory obligations of the Committee to take account of material considerations. Rachelle proposed that an informative be added, encouraging the installation of sprinklers at the proposed development. This was seconded by Stephen Conway and added as an additional Informative.

Andrew Mickleburgh queried whether there were any measures, other than the travel plan, that WBC or RBC could enact to alleviate potential highways issues. Judy Kelly stated that Reading Buses comments and suggestions had been passed on to the transport teams, and WBC would work with RBC regarding traffic issues.

Pauline Jorgensen stated that she was in support of WBC working alongside RBC to find a solution to congestion issues in this area. Pauline queried whether there would be any improvements to crossing facilities for school children. Judy Kelly stated that the travel plan would look at all journeys to and from school and identify potential improvements.

Carl Doran queried whether this application could be deferred until the travel plan had been submitted. Judy Kelly stated that the applicant had committed, and was conditioned, to work with WBC and submit a suitable travel plan in due course. Simon Weeks proposed that should the Committee be minded to approve this application, the final submitted travel plan could be signed off by the Chairman of the Planning Committee and a Shinfield North Ward Member. The Committee agreed to this in principal, and this was added as an additional Informative.

A number of Members voiced their opinion that it was a shame that the White Building could not be retained as part of this application. Jeanette Davey reiterated that many unsympathetic modifications had been made to the building over the years, and it would take a substantial investment to make the building fit for purpose.

Gary Cowan queried why the air quality assessment was to be carried out prior to occupation of the new school buildings. Jeanette Davey stated that environmental health had proposed that the assessment be carried out prior to occupation, however Officers could ask environmental health whether the proposal could be reworded. Gary Cowan queried whether ongoing monitoring of air quality could be included within the proposals. Jeanette Davey stated that she would liaise with environmental health regarding air quality monitoring.

RESOLVED That application number 191655 be approved, subject to Conditions and Informatives as set out in agenda pages 86 to 99, and the two additional Informatives as resolved by the Committee.

85. APPLICATION NO.192756 - 1 THE HOLLIES, OLD WOKINGHAM ROAD, WOKINGHAM

Proposal: Householder application for the proposed erection of a two storey side extension

Applicant: Mr Andy Jordan

The Committee received and reviewed a report about this application, set out in agenda pages 135 to 160.

The Committee were advised that the Members' Update included:

- Updated description of development;
- Updated Informative 1;
- Additional table added at the end of paragraph 11.

Simon Weeks stated that this item had been listed by a Member, however the second and third reasons for listing were not planning considerations.

Chris Bowring stated that the applicant was trying to overcome the previous reasons for refusal, primarily that the previous proposals had the appearance of a separate dwelling. Chris added that the new proposals had addressed this issue, and the neighbour comments did not relate to the previous reasons for refusal.

Carl Doran queried why the large increase to the existing property was considered acceptable. Natalie Jarman, Case Officer, stated that the proposals were set back within the property boundary and there was no longer a barn element to the application. Natalie added that the proposals were not considered to be an inappropriate increase in footprint of the original dwelling.

Andrew Mickleburgh queried whether a SAMM payment was required for this application. Natalie Jarman stated that it was conditioned that the proposals were not to be used as a separate unit, however the proposals were still CIL liable.

Gary Cowan queried whether the issue of the unit not being let or sub-let could be made subject to legal agreement. Mary Severin, Borough Solicitor, stated that a legal agreement would be unreasonable and would not help matters as there would still be no enforcement after four years.

RESOLVED That application number 192756 be approved, subject to Conditions and Informatives as set out in agenda pages 136 to 139, and updated Informative 1 as set out in the Members' Update.

86. APPLICATION NO.192906 - FORMER LEA FARM GRAVEL PIT, LODGE ROAD, HURST

Proposal: Full application for the proposed extension of existing reedbeds and creation of marshland to form a high value wetland habitat

Applicant: Lavell's Wetland Trust

The Committee received and reviewed a report about this application, set out in agenda pages 161 to 178.

The Committee were advised that there were no Members' Updates.

RESOLVED That application number 192906 be approved subject to Conditions as set out on agenda page 162.

87. APPLICATION NO.193230 - WOKINGHAM COMMUNITY HOSPITAL, BARKHAM ROAD, RG41 2RE

Proposal: The removal of the existing medical gas (oxygen) bottle storage cage and the proposed installation of a modular pre built medical gas (oxygen) bottle storage unit

Applicant: Berkshire Healthcare NHS Foundation Trust

The Committee received and reviewed a report about this application, set out in agenda pages 179 to 190.

The Committee were advised that the Members' Update included addition to paragraph 3, to add that the existing medical unit behind the existing bottle storage cage would be retained alongside the proposed new unit.

Simon Weeks stated that the proposals would provide better safety on site.

RESOLVED That application number 193230 be approved, subject to Conditions and Informatives as set out on agenda page 180.

88. APPLICATION NO.193059 - LAND TO THE REAR OF 78 READING ROAD, EVERSLEY

Proposal: Full application for proposed change of use to provide light industrial (Use Class B1) and internal and external storage and distribution (Use Class B8) on the site with associated parking

Applicant: Palmarium Properties Limited

The Committee received and reviewed a report about this application, set out in agenda pages 191 to 230.

The Committee were advised that the Members' Update included:

- Clarification that although the Council's planning enforcement team are not pursuing further compliance with the two existing enforcement notices, they remain on the land and could still be enforced should it be considered expedient to do so;
- Clarification that skip operation could only take place on site should it not include transfer of waste or an office open to the public;
- Summary of additional comments received, and Officer responses.

Gareth Rees, resident, spoke in objection to the application. Gareth stated that the applicant had originally applied to seek permission for expansion over a larger area of the site, however they were advised to remain within the red line area at the pre-application advice phase. Gareth added that there had been many enforcement issues on the site over the years, and areas of the site had not been regenerated. Gareth stated that there had been a number of errors and omissions within the report, including no information regarding turning space for large vehicles which would have to reverse onto the main road. Gareth was of the opinion that the parking area should be a material consideration. Gareth stated that the transport statement had not raised the issue that 0.6 miles down the road heavy goods vehicles (HGVs) could not pass round the corner properly. Gareth asked that a full transport assessment be carried out with regards to this application.

Robin Henderson, agent, spoke in support of the application. Robin recognised the unfortunate planning history with regards to this site, and stated that the applicant wanted to derive beneficial usage from the site. Robin stated that the applicant had engaged with Officers and residents in the pre-application phase, and the proposals were a low key form of development which was not in excess of previous grants regarding noise and travel considerations. Robin added that the proposals were proportional and reasonable in planning terms.

Carl Doran queried what percentage area increase of development the proposals would cause. Simon Taylor, Case Officer, stated that the proposals would cause an approximate thirty percent increase of development on-site.

Carl Doran queried how many vehicle movements would be made to and from the site each day. Judy Kelly, Highways Development Manager, stated that historically the site incurred 26 vehicle movements per day, whereas the proposed application would incur 19 vehicle movements per day to the site.

A number of Members commented that that the application site was complex, and would be easier to interpret and understand after a site visit. Stephen Conway proposed that the item be deferred, and a site visit be undertaken. This was seconded by Carl Doran and subsequently carried. Simon Weeks asked that the site be marked out for the site visit to make it easier for Members to visualise the different site and highway areas.

RESOLVED That application number 193059 be deferred to allow a site visit to be undertaken.

89. APPLICATION NO.193285 - UNITS C5-C8, 800 SERIES BUILDING, ESKDALE ROAD, WINNERSH TRIANGLE

Proposal: Full application for the proposed change of use from warehouse (Use Class B8) to mixed Use Class B1 and B8 following part demolition of existing building (part of units C5-C8), including erection of a rooftop extension to create internal plant rooms, external alterations including new cladding and external plant areas, changes to fenestration, modification of existing landscaping and parking layout and creation of new parking

Applicant: Winnersh Midco SARL

The Committee received and reviewed a report about this application, set out in agenda pages 231 to 274.

The Committee were advised that the Members' Update included:

- Deletion of Informative 3;
- Clarification that the information in Condition 6 was not required prior to commencement.

Rachelle Shepherd-DuBey commented that it was good to see a designated business area being maintained for business premises.

A number of Members raised their concern with regards to the felling of trees on the application site, particularly as 53 trees were planned to be felled with 25 replacement trees to be planted. Simon Taylor, Case Officer, stated that a wider landscaping plan was in place across the whole site which was wholly owned by the applicant. The landscaping plan would see a net increase of trees across the wider site. Simon added that the Council's tree Officer had accepted the proposals. Justin Turvey, Team Manager (Development & Regeneration), stated that the trees were not protected on-site and could be felled without planning permission.

Simon Taylor stated that the tree Officer had negotiated eight additional trees to be retained on the application site, and additional retained trees could inhibit growth of other trees, including newly planted trees. Simon reaffirmed that there was a commitment for a net increase of trees and landscaping across the wider site.

Stephen Conway proposed an additional Informative stating that it was an aspiration of Wokingham Borough Council (WBC) to plant significantly more trees within the Borough as part of the response to the declared climate emergency, and therefore requested that the applicant consider to accommodate a significant increase in trees planted compared to trees felled within the site and the wider business park site. This proposal was seconded, carried, and added to the list of Informatives.

RESOLVED That application number 193285 be approved, subject to Conditions and Informatives as set out in agenda pages 232 to 241, deletion of Informative 3 and correction to Condition 6 as set out in the Members' Update, and additional Informative as resolved by the Committee.

90. APPLICATION NO.193255 - TARGETTS FARM, MAIDENHEAD ROAD, WOKINGHAM

Proposal: Full application for the proposed erection of a four bay steel framed agricultural barn with lean-to

Applicant: Burrows

The Committee received and reviewed a report about this application, set out in agenda pages 275 to 292.

The Committee were advised that the Members' Update included correction to the fourth line of Condition 5 to read 'whichever is later'.

Simon Weeks queried why permitted development rights for the erection of a barn were not applied in this case. Simon Taylor, Case Officer, stated that permitted development rights were only relevant if the site was over 5 hectares in area, and the application site was 3.8 hectares.

RESOLVED That application number 193255 be approved, subject to Conditions and Informatives as set out in agenda pages 276 to 277, and correction to Condition 5 as set out in the Members' Update.

Agenda Item 95.

Application Number	Expiry Date	Parish	Ward
193059	3 February 2020	Finchampstead	Finchampstead South

Applicant	Palmarium Properties Limited
Site Address	Land at 78 Reading Road and to the rear of 80 Reading Road, Eversley RG40 4RA
Proposal	Full application for proposed change of use to provide light industrial (Use Class B1) and internal and external storage and distribution (Use Class B8) on the site with associated parking
Type	Full
Officer	Simon Taylor
Reason for determination by committee	Listed by Councillor Weeks because of resident concerns including road safety and access, hours of operation, site sustainability, inappropriateness of B1 and B8 uses in a residential area and failure to comply with previous enforcement notices including restoration as farmland

FOR CONSIDERATION BY	Planning Committee on Wednesday 11 March 2020
REPORT PREPARED BY	Assistant Director – Place

PREAMBLE/UPDATE
<p>The application was initially tabled to the Planning Committee on 12 February 2020 but was deferred to allow Councillors to attend a site inspection. This report has been updated to include the members update tabled to the meeting of 12 February 2020 and one additional submission received after the initial meeting of the Planning Committee but otherwise remains unchanged. In addition, a question posed at the Planning Committee relating to the increase in the expansion of the site. The total area of the Class B use (inclusive of parking and building 1) is increasing from 710m² to 1255m² and the internal Class B floorspace is increasing from 195m² to 290m².</p>
SUMMARY
<p>The site lies in the countryside, to the rear of existing residential development fronting Reading Road as well as a nearby backland dwelling house, BT telephone exchange and timber mill and rural land to the north and east. The site originally comprised a turkey farm and forms part of a larger landholding that included a horticultural use.</p> <p>Approval for the change of use of one of the agricultural buildings to Class B1 use was granted in 1993 following the cessation of agricultural and horticultural activities. There has also been various unauthorised uses and works which have been the subject of enforcement action, including a waste transfer station. The subject proposal seeks to utilise three original agricultural buildings and the surrounding curtilage for Class B1 and B8 use, including open air storage.</p> <p>The application has been the subject of neighbour objections from ten properties in addition to opposition from Finchampstead Parish Council. It has also been listed for consideration at the Planning Committee by the ward member. Primary concerns relate to an incompatible development in the countryside and within a residential area, neighbour impacts (noise) and traffic implications along the access road and at the intersection with Reading Road.</p>

The principle of the development is acceptable on account of a lawful Class B8 use on the application site (which does not extend to the wider site). The application has also been reviewed by the relevant consultees and found to be acceptable in terms of traffic impact, parking provision and access, landscape setting, ecological harm and noise disturbance. However, it remains subject to relevant conditions, including landscaping and boundary details (Conditions 3 and 4), noise measures (Condition 5), permeable surfacing details (Condition 6), limitations on operating hours (Condition 12) and external storage (Conditions 13-15) and the prohibition of external lighting or amplification (Condition 16).

PLANNING STATUS

- Countryside
- Agricultural land (Grade 1 classification)
- Green Route (Reading Road)
- Flood zone 1
- Thames Basin Heaths Special Protection Area (5km zone)
- Farnborough Aerodrome safeguarding zone
- South East Water consultation zone
- Mineral extraction consultation zone
- Classified road (Reading Road)

RECOMMENDATION

That the committee authorise the GRANT OF PLANNING PERMISSION subject to the following conditions and informatives:

1) Timescale

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In pursuance of s.91 of the Town and Country Planning Act 1990 (as amended by s.51 of the Planning and Compulsory Purchase Act 2004).

2) Approved details

This permission is in respect of the plans numbered 001 Rev F (dated 29 January 2020), 002, 003 and 004 (dated August 2019), 005 (dated 3 December 2019) and 006 (dated 4 December 2019) received by the local planning authority between 19 November and 27 January 2020.

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. The use, including the external/open air area assigned for Class B8 use, shall be operated strictly in accordance with the approved details and other conditions outlined herein.

Reason: For the avoidance of doubt and to ensure that the development is carried out in accordance with the application form and associated details hereby approved.

3) Hard and soft landscaping details

Prior to the commencement of the development, full details of both hard and soft landscaping shall be submitted to and approved in writing by the local planning authority. These details shall include a planting plan, specification (including cultivation and other operations associated with plant and grass establishment), schedules of plants, species, sizes and proposed numbers/densities where appropriate, and implementation timetable. More specifically, it is to include the planting of a tree (such as an Oak) and use of hedgerows set back from the visibility splays at the intersection of the access road to Reading Road and to the property boundaries within the site itself.

Planting shall be carried out in accordance with the approved details in the first planting and seeding seasons following the occupation of the buildings. Any trees or plants which, within a period of five years after planting, are removed, die or become seriously damaged or defective, shall be replaced in the next planting season with others of species, size and number as originally approved and permanently retained.

Reason: In the interests of visual amenity.

Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21.

4) Details of boundary walls and fences

Prior to the commencement of the development, details of all boundary treatments for, inclusive of any gates and other works at 78 Reading Road, shall be submitted to and approved in writing by the local planning authority. This includes boundary treatments to define the southern boundary of the site from the remainder of the site to the south. The approved scheme shall be implemented prior to the first occupation of the development or phased as agreed in writing by the local planning authority. The scheme shall be maintained in the approved form for so long as the development remains on the site.

Reason: In the interests of amenity and highway safety and to prevent uncontrolled expansion of the uses outside of the site.

Relevant policy: Core Strategy policies CP1, CP3 and CP6.

5) Noise control details

Prior to the occupation or use of the development, a scheme shall be submitted to and approved in writing by the local planning authority which specifies the provisions to be made for the control of noise emanating from the end use and the approved scheme shall be fully implemented prior to the occupation of the building(s) and operated in accordance with the approved scheme thereafter for the life of the development.

Reason: To protect the occupiers of nearby premises from unreasonable noise levels.

Relevant policy: NPPF Section 15, Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy CC06.

6) Permeable surfacing

Any new hard surfacing hereby permitted shall be constructed from porous materials or provision shall be made to direct run-off water from the hard surface to a permeable or porous area within the curtilage of the development, in accordance with details to be submitted to and approved in writing by the local planning authority prior to the commencement of development. The hard surfacing shall be constructed in accordance with the so-approved details and thereafter so-retained.

Reason: To prevent increased flood risk from surface water run-off.

Relevant policy: NPPF Section 14 and Managing Development Delivery Local Plan policies CC09 and CC10.

7) Drainage details

Prior to the occupation or use of the development, details of the disposal of foul and storm water sewage to serve the development shall be submitted to and approved in writing by the local planning authority. Where relevant, these approved details are to be constructed in accordance with the approved details.

Reason: In order to ensure satisfactory provision is made for foul and storm water drainage.

Relevant policy: NPPF Section, Core Strategy policy CP1 and Managing Development Delivery Local Plan Policy CC10.

8) Waste storage details

Prior to the occupation or use of the development, the bin storage facilities shall be provided in full accordance with the approved details. The bin storage area and facilities shall be permanently so-retained and used for no purpose other than the temporary storage of refuse and recyclable materials.

Reason: In the interests of visual and neighbouring amenities and functional development.

Relevant policy: Core Strategy CP3 and Managing Development Delivery Local Plan policy CC04.

9) Access details

Prior to the occupation or use of the development, the vehicular access to/from Reading Road is to be increased in width in accordance with details on approved drawing 001 Rev F (dated 27 January 2020) and 028.0055.002 Rev C (dated 9 September 2019) and is subject to separate authorisation by the Borough's highway section (see Informative 6).

*Reason: In the interests of highway safety and convenience.
Relevant policy: Core Strategy policies CP3 and CP6.*

10) Parking and turning spaces

Prior to the occupation or use of the development, the vehicle parking and turning space for the application site and for 78 Reading Road shall be provided in accordance with the approved plans. The vehicle parking and turning space shall be retained and maintained in accordance with the approved details and the parking space shall remain available for the parking of vehicles at all times and the turning space shall not be used for any other purpose other than vehicle turning.

Reason: To provide adequate off-street vehicle parking and turning space and to allow vehicles to enter and leave the site in a forward gear in the interests of road safety and convenience and providing a functional, accessible and safe development and in the interests of amenity.

Relevant policy: Core Strategy policies CP3 and CP6 and Managing Development Delivery Local Plan policy CC07.

11) Visibility splays

Prior to the occupation or use of the development, the proposed vehicular access shall have been formed and provided with visibility splays shown on the approved drawing number 028.0055.001. The land within the visibility splays shall be cleared of any obstruction exceeding 0.6 metres in height and maintained clear of any obstruction exceeding 0.6 metres in height at all times.

Reason: In the interests of highway safety and convenience.

Relevant policy: Core Strategy policies CP3 & CP6.

12) Hours of use

The uses, internal and external, hereby permitted shall not operate other than between the hours of 7:30am-6pm Mondays to Fridays and 8am-2pm on Saturdays and shall not operate at all on Sundays or Bank or National Holidays. This includes, but is not limited to, the operation of machinery, deliveries and vehicle movements.

Reason: To safeguard residential amenities.

Relevant policy: Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy CC06.

13) External storage

Materials, goods, containers, plant and/or equipment, whether associated with the Class B8 use hereby approved or not, shall not be stacked or deposited externally to a height exceeding 2.0m above the level of the ground at the location where they are stacked.

*Reason: In order to safeguard the visual amenities of the area.
Relevant policy: Core Strategy policies CP1, CP3 and CP11.*

14) External operations

No operations associated with the Class B1 use hereby approved shall be undertaken other than inside buildings and no Class B1 operations other than parking, manoeuvring, loading or unloading, shall be undertaken outside buildings.

*Reason: In order to safeguard the amenities of the area.
Relevant policy: Core Strategy policies CP1 and CP3.*

15) Changes of use

The external areas of the site shall be used only for storage and for no other purpose, including any other purpose in Class B1 or B2 of the Schedule to the Town and Country Planning [Use Classes] Order 1987 (as amended) or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order [with or without modification].

Reason: In granting this permission the local planning authority has had regard to the special circumstances of this case, being the lawful uses of the site and in the context of the surrounding countryside and residential neighbours and wishes to have the opportunity of exercising control over any subsequent alternative use in the interests of the amenities of the area.

Relevant policy: Core Strategy policies CP1, CP3 and CP11.

16) External lighting and amplification

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no external lighting or amplified music shall be installed on the site or affixed to any buildings on the site without details first being submitted to and approved in writing by the local planning authority.

*Reason: In the interests of neighbour amenity, countryside and ecology.
Relevant policy: NPPF Section 15, Core Strategy policies CP1, CP3 and CP11 and Managing Development Delivery Local Plan policies TB21 and TB23.*

Informatives

1) Right of way

Whilst it would appear that the proposed development is entirely within the curtilage of the application site, the granting of planning permission does not authorise access or the carrying out any works on, over or under your neighbour's land or property without first obtaining their consent. BT Telecommunications have

advised that any works to the access road would require permission prior to commencement.

2) Pre commencement conditions

Where this permission requires further details to be submitted for approval, the information must formally be submitted to the Council for consideration with the relevant fee. Once details have been approved in writing the development should be carried out only in accordance with those details. If this is not clear please contact the case officer to discuss.

3) Changes to the approved plans

The applicant is reminded that should there be any change from the approved drawings during the build of the development this may require a fresh planning application if the changes differ materially from the approved details. Non-material changes may be formalised by way of an application under s.96A Town and Country Planning Act 1990.

4) Additional consent – advertisements

This permission does not convey or imply any approval or consent that may be required for the display of advertisements on the site for which a separate Advertisement Consent application may be required. You should be aware that the display of advertisements without the necessary consent is a criminal offence liable to criminal prosecution proceedings through the courts.

5) Protected species

This permission does not convey or imply any approval or consent required under the Wildlife and Countryside Act 1981 for protected species. The applicant is advised to contact Natural England with regard to any protected species that may be found on the site.

Should any bats or evidence of bats be found prior to or during the development, all works must stop immediately and an ecological consultant or the Council's ecologist contacted for further advice before works can proceed. All contractors working on site should be made aware of the advice and provided with the contact details of a relevant ecological consultant.

6) Access construction

The Head of Highways at the Council Offices, Shute End, Wokingham [0118 9746000] should be contacted for the approval of the access construction details before any work is carried out within the highway (including verges and footways). This planning permission does NOT authorise the construction of such an access or works.

7) Mud on the road

Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on adjacent highways. For further information contact the Highway Authority on tel.: 0118 9746000.

8) Discussion

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received. This planning application has been the subject of positive and proactive discussions with the applicant in terms of a full pre-application process being undertaken by the applicant and amended plans being submitted by the applicant to overcome concerns relating to neighbour amenity.

The decision to grant planning permission in accordance with the presumption in favour of sustainable development as set out in the NPPF is considered to be a positive outcome of these discussions.

PLANNING HISTORY (more relevant approvals are highlighted)

The subject site historically comprised an agricultural use.

This site adjoins to the south (to the rear of 78 Reading Road) forms part of the wider landholding. It historically comprised a horticultural use, which has since discontinued with no applications since 1993. It does not form part of this application.

Rear of 80 Reading Road

App Number	Proposal	Decision
BR6192	Agricultural building	Approved 14 March 1977
BR18222	13 livestock pens	Approved 14 April 1977
20124	Turkey rearing building	Approved 18 March 1982
40308	Use of agricultural buildings for Class B1 electrical contractors depot and office	Refused 21 December 1992
40307	Use of farm buildings for Class B8 use	Refused 11 January 1993
40783	Use of main building for Class B8 use	Approved 18 May 1993
A/93/230988	Appeal against conditions in F/1993/40783	Part upheld 23 March 1994
41836	Use of three farm buildings for Class B1 use and demolition of other buildings	Refused 29 November 1993
A/93/231396	Appeal against refusal of 41836	Dismissed 23 March 1994
F/1999/69461	Erection of building, use of existing buildings and open storage for preparation, storage and distribution of meat products	Refused 8 July 1999
F/1999/69922	CoU for open storage of building materials	Refused 6 October 1999
F/1999/69946	CoU of Building A for storage and offices	Refused 6 October 1999
F/1999/69947	CoU of Building C from Class B1 to B8	Refused 6 October 1999
F/2002/6868	Two detached dwellings	Refused 8 August 2002

A/03/1110174	Appeal against refusal of F/2002/6868	Dismissed 9 October 2003
F/2003/9350	CoU from agricultural to waste transfer station	Refused 3 December 2003
A/04/1149917	Appeal against refusal of F/2003/9350	Dismissed 8 February 2005
F/2008/2064	CoU from Class B1 to B8 for the storage of eight minibuses (retrospective)	Approved 10 November 2008
VAR/2008/2674	Variation of Condition 7 of F/2008/2064 to allow an increase in buses from 8 to 40	Refused 3 February 2009
F/2014/2170	Retention of replacement building and retention of use of all buildings and hard-standing for Class B2 use (retrospective)	Refused 22 January 2015

ENFORCEMENT HISTORY		
Ref Number	Proposal	Decision
-	Use for storage and distribution of building materials	Opened 2000
RFS/2004/00109 and others	Depositing of waste materials and burning of rubbish	Opened 19 February 2004
RFS/2008/00240 RFS/2008/00278	Use of site for business purposes (storage of minibuses)	Opened 6 May 2008 Application lodged
-	Stop using the land as a waste transfer station, skip hire centre and storage of skips, lorries and waste materials, remove skips, lorries and waste materials and restore the land by providing 150mm topsoil	Opened 2005
-	Appeal against 2005 enforcement notices	Dismissed 2006
RFS/2014/00165 RFS/2015/00250	Unauthorised use of land by several small businesses	Opened 10 April 2014 Notice issued 1 October 2015
C/15/3138106	Appeal against RFS/2014/00165	Dismissed/enforcement notice upheld 12 September 2016
RFS/2015/082396	Unauthorised roofing business	Opened 25 August 2015 Use ceased 8 March 2018

SUMMARY INFORMATION	
Site Area	0.18 hectares (with access measuring 0.09 hectares)
Previous land use (see paragraphs 11-19 for further detail)	Pre 1993: Historic agricultural use 1993-2008: Class B1 (business (plumbing)) 2008-: Class B8 (storage (of minibuses))
Proposed land use	Unspecified mix of Class B1 (business) and B8 (storage and distribution)
Change in floorspace	No change
Number of jobs	Addition of 1-8 FTE jobs

Existing parking spaces	No formal parking (but with eight minibus parking spaces)
Proposed parking spaces	16 parking spaces (including three disabled spaces)

CONSULTATION RESPONSES	
WBC Growth and Delivery	No comments received.
WBC Drainage	No objection.
WBC Ecology	No objection, subject to additional lighting details. See Condition 16 which prohibits external lighting instead.
WBC Environmental Health	No objection is raised on noise disturbance grounds, as discussed further in 'Neighbour Amenities'.
WBC Highways	No objection, subject to conditions relating to access, parking/turning and splays in Conditions 9, 10 and 11 respectively.
WBC Tree and Landscape	No objection, subject to Condition 3.
WBC Cleaner and Greener	No comments received. Condition 8 does, however, require further waste storage details.
WBC Enforcement	The Council's planning enforcement team is not pursuing further compliance with the existing enforcement notices. Both enforcement notices remain on the land so if there are any breaches in future they can still be enforced if it is considered expedient to do so. At the present time, it is concluded that it is not.
Thames Water	No comments received.
South East Water	No comments received.

REPRESENTATIONS	
Finchampstead Parish Council	<p>Objections are raised on the following grounds:</p> <ul style="list-style-type: none"> • Inappropriate development in the countryside • Inappropriate development in a residential area causing a negative impact upon residents <p><u>Officer comment:</u> The principle of the development is acceptable on the grounds that there is a lawful Class B use within the use, albeit not currently active. The proposed use is acceptable on visual and neighbour amenity grounds, but subject to limitations imposed in Conditions 12-16. Refer to comments in 'Character of the Area' and 'Neighbour Amenities'.</p> <ul style="list-style-type: none"> • Working hours are unacceptable <p><u>Officer comment:</u> As discussed in paragraph 44, the operating hours have been curtailed in Condition 12 on neighbour amenity grounds.</p> <ul style="list-style-type: none"> • Inadequate access width that is dangerous for industrial use • Problematic turning on a busy road

	<p><u>Officer comment:</u> The proposal includes a widened access at the intersection with Reading Road, which includes improved swept path and compliant splays. The Council's Highways Officer has reviewed this arrangement and raises no objection, subject to Conditions 9, 10 and 11. Refer to paragraphs 54-59.</p> <ul style="list-style-type: none"> • Ongoing non-compliance with enforcement notices <p><u>Officer comment:</u> Whilst there has been non-compliance with enforcement notices in the past and appeals against several notices, the Council's Enforcement department have confirmed that there are currently not pursuing any enforcement matters relating to the site. Past issues are not material to the determination of this application.</p>
Local Members (Cllr Weeks)	<p>The application was listed for Planning Committee on the following grounds:</p> <ul style="list-style-type: none"> • Road safety and access <p><u>Officer comment:</u> As noted above and in paragraphs 54-65, the access arrangements are satisfactory.</p> <ul style="list-style-type: none"> • Site sustainability • Inappropriateness of Class B1 and B8 use in a residential area <p><u>Officer comment:</u> As noted above and throughout the report, the site is suitable on these grounds.</p> <ul style="list-style-type: none"> • Hours of operation <p><u>Officer comment:</u> As noted above and in paragraph 44, the operating hours have been curtailed in Condition 12 on neighbour amenity grounds.</p> <ul style="list-style-type: none"> • Failure to comply with previous enforcement notices <p><u>Officer comment:</u> As noted above, the Council's enforcement department have confirmed that there are currently no current or ongoing enforcement matters.</p>
Neighbours	<p>The application was consulted to neighbours from 9 December 2019 to 1 January 2020 (extended erroneously to 26 January 2020). Submissions were received from the following properties:</p> <ol style="list-style-type: none"> 1) Brooklyn, 15 Reading Road, Finchampstead RG27 0RP 2) 18 Reading Road, Finchampstead RG27 0RP 3) 80 Reading Road, Finchampstead RG40 4RA (BT Eversley Telephone Exchange) 4) Fox Lodge, 80A Reading Road, Finchampstead RG40 4RA 5) Derwen Dag, 82 Reading Road, Finchampstead RG40 4RA 6) Downscombe, 84 Reading Road, Finchampstead RG40 4RA 7) Broom Acre, 87 Reading Road, Finchampstead RG40 4RD

- 8) 102 Reading Road, Finchampstead RG40 4RA (x2)
- 9) 112 Reading Road, Finchampstead RG40 4RA (x6)
- 10) 1 The Rise, Finchampstead, RG40 4RH
- 11) 19 Kingsley Road, Eversley RG27 0LZ
- 12) Brooklands, Marsh Lane, Eversley Cross RG27 0PD
- 13) Strathmore, The Street, Eversley RG27 0PJ
- 14) Hundreds, The Street, Eversley RG27 0PJ
- 15) Bakers Farm Cottage, The Street, Eversley RG27 0RL
- 16) Yew Tree Cottage, The Street, Eversley RG27 0RL
- 17) 3 Arlot Close, Eversley RG27 0RT

The submissions raised the following issues

Principle of development

- Class B use is incompatible with the residential area
- Does not accord with Policy CP11 of the Core Strategy in terms of what is allowed in the countryside

Officer comment: The principle of the development is acceptable on the grounds that there is a lawful Class B use within the use, albeit not currently active. The proposed use is acceptable on visual and neighbour amenity grounds, but subject to Conditions 12-16.

- Brownfield land should be used for dwelling houses

Officer comment: The use of the site for Class B is acceptable in principle, as noted in 'Principle of Development'.

- It has not been demonstrated that economic benefit would outweigh harm

Officer comment: The proposal has a satisfactory amenity outcome and is acceptable in terms of the planning balance. See paragraph 83.

- Poor sustainability (lack of public transport)

Officer comment: The site comprises an established use and as such, the sustainability of the proposal is acceptable, as noted in paragraphs 25-27.

- Excess of commercial sites in the area

Officer comment: The site currently has a lawful commercial use and the proposal seeks to expand this use. The principle is acceptable, as noted in the officer report.

Character of area

- The height and extent of external storage is not specified
- Equipment and vehicles stored on the site would detract from the character of the area
- Environmental impact

Officer comment: There is no objection in relation to external storage, which is controlled by Condition 13 and discussed further in paragraphs 24 and 35.

- Future advertising signage will detract from the area and distract drivers

Officer comment: Advertising signage does not form part of this application as noted in Informative 4.

- Development will extend beyond the red line site

Officer comment: The required landscaping and fencing in Conditions 3 and 4 are intended to define the site area and remove the possibility of any unchecked expansion.

Traffic, access and parking

- Increased traffic congestion onto the site and on surrounding roads
- Increased traffic conflict, including pedestrians and school children waiting for buses
- Safety implications from speeding lorries upon pedestrians
- The access is ROW only and of insufficient width for HGVs
- Unsafe arrangements for cyclists and pedestrians accessing the site
- Pedestrian access along the pathway will be compromised and formal access should be provided
- Access to 80A Reading Road is not shown and would be adversely impeded and result in potential collisions
- Lack of sightlines leaving 80A Reading Road

Officer comment: The proposal has been reviewed by the Council's Highways Officer and no objection is raised. The level of traffic generation is suitable for the access road and conflict is unlikely at the entrance to Reading Road. Access widths are acceptable, shared pedestrian access is suitable on safety grounds and there is no unreasonable impact upon sightlines from 80A Reading Road. Informative 1 notes ownership requirements from BT, who are the owners of the roadway. Refer to 'Access and Movement' for further details.

- Widening of access is unnecessary
- Widening of the road implies increased traffic

- Widening of road is underhanded

Officer comment: The widening of the access allows for two way movement for 90m of the 150m access road, which allows for better management of access. As noted above, the likely trip generations will reduce. The width of the road alongside 80A Reading Road is unchanged but this does not preclude access for larger vehicles.

- Width of the road network is inadequate to accommodate wider vehicles
- Traffic study should not have been passed
- Transport Assessment is inadequate

The Council's Highways Officer does not oppose the findings of the Transport Statement. Of note, the maximum width of an articulated vehicle accessing the site is 2.6m. Given the modest size of the commercial development, there is likely to be a low level of movement of such vehicles and the implications for traffic flows on surrounding roads beyond the immediate intersection of the site with Reading Road is negligible and not unreasonable.

- Restriction on vehicle sizes should be imposed
- 3.5 tonne limit should be retained
- Types of vehicles are not specified

Officer comment: With a widening of the access road, there are no justifiable planning reason, including neighbour amenity, to restrict the type of vehicles. It was therefore not necessary to include a tonnage limit on the type of vehicles.

- Widening of the road will increase vehicle speeds

Officer comment: The width and length of the access road is such that it would not result in an adverse increase in vehicle speeds.

- Access is only widened on the southern side

Officer comment: The access is widened at its southern side as this falls within 78 Reading Road. It is done to allow increased turning space and it allows for a 16.5m vehicle to exit or enter the site from the north or south, as demonstrated by the swept path plans submitted with the application.

- Road surface is in poor condition and this will be exacerbated

Officer comment: The roadway is privately owned and is not a subject of planning consideration.

- No quantifiable data for articulated vehicles

Officer comment: The turning and parking area within the site could only accommodate one articulated vehicle at a time.

- Traffic surveys are from November 2018
- Trip generations do not include total daily movements
- TRICS calculations are inaccurate because the site is mostly Class B8
- TRICS data should be provided

Officer comment: The site circumstances and road conditions have not altered sufficiently to render a 2018 survey unacceptable for the purposes of this assessment. The number of trip movements is given as 19 daily trips, with AM and PM peak trips specified therein. The use mix includes Class B1 and B8 and this has not adversely affected the TRICS data, which is published at the end of the Transport Statement.

- Noise assessment was undertaken on a school holiday

Officer comment: The survey was undertaken across a period that included school term, holidays and the weekend. This is entirely reasonable.

- Crash data is inaccurate

Officer comment: The Transport Statement indicates that there is no data of collisions in the vicinity of the site in the past five years. This is correct. Accidents have occurred in the immediate vicinity but they are either more than five years ago and/or well removed from the intersection. The extent of data is not sufficient to warrant concern on traffic safety grounds.

- Amendments to the roadway require permission from the landowner (BT) to ensure protection of underground infrastructure

Officer comment: The widening of the access road is wholly within the ownership of 78 Reading Road. Any additional works within the existing roadway are subject to permission from the landowner, which the applicant is aware of and which is noted in Informative 1.

- No electric vehicle charging

Officer comment: Whilst EV charging points are supported, there is no statutory requirement for these to be provided as part of this particular development.

Neighbour amenity

- Increased noise, including from traffic movements

Officer comment: The level of noise disturbance to surrounding properties, and in particular to 80A Reading Road, is acceptable, as noted in paragraphs 38-45.

- 80A Reading Road is engulfed by development

Officer comment: Because the proposal will utilise an existing access road, this is unchanged from the existing arrangement.

- Light pollution

Officer comment: External lighting is not permitted, as noted in paragraph 46 and Condition 16.

- Excessive hours of use

Officer comment: As discussed in paragraph 44, the operating hours have been curtailed in Condition 12.

- Noise assessment is from October 2018

Officer comment: The noise assessment is acceptable for the proposed use, particularly as it is not envisaged that the site circumstances have changed to any significant degree.

- Vibration and pollution from traffic movements

Officer comment: The number of traffic movements is not sufficient to warrant concern.

Unauthorised works

- Buildings have had illegal works and uses and therefore there is no legal use on the site

Officer comment: There is a lawful use on the site, as noted in Principle of Development'.

- High likelihood of future non-compliance

Officer comment: Although this is based on the previous site history, it remains speculative and does not form a consideration in this application. Condition 4 does, however, require boundary fencing to the southern boundary and this would remove the possibility of expansion of any uses outside of the site boundary.

- The site will later be expanded onto surrounding land as this owned by the same owner
- Will lead to increased expansion of skip hire business and additional parking of skips and associated vehicles
- Broad application of Class B use allows for different types of activities

Officer comment: The application is for Class B1 and B8 use and any expansion beyond the site boundaries is not the subject of this application. There is no proposal for the site to be occupied by a skip hire business (whether or not it is associated with the owner/applicant) could only be accommodated if it were to relate to the storage of the skips only and not include any transfer of waste (which would make it Class B2) or if it included an office or was open to the public (making it sui generis).

- Ongoing non-compliance with enforcement notices
- Hardstanding still remains on site and meadows and orchards have not been reinstated

Officer comment: The Enforcement department have confirmed that there are currently no enforcement matters relating to the subject site. Orchards and meadows were removed on the adjoining landholding and it was not expedient to require their reinstatement given the horticultural use had ceased.

- Has been encroachment into 80A Reading Road
- Building has been demolished on land in 80A Reading Road (see 2015 enforcement notice)

Officer comment: This is outside the subject site and outside the scope of planning consideration.

Other

- Is not connected to mains sewer

Officer comment: Refer to Condition 7 which requires conformation of drainage details.

- Lack of transparency with use and applicant

Officer comment: The listed applicant on the application form is unchanged from the previous application. The mix of Class B1 and B8 uses on the site is unspecified but Conditions 12-16 make clear the extent of each use within the external areas.

- Site address is deliberately incorrect

	<p><u>Officer comment:</u> This is inconsequential for the assessment of the application but for clarity, the site address has been updated to specify that it relates to land behind 80 Reading Road.</p> <ul style="list-style-type: none"> • Site plan is not to scale <p><u>Officer comment:</u> The site plan is acceptable for assessment purposes.</p> <ul style="list-style-type: none"> • Documentation refers to Eversley, which is incorrect • Planning Statement is incorrect as there are three residential properties sharing the access <p><u>Officer comment:</u> This is noted but inconsequential to the assessment of the application.</p> <ul style="list-style-type: none"> • Loss of property value <p><u>Officer comment:</u> This is not a relevant planning consideration.</p> <ul style="list-style-type: none"> • Consultation has occurred over the festive period to avoid scrutiny • Lack of consultation (site notice and coverage) • Consultation should have included The Street <p><u>Officer comment:</u> Neighbour consultation was undertaken in accordance with the Statement of Community Involvement. This did not include the requirement for a site notice but did include an extended period to accommodate Bank Holidays over the Christmas and New Year period. The inclusion of properties in The Street, which is in excess of 600m from the site is unnecessary, even on traffic grounds.</p> <ul style="list-style-type: none"> • No thought has been given to the conservation area <p><u>Officer comment:</u> The site is not within or in the vicinity of a conservation area. The Street in Eversley is 470m removed from the site and the movement of traffic through the conservation area is not unacceptable.</p>
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APPLICANTS POINTS	
<p>There is also a strong emphasis on the importance of utilising brownfield land in both the NPPF and Development Plan. It is considered that this proposal meets the above requirements of Policy CP11. The proposal will not encroach or expand away from the footprint of the original buildings and would be considered to bring about environmental improvement by bringing the vacant site back into viable and effective use.</p>	

Policy CP3 of the CS sets out the general principles for development. The proposed change of use adheres fully to the principles set out within this policy through maximising the potential of the site whilst maintaining the existing built form.

The proposal complies fully with the policies as contained within the adopted Local Plan, and benefits from the presumption in favour of sustainable development in line with the National Planning Policy Framework.

Benefits of this proposal include re-use of previously developed land which will bring economic benefits to the area and regularisation of a currently vacant site.

PLANNING POLICY		
National Policy	NPPF	National Planning Policy Framework
	NPPG	National Planning Policy Guidance
Core Strategy DPD 2010	CP1	Sustainable Development
	CP2	Inclusive Communities
	CP3	General Principles for Development
	CP6	Managing Travel Demand
	CP7	Biodiversity
	CP8	Thames Basin Heaths Special Protection Area
	CP9	Scale and Location of Development Proposals
	CP11	Proposals outside Development Limits
	CP15	Employment Development
Managing Development Delivery Local Plan 2014	CC01	Presumption in Favour of Sustainable Development
	CC02	Development Limits
	CC03	Green Infrastructure, Trees and Landscaping
	CC06	Noise
	CC07	Parking
	CC09	Development and Flood Risk
	CC10	Sustainable Drainage
	TB11	Core Employment Areas
	TB20	Service Arrangements and Deliveries for Employment and Retail Use
	TB21	Landscape Character
TB23	Biodiversity and Development	
Supplementary Planning Documents	BDG	Borough Design Guide (Sections 7 and 8)

PLANNING ISSUES

Description of Development

1. The proposal involves the use of part of the existing site for Class B1 (light industry) and Class B8 (storage and distribution) uses, including two existing buildings, and open area storage within the surrounding curtilage. It is intended to be a flexible arrangement, being made available for more than one client for storage units and vehicles, where relevant.

2. It includes widening of the access road from Reading Road for HGV access, access via an existing unused entry and car parking for 16 vehicles and cycle parking.
3. The proposed hours of use as submitted with the application are 7am-9pm Monday to Saturday and 8am-2pm on Sundays and Bank Holidays.

Description of Site

4. The site measures approximately 0.25 hectares (as part of a wider holding measuring 0.985 hectares) and occupies a backland site behind a row of modest detached dwellings set within an irregular pattern of development on the eastern side of Reading Road. On the wider site are two modestly sized industrial buildings concentrated at the northern western portion of the site (that forms the application site) with gravel and remediated landscaping forming the surrounding wider curtilage.
5. Whilst the site is within the countryside, it adjoins a timber mill to the south, a phone exchange building to the north and a dwelling house known as 80A Reading Road, under separate ownership, between the two access routes into the site. Open countryside adjoins to the north and east.

Principle of Development

6. The National Planning Policy Framework has an underlying presumption in favour of sustainable development which is carried through to the local Development Plan. The Managing Development Delivery Local Plan (MDD) Policy CC01 states that planning applications that accord with the policies in the Development Plan will be approved without delay, unless material considerations indicate otherwise.

Employment uses

7. Policy CP15 of the Core Strategy permits minor business extensions of existing uses outside of Core Employment Areas (underlined emphasis added). Relative to the approved areas and uses of the Class B8 use in F/2008/2064, the proposal represents a minor business extension of an existing use and is acceptable on this basis.

Location in the Countryside

8. The site is located outside the settlement boundary and in the countryside and Policy CP11 of the Core Strategy does not normally permit development outside of development limits. Exceptions include where it involves a sustainable rural or recreational enterprise, does not lead to excessive expansion away from the original building and is contained within a building suitable for conversion.
9. However, paragraph 80 of the NPPF seeks to create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. Paragraph 83 also

aims to promote the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings and the development and diversification of agricultural and other land-based rural businesses. It must, however, be read in the context of paragraph 84, which states that it is *'important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.'*

10. A Class B use within this countryside site does not strictly satisfy the above requirements and would be contrary to Policy CP11 though this is to be balanced against Section 6 of the NPPF, which aims to sustain economic growth within rural businesses. However, it first requires a consideration of the site history, which includes a large number of refused planning applications, dismissed and upheld appeals as well as enforcement action for unauthorised buildings, works, hardstanding and uses.



Past and present uses within the wider landholding

11. The land to the rear of 80 Reading Road (being the application site) was historically used for turkey rearing until 1993. This includes buildings 1-7 and the wider area shaded blue on the aerial view above.
12. The agricultural buildings eventually fell into disuse and by 1993, application 40783 sought and granted approval for the change of use of building 4 only from agricultural to Class B1 use with associated access and parking. Conditions attached to the permission included:
 - 3) The demolition and removal of the remaining buildings (1-3 and 5-7)
 - 5) Use limited to Home Installations Ltd and IJM Plumbing and Heating only
 - 6) Use limited to electrical and plumbing contractor's office/depot only
 - 7) Hours limited to 7:30am-6pm (Monday to Friday) and 8am-1pm on Saturdays
 - 8) No vehicle over 3.5 tonnes
 - 9) Approval of landscaping details to screen building 4
 - 11) No external lighting
 - 13) No storage, industrial or business use outside of the building, except for parking, manoeuvring, loading and unloading
13. An appeal (H0330/A/93/230988) against Conditions 3 and 5-7 of 40783 was part upheld, with Conditions 3, 5 and 6 removed and Condition 7 (hours of use) retained. As such, it allowed for a lawful use of Building 4 (comprising a footprint of 250m²) for Class B1 use with associated external parking and access. The only conditioned limitations related to hours of use and no external storage. The balance of the site remained in agricultural use (highlighted grey).
14. Four further applications for the expansion of the Class B use were submitted between 1993 and 1999, all of which were refused, with one appeal dismissed. A waste transfer station was unlawfully commenced circa 2000 and following a refused planning application, dismissed appeal and enforcement action, it eventually ceased circa 2005.
15. F/2008/2064 then granted approval for a change of use of buildings 3 and 4 from the lawful Class B1 use to Class B8 to allow for the storage of eight minibuses (maximum 3.5 tonnes) within an expanded area (shaded yellow). Conditions attached to the permission included:
 - 3) Class B8 use only
 - 4) The demolition and removal of Building 2
 - 5) Hours limited to 7:30am-5:30pm (Monday to Friday) and 7:30am-11am on Saturdays and Sundays
 - 6) No vehicle over 3.5 tonnes
 - 7) Maximum of eight minibuses
 - 8) Approval of landscaping details
 - 9) No external lighting
16. A review of the officer report suggests that the buses were to be stored within building 4 but there is no specific condition requiring this. The surrounding area would be used for parking but there was no approved parking plan. A subsequent application to increase the number of buses to 40 was refused.

17. Building 2 was initially demolished and replaced with a new building, which was eventually demolished as part of enforcement proceedings. The bus storage business was discontinued by 2014 as F/2014/2170 was then submitted to the Council, which sought retrospective approval for the retention of building 2 and use of buildings 2-4 (total area of 350m²) and surrounding hardstanding as Class B2 use. The application was refused and associated appeals against the enforcement notices were dismissed.
18. Whilst outside of the application site, the land to the south (or behind 76 Reading Road) is within the same ownership. It comprises a horticultural use (shown as green) and includes ancillary farmgate sales and ancillary office sundries. The use has long been discontinued.
19. The proposal seeks to utilise buildings 1, 3 and 4 for Class B1 use and the surrounding curtilage for Class B8 open air storage and vehicle parking and access.
20. Buildings 1, 3 and 4 are lawful structures as part of the upheld appeal for 40783 and this is reinforced in the assessment of the most recent refusal in 2014. Buildings 3 and 4 have a Class B8 use and a restrictive condition in F/2008/2064 limits any change of use without planning permission. Ordinarily, such a change of use could be undertaken as permitted development under Class I of Part 3 of the GPDO. This is because a Class B1 use is intended to be a use *'which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit'*.
21. The Council concludes that whilst the type of use is not yet specified, a Class B1 use within Buildings 3 and 4 is entirely reasonable for this locality (as explained in 'Neighbour Amenities') and this is reinforced by its original Class B1 use approved in 1993. In that case, the site accommodated a plumbing business and the Council would expect a similar type or intensity of use as part of this application.
22. Building 1 would be converted from its current agricultural use to Class B1 use. There have been several applications in the past that have proposed to change the use of the building that have subsequently been refused. However, they have either formed part of a wider intensification of the site or failed to resolve access issues of on-site manoeuvrability and access width. These issues are now resolved.
23. In this case, there is a 132m² increase in the Class B floorspace on the site. However, it is acceptable on account of the Class B1 use being appropriate in a residential area and the various conditions that have been imposed to ensure a satisfactory level of amenity for surrounding properties. The floorspace is also separated into two buildings, ensuring that there is no amalgamation of use that could have the potential for increased noise.
24. Externally, the existing lawful use allows for a reasonable but undefined curtilage surrounding the buildings that is mostly confined to access and parking. The extent of proposed external Class B8 storage in this application will be less than

the existing Class B8 use, as the minibuses were viewed as stored items and not parked vehicles. The total volume would be constrained by the access and manoeuvring space for HGVs and would be no more than 200m³, far less than that anticipated by eight 3.5 tonne minibuses, which would be estimated at 400m³. The balance of the red line site area is assigned for car parking which is also acceptable on character grounds but regardless, is comparable to the existing approval.

Site sustainability

25. Policies CP1, CP6, CP9 and CP11 of the Core Strategy permit development where it is based on sustainable credentials in terms of access to local facilities and services and the promotion of sustainable transport. Expanding on this, paragraph 4.57 in the Core Strategy aims to prevent the proliferation of development in areas away from existing development limits as they are not generally well located for facilities and services and would lead to the increase in use of the private car.
26. The site is outside of the settlement boundary but is situated within a collection of residential and non-residential buildings built along the spine of Reading Road between Finchampstead and Eversley. It is within easy walking distance of the nearest bus stop but the daily services are limited and not sufficient to support the daily commute of employees of a commercial business. Furthermore, there are no retail facilities within walking distance. Cycling is feasible given the existence of some infrastructure but it is less likely because of distances involved and speed limits on surrounding roads.
27. The site exhibits limited sustainability credentials. However, when taking account of paragraph 84 of the NPPF, which aims to support the growth of businesses in rural areas and *'recognises that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport'* and given the lawfulness of the existing use and modest nature of the proposed expansion (1-8 full time equivalent jobs), no objection is raised.

Conclusion

28. In conclusion, when accounting for the existing lawful use, the proposal represents an appropriate increase in the area of Class B1 floorspace, an indiscernible or negligible change in open Class B8 storage and a modest and entirely reasonable intensification of the site in an appropriate countryside and residential location. It is in accordance with the intent of Policy CP11, which is to maintain the quality of the environment and it is compatible with the NPPF insofar as it allows for an appropriate expansion of an approved rural enterprise without detriment to the character of the surroundings. The principle of the development is therefore acceptable, as is explored in the remainder of the report.
29. An appeal from 2017 deals with a proposed change of use from Class B1 and B8 to include Class B2 (general industrial) at Belscot, Reading Road, Finchampstead, which is 220m to the south east as the crow flies (APP/X0360/W/17/3177566). In

that decision, the Inspector noted that the NPPF is supportive of rural businesses and where there was an existing lawful use, the principle of the expansion was not unreasonable (paragraph 3). This extended to the principle of site sustainability.

Character of the Area

30. Paragraph 170(b) of the NPPF requires that planning applications enhance the natural and local environment by '*recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland.*'
31. Policy CP3 of the Core Strategy states that development must be appropriate in terms of its scale, mass, layout, built form, height and character of the area and must be of high quality design. RD1 of the BDG requires that development contribute positively towards and be compatible with the historic or underlying character and quality of the local area and this is reinforced in other guidelines, including RD3, RD4, NR1 and NR2.
32. The proposal does not involve any additions or extensions to the existing buildings and this in itself poses no additional harm to the character of the countryside. External storage is not limited by condition but can only really occur in a small area adjacent to the boundary with the BT exchange as most of the site area is assigned for access.
33. P2 of the BDG ensures that parking is provided in a manner that is compatible with the local character and NR10 of the states that car parking is to be unobtrusive and landscaped. NR3 also requires a positive arrival impression for all modes of transport.
34. On these aspects, the proposal includes the widening at the access road and intersection with Reading Road. This has a degree of urbanising impact and would alter the frontage of the existing dwelling at 78 Reading Road. However, it is adequately resolved by Condition 3, which requires additional landscaping details and provision for pedestrian access and fencing to the street frontage, and Condition 4 which requires details of boundary treatments. Both are pre commencement requirements and would seek to ensure a softening of any built form arising from additional hardstanding.
35. Within the site, parking is provided for 16 vehicles. However, this is not dissimilar to the existing lawful use, which is for eight minibuses and additional staff parking. Irrespective, the parking of vehicles on the site does not present an unreasonable impact upon the character of the countryside. The area is well removed from Reading Road, is sited alongside the existing buildings where there is no impression of encroachment and it would be ameliorated by the existing and proposed landscaping in Condition 3.

Residential Amenities

36. The site lies to the rear of existing residential properties on Reading Road although in the immediate vicinity there is a BT telephone exchange to the west, a timber mill to the south, open paddocks to the north and west and a backland dwelling house immediately to the south west at 80A Reading Road. This property is the most affected by the proposal, partly because there are access roads around both sides of the property that effectively result in the property being landlocked.
37. As some context, 80A Reading Road was originally associated with the subject site. It was approved at appeal in November 1989 as a rural workers dwelling associated with the adjacent turkey farm but conditioned to include anybody associated with agriculture in the locality. However, when the agricultural use ceased shortly after in 1993 and the subject site was changed to Class B1 use, the dwelling was separated in title. In this respect, the dwelling has always existed in amongst non-residential uses and a degree of impact is to be expected.

Noise disturbance

38. Policies CP1 and CP3 of the Core Strategy aim to protect neighbouring amenity and Policy CC06 and Appendix 1 of the MDD requires that development protect noise sensitive receptors from noise impact.
39. The site adjoins residential areas to the west, including the immediately adjacent property at 80A Reading Road. The use of the site is likely to result in some noise in close proximity to residential receptors, including from increased traffic movements and larger vehicles along the access road, including via the access road to the northern side of 80A Reading Road. However, it should also be noted that whilst the site is vacant at present, the site has a lawful existing Class B use, with greater associated movements of minibuses and an existing timber mill is located on the site further to the south.
40. A Noise Assessment was submitted with the planning application. It included two noise receivers – at the southern boundary of 80A Reading Road and northern boundary of 78 Reading Road. It concludes that noise levels at 80A Reading Road are heavily influenced by activities at the timber mill to its south. The properties on Reading Road are negligibly affected by the timber mill, with the main noise source being road traffic.
41. The conclusion to the Noise Assessment notes that *'given the small number of additional daily vehicle access movements associated with the B1 and B8 use classes, and in the context of existing road traffic and commercial sound impact, the assessment findings indicate that noise impact from the proposals is likely to be minimal at all identified most-affected receptors.'*
42. There is no end user of the site at present. However, there is already a lawful Class B8 use on the site (and its current inactivity does not render it discontinued), there was a previous Class B1 use on the site up to 2008 and permitted development rights ordinarily allow the change of use between these two uses without planning permission. This is because the definition of a Class B1 use is such that the use would be free of any vibration, smell, fumes, smoke, soot, ash,

dust or grit. Were it not to be, the role of the Council's Environmental Control Officer is to undertake Compliance and Enforcement of these type of businesses.

43. On this basis, the Council's Environmental Health Officer raises no objection to the proposal, subject to conditions including additional details of noise measures prior to occupation (Condition 5) and limitations relating to the external storage and lighting (Conditions 13-16), the latter of which would have the effect of limiting any external activity to daylight hours only.
44. This also includes limitations upon operating hours. The proposed hours of use are outlined as 7am-9pm Monday to Saturday and 8am to 2pm on Sundays and Bank Holidays. These are viewed as excessive on noise disturbance grounds, including noise arising from traffic movements along the access road. Condition 12 instead limits the use to 7:30am-6pm on weekdays and 8am to 2pm on Saturday. No trading is allowed on Sundays and Bank Holidays. This would contain any ordinary noise arising from business activities to normal trading hours and when background noise levels are higher. It is also entirely consistent with the previous Class B1 and B8 permissions for the site, which have been supported by Inspectors in previous appeal decisions and there are no overwhelming circumstances to depart from these previous conclusions.
45. In the Belscot appeal referred to above, the Inspector concludes at paragraph 15 that there would be no noise disturbance to neighbour residences arising from a Class B2 use. Albeit for a more intensive Class B2 use, there are similarities in this application in terms of separation distances to established residential development on Reading Road.

Overlooking

46. Given there are no changes to the existing buildings and with the nature of the Class B use and the adequate levels of separation to the nearest residential property at 80A Reading Road, there are no perceived adverse outcomes on visual privacy grounds.

Sunlight and Daylight/Overbearing and Sense of Enclosure

47. R16 of the BDG requires separation distances of 1.0m to the side boundary and 11m to the rear boundary and R18 also aims to protect sunlight and daylight to existing properties. There are no changes to the built form and even when accounting for the potential for low level external storage (limited to 2m in height by Condition 13), there is sufficient separation to 80A Reading Road such that no objections are raised on light and dominance grounds.

Light Spill

48. Despite the proposed operating hours being 7am-9pm on Monday to Saturday and 8am to 2pm on Sundays, the proposal does not propose any external lighting even though such details were requested as part of pre application advice. On this basis, to protect the character of the countryside, neighbour amenity and local wildlife, external lighting it is expressly prohibited by Condition 16. Headlight glare

from passing vehicles is also unlikely to pose an issue as the access road is straight.

Other matters

49. A Class B1 use implies that the proposal would be free of any vibration, smell, fumes, smoke, soot, ash, dust or grit. The Council does not raise objection on any of the above grounds. Class B1 is confined to the interior of the three buildings such that there should be no transmission of smoke, soot, ash, dust or grit. The parking area is mostly hard paved and would also not lead to adverse dust. There is also unlikely to be any adverse levels of vibration or smell or fumes, and this aided by the separation distances between the buildings and the nearest residential property.

Access and Movement

Car Parking

50. Policy CC07 and Appendix 2 of the MDD stipulates minimum off street parking standards. Different parking rates apply for Class B1 and B8 uses and the use mix is not specified as part of this application. However, based on a floor area of 400m², a total of 11-16 spaces are required and a total of 16 spaces are provided, which accords with this requirement. Three spaces (19% of the total spaces) are assigned as disabled, which is also acceptable.
51. The widening of the access road serving the site impedes upon existing parking arrangements at the rear of the residential property at 78 Reading Road but these are compensated elsewhere on the site with no net change in on site car parking and no adverse impact upon the existing provision of amenity space for the dwelling.
52. Open air or external storage forms part of the application. Whilst the parking requirements do not relate to external storage, Policy CC07 allows for flexibility in the approach. In this case, the amount of external storage is constrained to a small area of the site, most likely alongside the boundary with the BT exchange and is restricted to 2m height by Condition 13. As such, the level of parking is considered to be appropriate when accounting for all uses across the site.
53. P3 of the SPD notes that parking spaces are to be a minimum of 5m x 2.5m and there should be 6m separation between the two rows of parking spaces to allow for safe manoeuvring. This is achieved.

Access

54. Paragraphs 108-110 of the NPPF require safe and suitable access to the site can be achieved for all users including pedestrians, cyclists and vehicles and 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. Policy CP6 of the Core Strategy

also requires mitigation against any adverse effects upon the local and strategic transport network and the enhancement of road safety.

55. The proposal includes a widening of the entrance onto Reading Road and along the access road to about 6.5m allow the movement of larger articulated vehicles up to 16.5m in length and 2.6m in width. The widening works are supported on highways grounds as it allows for two way movement for 90m of the 150m length of the access road, thereby reducing potential conflicts. It would also allow for improved access to garages at 78 and 82 Reading Road.
56. Swept path plans have been submitted with the application, including for access for articulated vehicles and disabled spaces. There is no conflict between open air storage and access and manoeuvrability through the site and the widening of the access allows for improved turning to and from Reading Road, including for articulated vehicles and there would be no reason for vehicles to affect pedestrian movements.
57. On the aspect of articulated access, the two previous Class B permissions limited vehicles to no larger than 3.5 tonnes, the equivalent of a 17 seater minibus. This condition is no longer relevant given the widening of the access roadway. However, the modest scale of the two buildings and the limitations imposed by the Class B8 storage area are such that larger vehicle movements will be the exception (and when it is, the site would only accommodate one vehicle at a time) and not the norm.
58. Visibility splays have been provided, showing sightlines to 120m to the south and 60m to the north. This is acceptable on account of the measured 85th percentile speeds along the 40mph road. The splay intersects the front garden of 78 Reading Road to the south, although this is in the same ownership as the subject site and can be accommodated on this basis. Condition 11 requires its retention. Of additional note, there have been no identified accidents in this part of Reading Road in the past five years.
59. The owner of 80A Reading Road has raised specific concern about potential conflicts at the intersection of the access road and driveway entrance to 80A Reading Road. However, this is an existing situation and largely as a result of the high walls that extend either side of the entrance that impede sightlines.
60. Pedestrian access is shared along the access road and potential conflicts may arise as a result of increased traffic movements. However, pedestrian movements would mostly be limited to the occupants of 80A Reading Road and the widening of the roadway along part of the road would improve the existing walking environment such that no issues are raised.

Traffic Generation

61. The access road is owned by BT and is also shared with the timber mill, the application site, 80A Reading Road and garage access for 78 and 82 Reading Road.

62. A Transport Assessment was submitted with the application and it recognises that there would be no increase in trip rates in excess of the previous use when using TRICS data. This finding is not disputed by the Council's Highways Officer. It is recognised that the site has remained vacant in recent years but this is not determinative for the assessment of the application as the use can be recommended at any time.
63. The previous approved use related to the storage and movement of up to eight minibuses. The documentation for F/200/2064 stated that the minibuses were used for the transportation of people with learning disabilities and trip movements were quoted as 26 vehicle movements across the day, including buses and staff vehicles. The officer report does not dispute this reasoning and raises no objection traffic generation grounds, noting that the appeal decision relating to the previous Class B1 use (A/93/230988) considered 28 daily movements per day, not including any movements associated with the public).
64. The TRICS calculation suggest a total of 19 daily movements and the Council's Highways Officer does not oppose this, particularly given the proposal seeks to reuse existing buildings. This represents a 32% reduction in trip movements to and from the site compared to the current lawful use. This would suggest that there would be a reduction in potential conflicts at the intersection on Reading Road and on surrounding roads. Moreover, in the context of the other users of the access road, the traffic implications of the proposed use are minimal and no objection is raised.
65. As such, it is considered that the proposal represents an improvement from the existing arrangement on traffic generation grounds and on safety and conflict grounds.

Cycle Parking

66. Policy CC07 and Appendix 2 of the MDD stipulates minimum cycle parking standards and Policies P2 and P3 of the SPD ensure that it is conveniently located, secure and undercover and provided where it is compatible in the streetscene. A total of 2-3 spaces are required and the application includes provision for four Sheffield stands alongside the two buildings, which could accommodate eight bikes. Whilst not undercover, there is also internal space that could serve as temporary storage and it is conveniently located adjacent to the two buildings such that the current proposal represents a reasonable outcome particularly given the countryside location.

Flooding and Drainage

67. Policy CC09 of the MDD requires consideration of flood risk from historic flooding. The site and access thereto is located within Flood Zone 1 and the proposal represents no additional flood risk or vulnerability and is therefore acceptable.
68. Policy CC10 of the MDD requires sustainable drainage methods and the minimisation of surface water flow. On-site drainage is largely unchanged although the additional access and parking will add to hard surfaces and these are required

to be permeable in Condition 6, where it is new. Subject to this requirement, no objection is raised.

Landscape and Trees

69. Policy CC03 of the MDD aims to protect green infrastructure networks, promote linkages between public open space and the countryside, retain existing trees and establish appropriate landscaping and Policy TB21 requires consideration of the landscape character.
70. The site adjoins a Green Route (Finchampstead Road), which includes several entrances to the development at the rear of roadside residential dwellings, several of which are commercial enterprises. The Council's Trees Officer raises no objection to the change of use and associated hardstanding, noting that trees surround the site but that there are no longer any trees of merit within. Part of the site has been remediated as part of previous enforcement proceedings to comprise turf and the partially tree lined boundary is to be retained, which aids in softening the impression of the existing buildings and the wider site. This should be enhanced further, including along the property boundaries, as required by Condition 3.
71. Additional landscape details are also required for the widening of the entrance at Reading Road as the additional hard standing adds to an impression of urbanisation. This will require additional tree planting to adequately offset the impression upon the Green Route (without compromising the visibility sightlines to the south) and details are required by Condition 3.

Amenity Space

72. The widening of the access does not reduce the depth of the rear garden (which is otherwise overgrown and unused as amenity space) and it remains compliant with the minimum 11m guideline specified by R15 of the BDG.

Contamination

73. There is no known contamination on the site and whilst previous non-residential activities have been known to have been undertaken within the site, there is no change from a Class B use and therefore no additional vulnerability associated with the change of use.

Ecology

74. Policy TB23 of the MDD Local Plan requires the incorporation of new biodiversity features, buffers between habitats and species of importance and integration with the wider green infrastructure network.
75. The site is located in habitat where bat roosts have previously been found and is adjacent to a strip of woodland. However, the habitat to be immediately affected is of low ecological value and unlikely to affect protected species. No objections are raised in terms of perceived impacts upon foraging and commuting bats and other

wildlife in the adjacent woodland, particularly as external lighting is already prohibited by Condition 16.

Sustainable Design/Construction

76. No building works are proposed.

Waste Storage

77. Policy CC04 of the MDD requires adequate internal and external storage for the segregation of waste and recycling. Class B1 and B8 activities on the site are likely to generate a degree of waste but is likely to be relatively lower than what would be generated from a Class B2 use were it proposed. A suitably sized area has been provided within the site and Condition 8 confirms this.

The Public Sector Equality Duty (Equality Act 2010)

78. In determining this application, the Council is required to have due regard to its obligations under the Equality Act 2010. The key equalities protected characteristics include age, disability, gender, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief. Policy CP2 of the Core Strategy also seeks to ensure that new development contributes to the provision of sustainable and inclusive communities, including for the disabled.

79. There is no indication or evidence (including from consultation on the application) that persons with protected characteristics as identified by the Act have or will have different needs, experiences, issues and priorities in relation to this particular planning application and there would be no significant adverse impacts as a result of the development. There is level access to the two existing buildings and a total of three disabled parking spaces have been provided, which satisfies the Council's requirements.

Thames Basin Heaths Special Protection Area

80. Policy CP8 of the Core Strategy states that where development is likely to have an effect on the Thames Basin Heaths Special Protection Area (TBH SPA), it is required to demonstrate that adequate measures to avoid and mitigate any potential adverse effects are delivered. The site is within 5km of the TBH SPA but the scope of the works are minor whereby there will be no foreseeable impact upon the SPA. The proposal is therefore acceptable in terms of Policy CP8 of the CS.

Community Infrastructure Levy

81. The application is not liable for CIL payments because there is no increase in floor area.

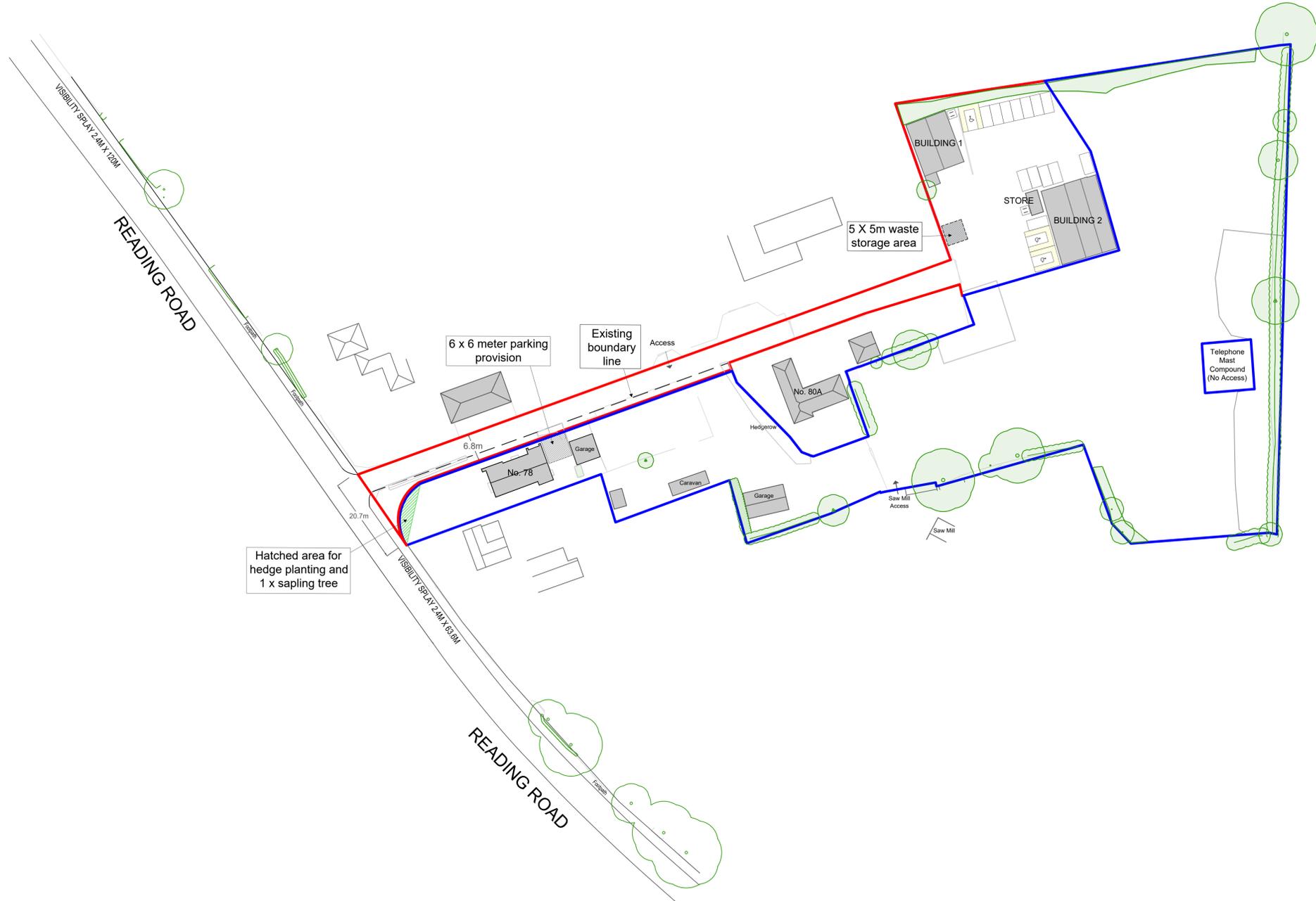
CONCLUSION

82. The application involves an increase in land assigned for Class B use on a site with a lawful Class B8 use and past use as Class B1. Despite its countryside location near to existing residential properties, there is a minimal impact upon the countryside setting and no unreasonable harm to neighbour amenity and the proposal is unlikely to result in any unreasonable traffic issues (and associated impacts).
83. When weighing the planning balance, the proposal represents a modest and appropriate business expansion which is acceptable when considered against the limited identified harm. Approval is recommended, subject to various pre commencement conditions in Conditions 3-6 and use limitations in Conditions 12-16.
84. The most recent refusals for changes of use on the site (VAR/2008/2674 and F/2014/2170) cited harm to the character of the area, substandard access and traffic conflicts and impacts upon neighbour amenity as reasons for refusal. The subject application addresses these matters in adequate detail such that the same concerns are not raised in this application – the scale of the proposal is less, access arrangements are measurably better and the intensity of the use is not excessive on noise grounds.
85. With the exception of the limitations on the maximum vehicle size (3.5 tonnes), all the relevant conditions applied in the two previous change of use planning permissions have been replicated in this application.

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Hatched area for hedge planting and 1 x sapling tree

REVISION	DATE	VARIATION
A	7.8.19	Changes to proposed layout and north point added
B	14.8.19	Changes to proposed layout and north scale bar added
C	05.09.19	Changes to parking arrangement and boundary amendment
D	15.10.19	Amendments to boundary lines
E	03.12.19	Amendments to blue boundary line & drawing title
F	27.01.20	Provisions added for waste area, additional parking and planting

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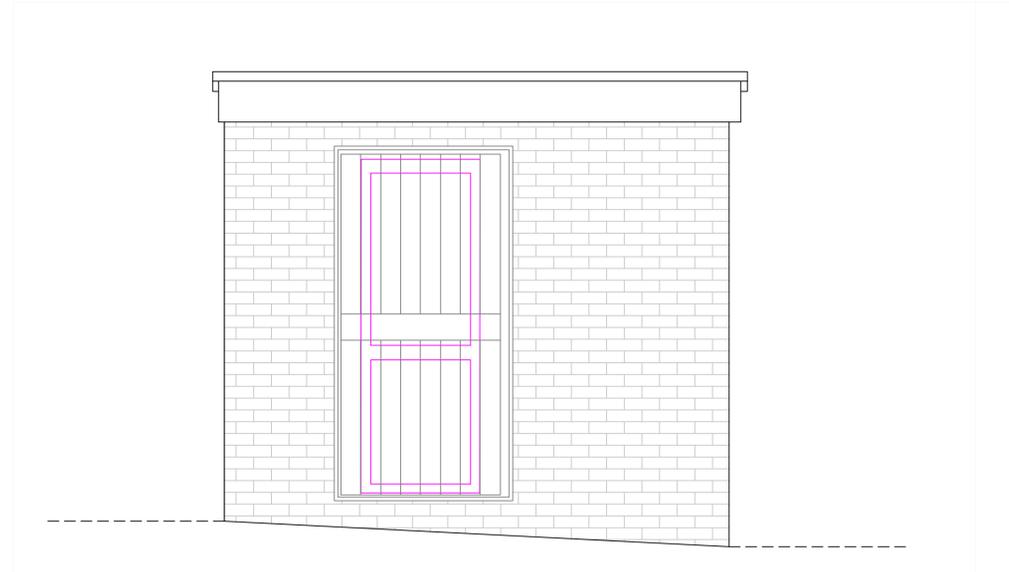


CLIENT NAME		Mr R.Collard	
PROJECT NAME			
78 Reading road, Eversley			
ADDRESS	PROJECT NUMBER	433019	
78 Reading Rd	DRAWING NUMBER	001	
Finchampstead	DATE	Feb 2019	
Wokingham	REVISION	F	
RG40 4RA			
DRAWING TITLE			
Site Layout			
CAD REFERENCE			
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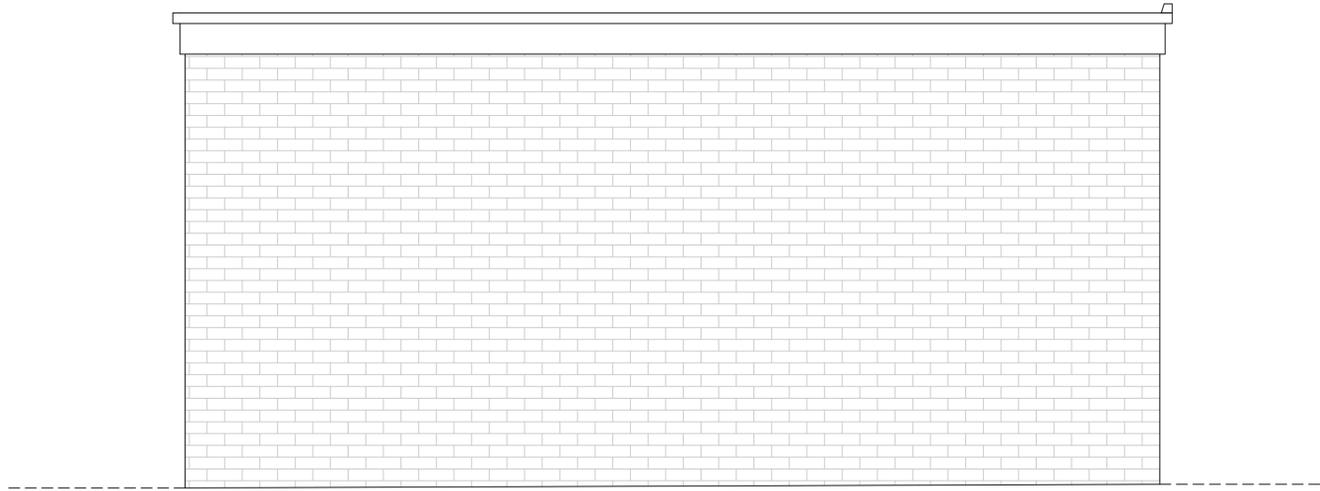


Store

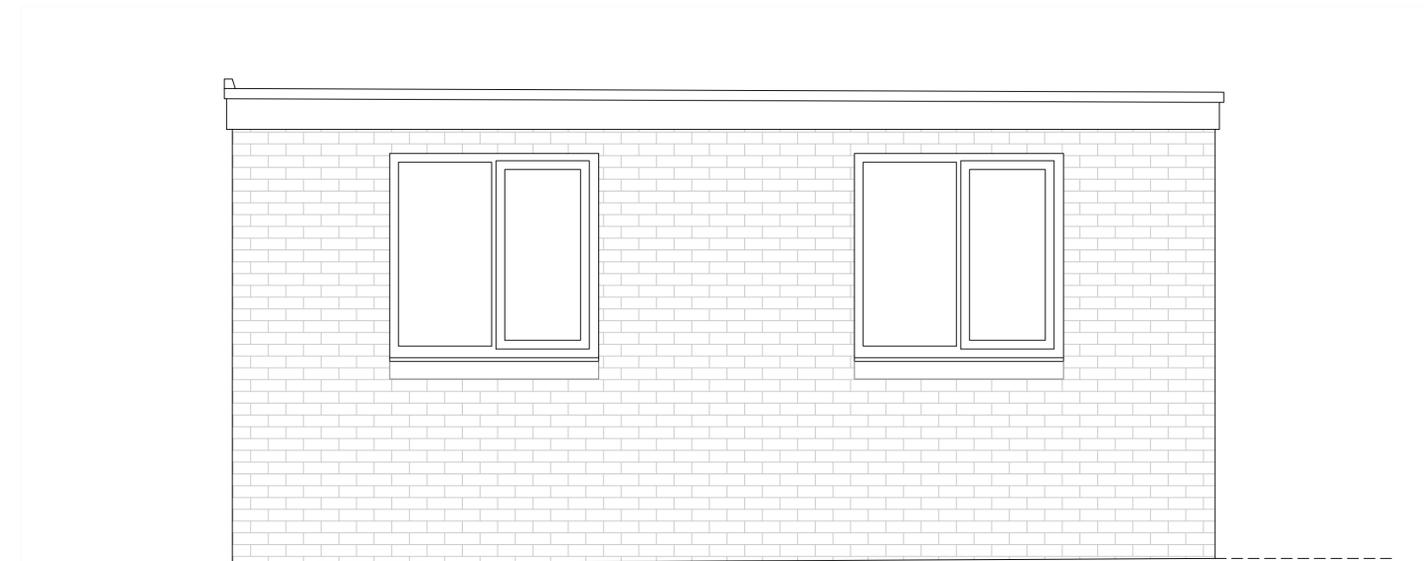
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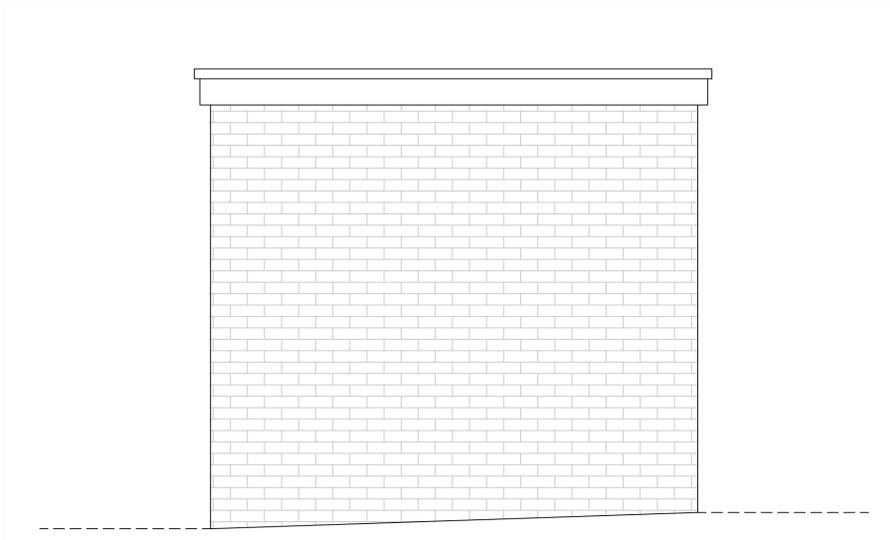
North elevation



East elevation

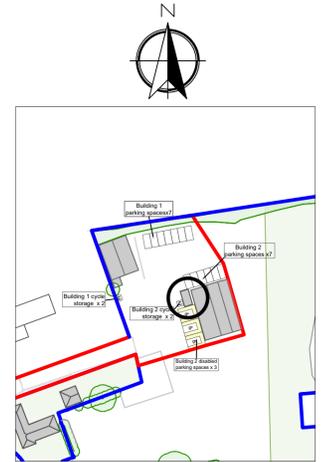


West elevation



South elevation

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Location plan
Scale 1:1250 @A3

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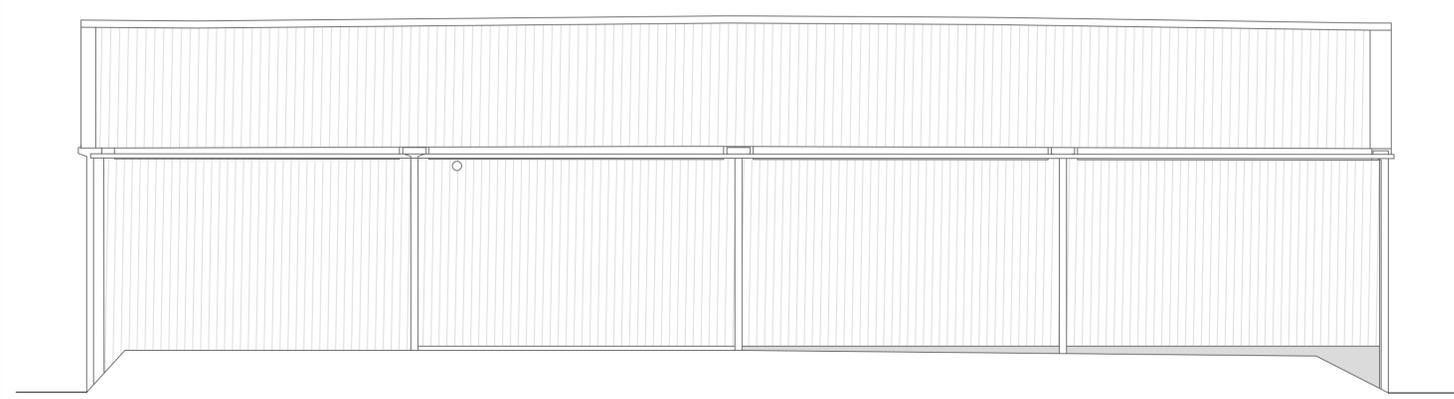
CLIENT NAME	
Mr R.Collard	
PROJECT NAME	
78 Reading road, Eversley	
ADDRESS	PROJECT NUMBER
Eversley haulage park	433019
Brickhouse hill	DRAWING NUMBER
Eversley	002
RG270PZ	DATE
	Aug 2019
	REVISION
	-
DRAWING TITLE	
Store elevations-78 Reading road	
CAD REFERENCE	
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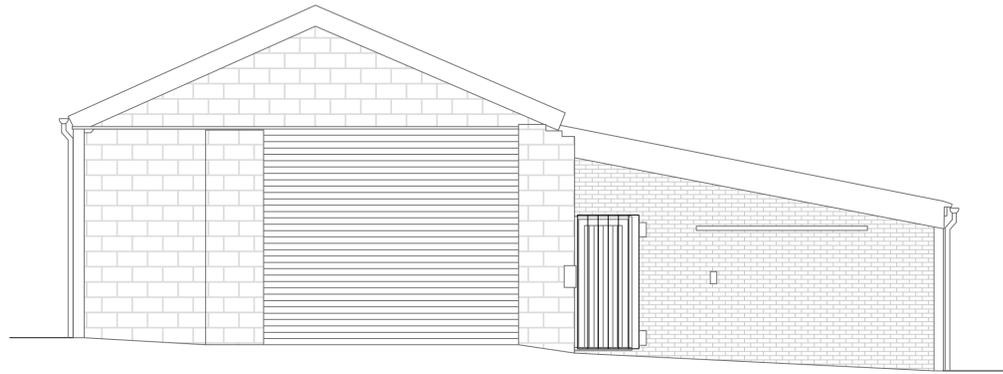
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Building 2

Scale 1:50 @ A1



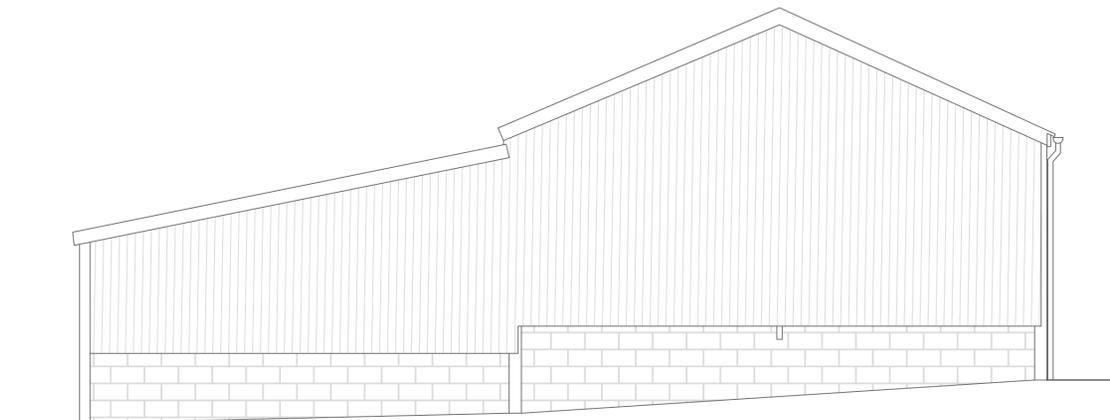
East elevation



North elevation



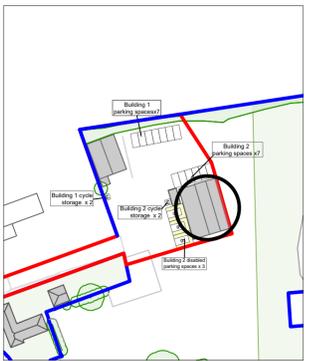
West elevation



South elevation

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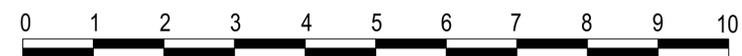
Location plan
Scale 1:1250 @A3

REVISION	DATE	VARIATION

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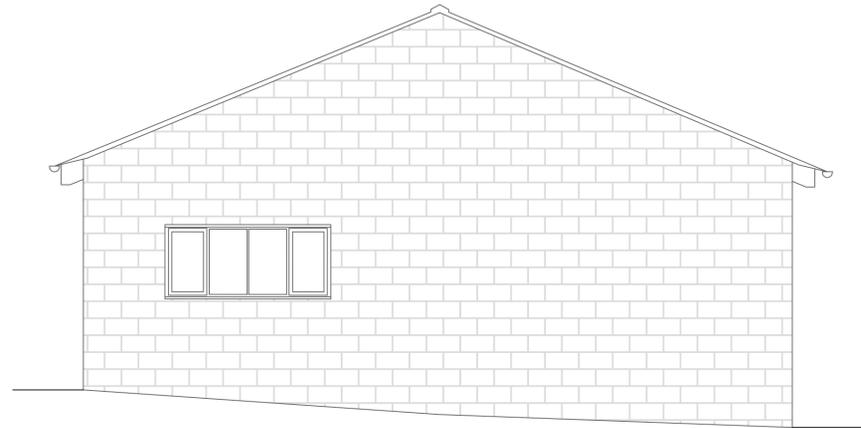


CLIENT NAME	
Mr R.Collard	
PROJECT NAME	
78 Reading road, Eversley	
ADDRESS	PROJECT NUMBER
Eversley haulage park	433019
Brickhouse hill	DRAWING NUMBER
Eversley	003
RG270PZ	DATE
	Aug 2019
	REVISION
	-
DRAWING TITLE	
Building 2 elevations-78 Reading road	
CAD REFERENCE	
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SCALE	DRAWN BY
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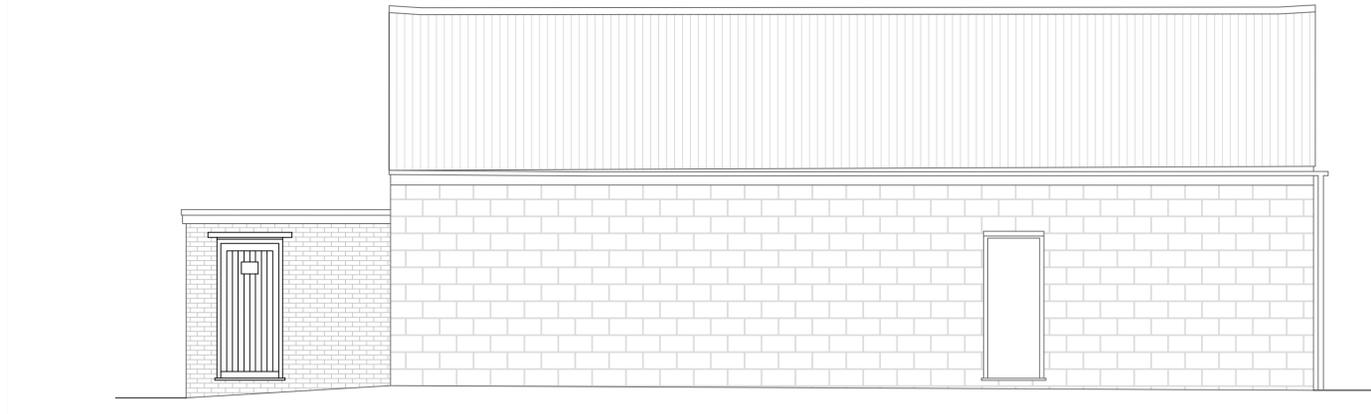


Building 1

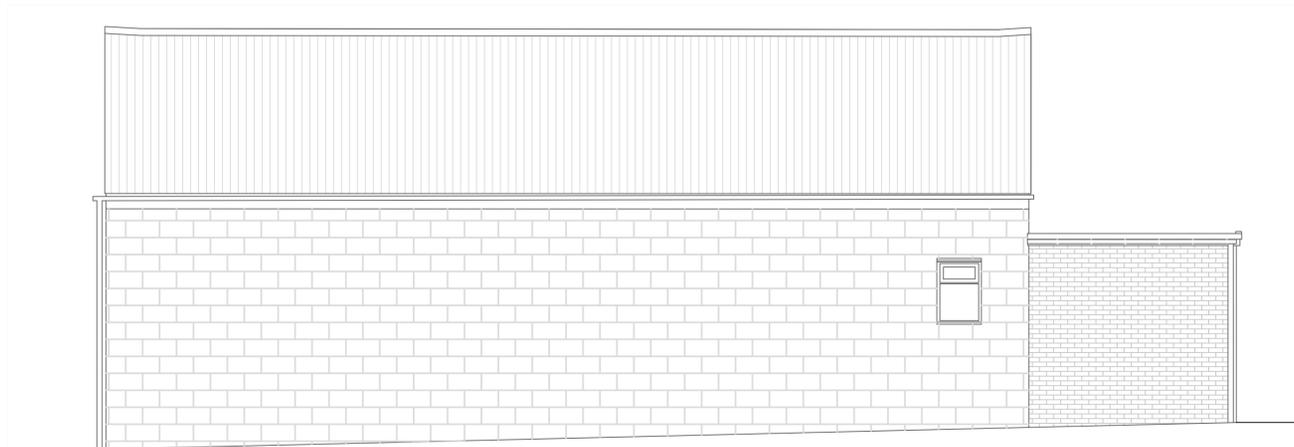
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North elevation



East elevation

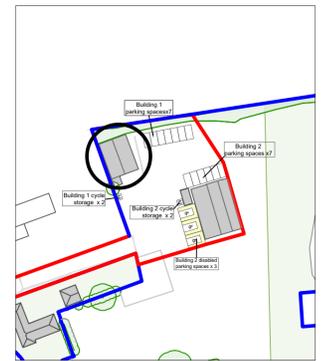


West elevation



South elevation

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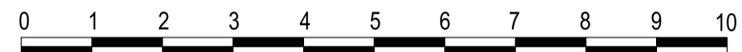
Location plan
Scale 1:1250 @A3

REVISION	DATE	VARIATION

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PROJECT NAME	
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ADDRESS	PROJECT NUMBER
Eversley haulage park	433019
Brickhouse hill	DRAWING NUMBER
Eversley	004
RG270PZ	DATE
	Aug 2019
	REVISION
	-
DRAWING TITLE	
Building 1 elevations-78 Reading road	
CAD REFERENCE	
C:\Bldg Consult\CLIENTS\07 Residential Clients\Benge, Clymne\Exton Farm	
SCALE	DRAWN BY
1:50 @ A1	AS
CHECKED BY	
KB	

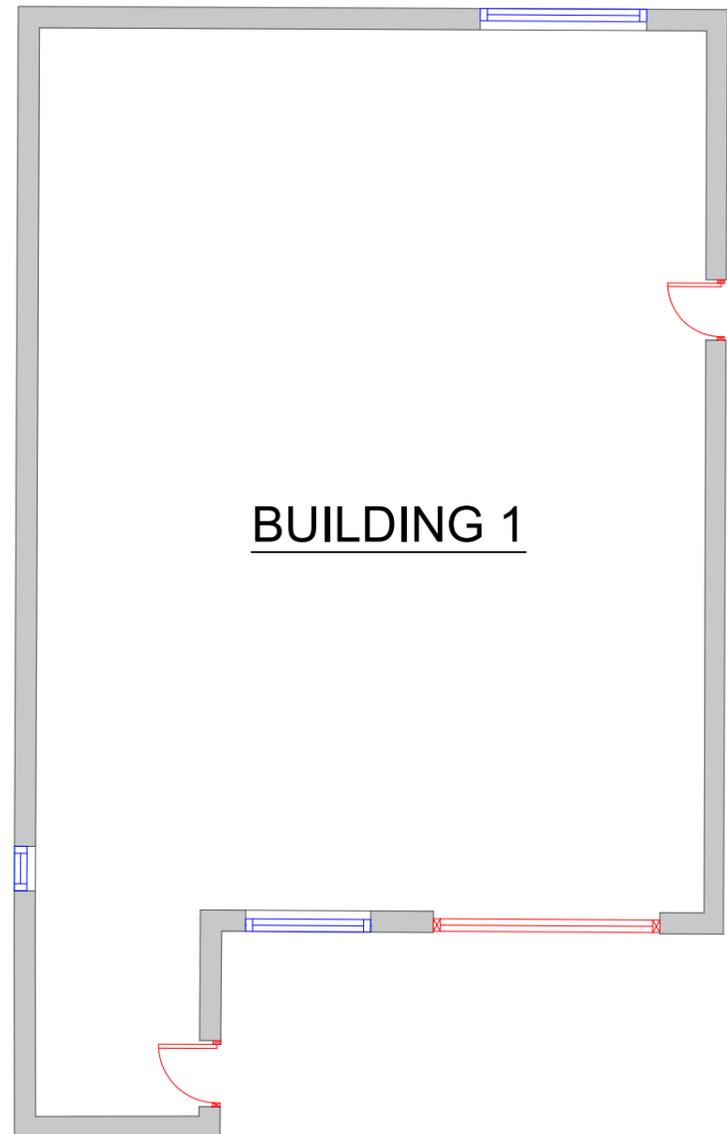


Building 1, 2 & Store Floor Plans

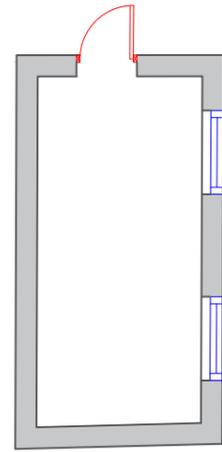
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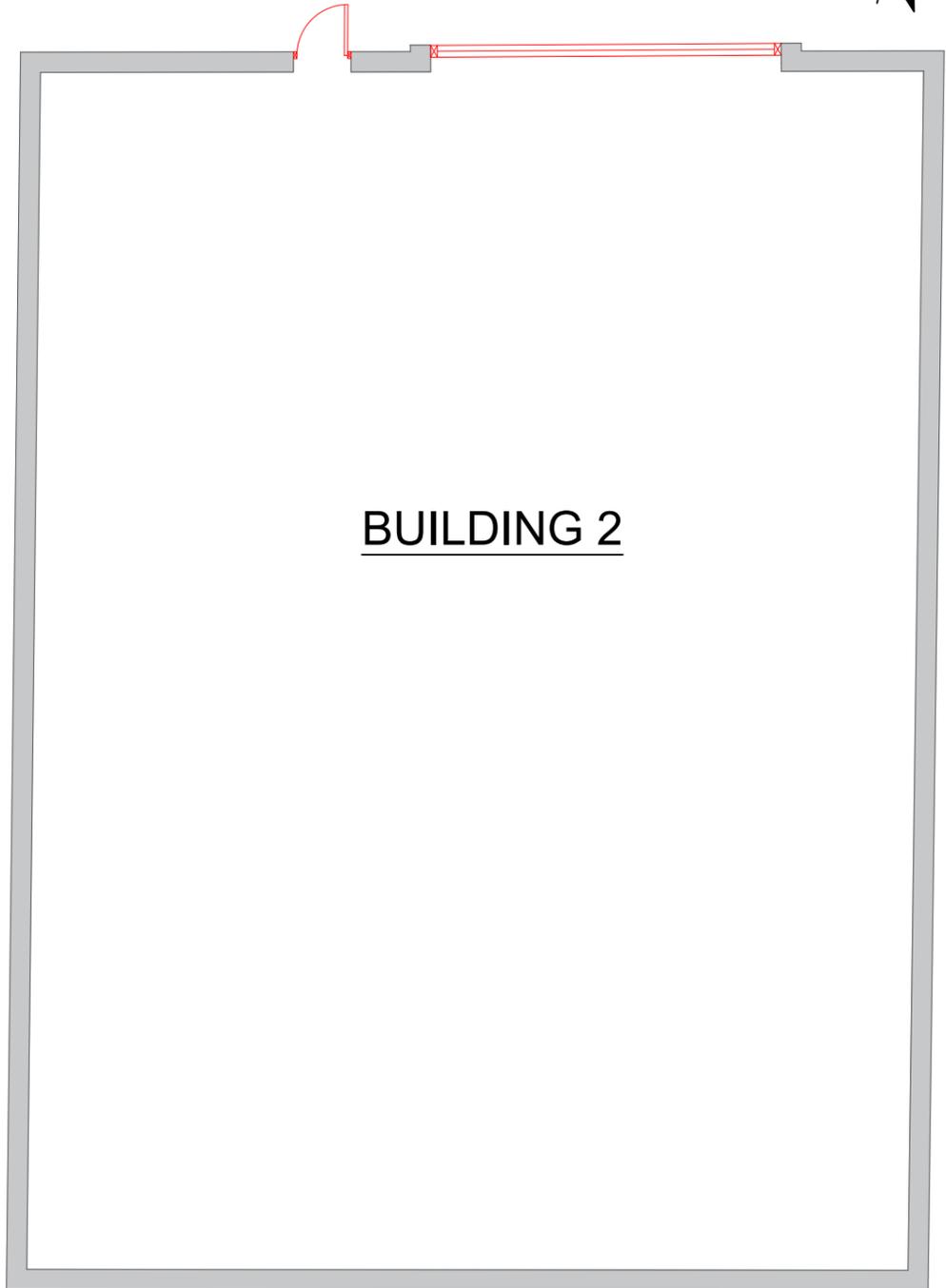
53



BUILDING 1



STORE



BUILDING 2



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Location plan
Scale 1:1250

REVISION	DATE	VARIATION

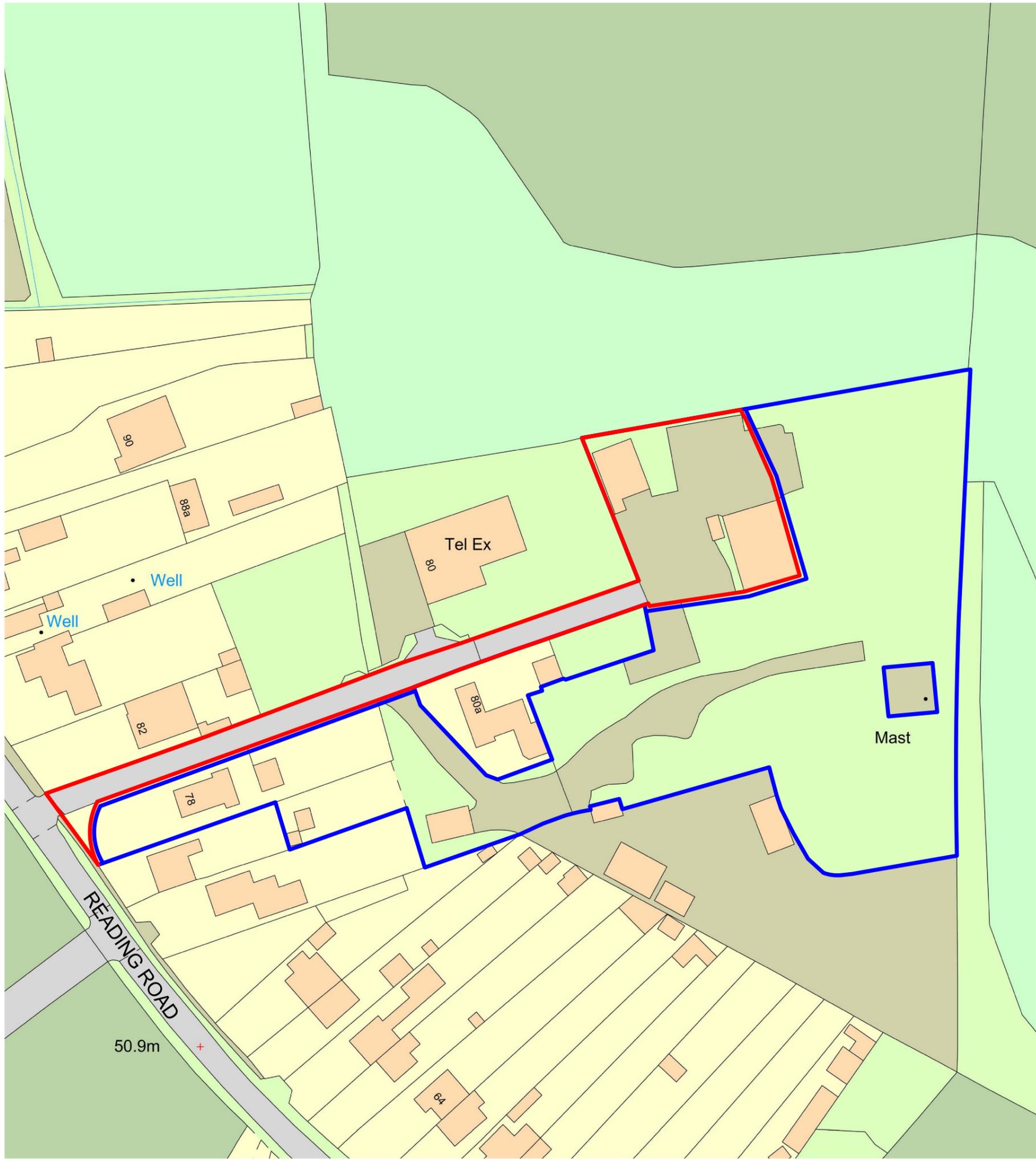


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CLIENT NAME	
Palmarium Properties	
PROJECT NAME	
78 Reading road, Eversley	
ADDRESS	PROJECT NUMBER
78 Reading Rd	433019
Finchampstead	DRAWING NUMBER
Wokingham	005
RG40 4RA	DATE
	3 December 2019
	REVISION
DRAWING TITLE	
Building 1 2 & Store Floor Plans	
CAD REFERENCE	
G:\Bldg Consult\CLIENTS\07 Residential Clients\Benge, Glyme\Exton Farm	
SCALE	DRAWN BY
1:100 @ A3	AS
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 <p>SAVILLS (UK) LTD 2 CHARLOTTE PLACE SOUTHAMPTON SO14 0TB TEL: +44 (0)23 8071 3900 WWW.SAVILLS.COM</p>	<p>CLIENT NAME PALMARIUM PROPERTIES LIMITED</p>	<p>DRAWING TITLE LOCATION PLAN</p>			
	<p>PROJECT NAME 78 READING ROAD, EVERSLEY</p>	<p>SCALE 1:1250@A3</p>	<p>DATE 04.12.19</p>	<p>DRAWN BY AS</p>	<p>CHECKED BY MM</p>
	<p>PROJECT NUMBER 433019</p>	<p>54</p>	<p>DRAWING NUMBER 006</p>	<p>REV -</p>	<p>DRAWING STATUS FOR PLANNING</p>

PLANNING REF : 193059
PROPERTY ADDRESS : Gorse Ride North
:
: RG40 4ES
SUBMITTED BY : Councillor Finchampstead PC
DATE SUBMITTED : 08/01/2020

COMMENTS:

Objection, inappropriate development in a residential area, which will cause a major negative impact on local residents. The access is inadequate and dangerous for industrial use because the road is too narrow. Traffic turning into the development will be very problematic on an already busy road.

There is a history of long standing enforcement notices which have not been complied with.

Inappropriate development in the countryside.

The proposed working hours are unacceptable in a residential area.

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Agenda Item 96.

Application Number	Expiry Date	Parish	Ward
192018	Extended to 12 March 2020	Wargrave East	Remenham, Wargrave and Ruscombe

Applicant	Hare Hatch Sheeplands
Site Address	Hare Hatch Sheeplands Nursery, London Road, Twyford RG10 9HW
Proposal	Full application for the change of use of three existing nursery glasshouses into events area relating to the existing nursery
Type	Full
Officer	Simon Taylor
Reason for determination by committee	Major application (change of use of >1000m ² floor space)

FOR CONSIDERATION BY	Planning Committee on Wednesday 11 March 2020
REPORT PREPARED BY	Assistant Director – Place

SUMMARY
<p>Hare Hatch Sheeplands lies on a prominent corner location at the intersection of Bath and London Roads, Hare Hatch and is situated amongst several garden centres that have historically been known as the Floral Mile. It comprises a large collection of greenhouses and buildings that originally comprised a horticultural nursery but also now include a retail nursery (granted temporary permission on appeal), farm shop and café. A gravel car park and service yard dominate the centre of the site and a residential dwelling with an occupancy condition tied the horticultural use is located in the south western corner. The site is within the Green Belt and Countryside.</p> <p>The application seeks to utilise 1,490m² or about 12% of the existing greenhouses at the eastern end of the site for events including flower shows, children’s entertainment, wild animal visits, fundraising events, art installations, food and drink tastings and other seasonal events. Depending upon the type of event, it would involve a change of use of the site from the lawful horticultural use to a mixed use including Class A1 retail or Class D1 community use. No building works are proposed.</p> <p>There is an extensive and complicated planning, appeal and enforcement history for the site that has most recently culminated in a 2019 appeal decision allowing a retail nursery use within part of the greenhouses, albeit via a temporary approval ending 14 March 2022. This application seeks to supplement this approved retail space.</p> <p>There were no objections raised by Wargrave Parish Council, the ward member or internal consultees. As part of the neighbour notification to six surrounding properties, a total of 29 submissions were received in support of the application.</p> <p>In terms of Green Belt policy in the NPPF, the proposal is defined as inappropriate development because it represents an expansion of the retail use within an existing horticultural nursery but on balance has been recommended for temporary approval due to very special circumstances and subject to Conditions 1 and 3 curtailing the activities. This includes a limit of 24 days per year and a temporary period to coincide with the conclusion of the temporary period associated with the approved retail space. There are also no objections in terms of impacts upon neighbour amenity or in relation to traffic or parking grounds.</p>

PLANNING STATUS

- Green Belt
- Green Route (Bath Road)
- Landfill gas consultation zone
- Potentially contaminated land consultation zone
- Radon affected area
- Groundwater zone 3
- Nitrate vulnerable zone (surface water)
- Bat consultation zone
- Non-classified road
- Heathrow Aerodrome consultation zone

RECOMMENDATION

That the committee authorise the GRANT OF PLANNING PERMISSION subject to the following conditions and informatives:

Conditions

1) Temporary permission

The events use hereby permitted shall be discontinued, all events associated with this permission shall cease and equipment associated with the events removed from the site on or before 14 March 2022.

Reason: In granting this permission, the local planning authority has had regard to the very special circumstances of the case, being its location within a horticultural nursery and within the Green Belt and in the interest of the amenity of the area.

Relevant policy: National Planning Policy Framework Section 13, Core Strategy policies CP1, CP3 and CP12 and Managing Development Delivery Local Plan Policy TB01.

2) Approved details

This permission is in respect of the site plan numbered SK-005, Rev A, dated 15 August 2019. The events use shall be carried out in accordance with the approved plans unless other minor variations are agreed in writing after the date of this permission and before implementation with the Local Planning Authority.

Reason: For the avoidance of doubt and to ensure that the development is carried out in accordance with the application form and associated details hereby approved.

3) Limitations of use

The events use, hereby approved, is limited by the following:

- a) A maximum of 24 (consecutive or non-consecutive) days in any 12 month period
- b) Events shall take place only between the hours of 8:30am and 5:30pm on any Monday to Saturday and between the hours of 10:30am and 4:30pm on Sundays

- c) Except where events are proposed over two or more consecutive days, preparation is not to commence earlier than 90 minutes before opening and all items are to be removed no later than 90 minutes after closing
- d) It shall be carried out only in the red hatched area outlined in the approved site plan SK-005 Rev A
- e) No retail nursery sales associated with the existing nursery use are permitted within the red hatched area in the approved site plan SK-005 Rev A
- f) The types of events are limited to the following:
 - i) Flower Shows including: Haworthias and Gasterias National Collection; Cacti Thames Valley Orchid Show; Ottershaw Cacti; Reading Fuchsia Society Show
 - ii) Children's Activities including: Supervised planting and gardening activities for children as part of National Children's Gardening Week; Welly Planting; Children's Entertainments (story telling etc), Wild animal visits
 - iii) Community Events including: RG10 Front Garden Competition event; Twyford in Bloom event; Twyford Treasure Trail; Twyford Fun Run event; Henley Arts Trail event and art installation; Pumpkin event; Community Tea Party; Food and Drink Fair/Tastings; other seasonal events

Reason: In granting this permission, the local planning authority has had regard to the very special circumstances of the case, being its location within a horticultural nursery and within the Green Belt and in the interest of the amenity of the area.

Relevant policy: National Planning Policy Framework Section 13, Core Strategy policies CP1, CP3 and CP12 and Managing Development Delivery Local Plan Policy TB01.

4) No change of use

The part of the building hereby permitted shall be used only for community events specified in Condition 3 and for no other purpose, including any other purpose in Classes A1 or D1 of the Schedule to the Town and Country Planning [Use Classes] Order 1987 (as amended) or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order [with or without modification].

Reason: In granting this permission, the local planning authority has had regard to the very special circumstances of the case, being its location within a horticultural nursery and within the Green Belt and in the interest of the amenity of the area.

Relevant policy: National Planning Policy Framework Section 13, Core Strategy policies CP1, CP3 and CP12 and Managing Development Delivery Local Plan Policy TB01.

Informatives

1) Advertisement consent

This permission does not convey or imply any approval or consent that may be required for the display of advertisements on the site for which a separate Advertisement Consent application may be required. You should be aware that

the display of advertisements without the necessary consent is a criminal offence liable to criminal prosecution proceedings through the courts.

2) Discussion

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received. This planning application has been the subject of positive and proactive discussions with the applicant in terms of reaching a mutually agreed outcome.

The decision to grant planning permission in accordance with the presumption in favour of sustainable development as set out in the NPPF is considered to be a positive outcome of these discussions.

PLANNING HISTORY

App No.	Description	Decision/Date
39618	Demolition of glasshouses and replacement with polytunnels and barn	Approved 2 September 1993
F/1995/63187	Erection of barn for horticultural use	Approved 27 September 1996
F/1997/66297	Erection of several greenhouses for horticultural use	Approved 3 November 1997
F/2001/5225	Erection of glasshouses and toilet block with office and staff room	Approved 9 January 2002
F/2002/7504	Erection of one detached dwelling	Approved 22 January 2003
F/2003/0195	Construction of basement below the detached dwelling	Refused 5 November 2003
A/04/1136843	Appeal against refusal of F/2003/0195	Upheld 23 July 2004
F/2003/8706	Erection of building for Class A1 use (retail) with a floor area of 195m ²	Refused 28 April 2003
F/2004/2238	Erection of building of 180m ² for retailing of pet foods and accessories	Refused 27 August 2004
F/2007/0225	Change of use of barn to farm shop (retail)	Approved 25 May 2007
A/07/2054755	Appeal against Condition 5 of F/2007/0225 (produce is to be within a 10 mile radius)	Upheld 23 April 2008
F/2007/0226	Change of use of display area to a restaurant (156m ²) with 80 covers	Approved 23 April 2007
F/2007/1428	Change of use of display area to café/coffee shop with dry goods storage.	Refused 27 July 2007
A/07/2054755	Appeal against refusal of F/2007/1428	Upheld 23 April 2008
A/2007/2038	Retrospective approval for four free standing advertisement signs	Part approved/ refused 17 October 2007
F/2008/0038	Change of use from 2200m ² floor area of the glasshouses to retail sales and display (A1)	Refused 20 March 2008
F/2008/2295	Extension to farm shop to provide butchery (part retail)	Approved 2 February 2009
A/2008/0444	Two freestanding sign boards (one double sided)	Approved 24 April 2008

PLANNING HISTORY		
App No.	Description	Decision/Date
F/2008/2766	Conversion of basement in bungalow to one unit of residential accommodation.	Refused 10 March 2009
A/09/2104930	Appeal against refusal of F/2008/2766	Dismissed 2 September 2009
F/2011/0648	Redevelopment of horticultural site including increase in retail space, replacement buildings, revised parking and landscaping	Refused 19 December 2011
A/12/2171958	Appeal against refusal of F/2011/0648	Withdrawn 7 November 2012
F/2011/2117	Two display conservatories	Refused on 28 November 2011
CLE/2014/1462	Certificate of existing lawful development for sale of retail goods	Refused 31 March 2015
152747	Change of land and building to play area and recreational farm	Declined to determine
152748	Change of use of part of existing building to retail	Declined to determine
160677	Certificate of existing lawful development for sale of retail goods	Refused 13 May 2016
171478	Four non-illuminated free standing boards	Approved 7 July 2017
173316	Temporary CoU of part glasshouse and outdoor area to retail sales	Declined to determine
W/18/3193969	Appeal against non-determination of 173316	Upheld 14 March 2019
172850	CoU of part glasshouse and outdoor area to retail sales	Declined to determine
172161	Variation of F/2008/2295 for use of farmshop as fishmongery as well as butchery	Approved 4 September 2017
191517	Canopy and support struts to farm shop	Refused 5 September 2019
191518	Expansion of café floor area	Refused 10 September 2019
191520	Extension of car park, use of service yard for all uses and mobile dinosaur	Approved 10 September 2019
191519	Use of a greenhouse as a residential timber store	Approved 17 September 2019
192841	Replacement advertising signage	Approved 21 November 2019
192912	Change of use of land for storage of cars	Withdrawn 15 January 2020

SUMMARY INFORMATION	
Site Area	3.1 hectares (Sheeplands Hare Hatch site)
Existing land uses	Horticultural, with ancillary retail uses including farm shop, café and nursery
Proposed land uses	Inclusion of community events use (Class A1/D1)
Existing floorspace	Existing greenhouses total 12,400m ² (estimated) and includes retail nursery (499m ²), farm shop (413m ²) and café (140m ²)
Proposed floorspace	1,490m ² of existing greenhouses for events use

Number of jobs	No new jobs created
Existing parking spaces	201 spaces
Proposed parking spaces	201 spaces

CONSULTATION RESPONSES	
WBC Environmental Health	No objection.
WBC Highways	
WBC Cleaner and Greener	No comment received.
WBC Ecology	

REPRESENTATIONS	
Wargrave Parish Council	No objection.
Ward Member	No comments received.
Neighbours	<p>The application was consulted to neighbours from 10 September to 1 October 2019, a site notice was installed from 3-25 October 2019 and a newspaper advertisement was posed from 11 October to 1 November 2019. There were no letters objecting to the application but letters in support were received from the following properties:</p> <ol style="list-style-type: none"> 1) 11 Kibblewhite Crescent, Twyford RG10 9AX 2) Magnolia, 9 Springfield Park, Twyford RG10 9JG 3) 33 Brook Street, Twyford RG10 9NX 4) 66 Wargrave Road, Twyford RG10 9PH 5) 15 Orpington Close, Twyford RG10 0AD 6) 29 Paddock Heights, Twyford RG10 0AP 7) 45 Hurst Park Road, Twyford RG10 0EZ 8) 3 Mulberry Close, Twyford RG10 0GJ 9) 19 Thornbers Way, Charvil RG10 9DW 10) 5 Wenlock Edge, Charvil RG10 9QG 11) 27 Strathmore Drive, Charvil RG10 9QT 12) 11 Farriers Close, Woodley RG5 3DD 13) 45 Walmer Road, Woodley RG5 4PN 14) 17 Spruce Road, Woodley RG5 4BB 15) 79 Victoria Road, Wargrave RG10 8AG 16) 79 Victoria Road, Wargrave RG10 8AG 17) Bath Road, Maidenhead SL6 4JX (no number supplied) 18) 4 Furze Dale, Bix Lane, Maidenhead SL6 6NY 19) 30 Great Hill Crescent, Maidenhead SL6 4RF 20) 6 Wood Green Close, Reading RG30 2AW 21) 4 Treeton Close, Reading RG6 4HT 22) The Manse, 119 Emmer Green, Reading RG4 8TR 23) Linden Cottage, Linden Hill Lane, Kiln Green RG10 9XP 24) 1 Highgrove Place, Ruscombe RG10 9LF 25) Foxes Folly, Fox Hungerford Lane, Shurlock Row RG10 0PB 26) 6 Ouzel Chase, Bracknell RG12 8DU 27) 16 Sandhills Way, Calcot RG31 7PQ 28) 148 London Road, Wokingham RG40 1SU 29) 78 Bousley Rise, Ottershaw KT16 0LB (Surrey) <p>The submissions raised the following comments:</p>

- Supporter of community events and it should be supported
- Supportive of charities and local employment
- Allows for educational shows and encouragement for children
- Provides a social hub
- Will encourage more eco-friendly activities
- Will fill a local need
- Space is provided free of charge

Officer comment: The above aspects are noted as benefits and would require consideration as very special circumstances in the assessment of any impact upon the Green Belt. This assessment is undertaken in 'Principle of Development'.

- Will provide revenue for charities

Officer comment: The space would be made available free of charge and it is apparent that stallholders would be able to offer goods and services for sale. In this respect, there is some avenue for revenue for charities and the benefits of free stallholder space and other indirect economic benefits are noted. This forms part of the assessment in 'Principle of Development'.

- Will allow for business growth of the nursery
- The nursery will not directly benefit

Officer comment: As noted above, the space is for community use only and would utilise existing space used for plant growing. The agent suggests that the activities are aimed at existing Sheeplands Hare Hatch customers and that there would be little to no additional foot traffic thereby suggesting that there would be no additional economic benefit to the retail aspects of the nursery. However, it would still be unreasonable to conclude that there would not be some indirect or even direct benefits to the nursery, farm shop and café as a result of existing and new customers. This is noted in 'Principle of Development'.

- Existing buildings and parking will be put back into use
- There is sufficient parking on site

Officer comment: The existing greenhouses are approved and used for plant growing and the application seeks to adopt a flexible combination of uses, particularly during the winter months when plant growing is reduced. In this respect, the buildings have an existing use, as further elaborated in 'Principle of Development'.

It is noted that the existing car park will allow for sufficient on-site car parking, as noted in 'Highway Access and Parking Provision'.

- There is no impact upon the green belt
- Support is subject to it not contravening green belt rules
- Will not contravene planning rules

	<p><u>Officer comment:</u> The proposal is inappropriate development by definition and is therefore a departure from Green Belt policy. It is, however, acceptable due to very special circumstances, as noted in 'Principle of Development'.</p> <ul style="list-style-type: none"> • Council is being heavy handed <p><u>Officer comment:</u> This is not a relevant planning consideration.</p>
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APPLICANTS POINTS (SELECTION ONLY)	
	<ul style="list-style-type: none"> • Part 4 Class B of the GDPO allows for the erection of moveable structures such as marquees for 28 days provided that they are moveable structures (and subject to the specific 14 day restrictions). While the Injunction Order prohibits the use of marquees for the purpose of furniture or other sales, this is with the exception of where such a proposal is in compliance with the GDPO (i.e. outside the curtilage of a building and for not more than 28 days within a calendar year). <p><u>Officer comment:</u> This is irrelevant as the events use is inside the buildings.</p> <ul style="list-style-type: none"> • The proposals are incidental and ancillary to the existing nursery use and therefore are not 'inappropriate development' in the Green Belt. As the proposed development is appropriate in the Green Belt, it is therefore in accordance with Policy CP12 of the Core Strategy. The ancillary event to the plant nursery use will also accord with Policy CP11 of the Core Strategy which supports proposals that contribute to diverse and sustainable rural enterprises. Furthermore, paragraph 83 of the NPPF (2019) advises that decisions should enable the sustainable growth and expansion of all types of business in rural areas. Events ancillary to the nursery use will help to increase and sustain the business through targeted events associated with the nursery activities on site, particularly during the winter season. <p><u>Officer comment:</u> The suggestion that the use is incidental is disagreed, as discussed in Paragraphs 9-18.</p> <ul style="list-style-type: none"> • As the events will be held in the existing greenhouses on site and will not require any new structures there will be no spatial or visual impact on the openness of the Green Belt. • The horticultural and community events proposed in this application, are considered as being able to offer a significant community value to its visitors. It is anticipated that the local community will be writing in support of these application proposals. • In terms of accessibility, the proposed events are directly related to the plant nursery use, which of necessity is located in a rural area outside of a settlement. Given that those attending the events will also be visiting the plant nursery, necessitates the majority of customers to travel by car in order to take home their purchases.

PLANNING POLICY		
National Policy	NPPF	National Planning Policy Framework
	NPPG	National Planning Policy Guidance
Core Strategy 2010	CP1	Sustainable Development
	CP2	Inclusive Communities

	CP3	General Principles for Development
	CP6	Managing Travel Demand
	CP9	Scale and Location of Development Proposals
	CP11	Proposals Outside Development Limits
	CP12	Green Belt
Managing Development Delivery Local Plan 2014	CC01	Presumption in Favour of Sustainable Development
	CC02	Development Limits
	CC06	Noise
	CC07	Parking
	CC09	Development and Flood Risk
	TB01	Development within the Green Belt
	TB18	Garden Centres and Other Small Rural Units outside Development Limits
	TB20	Service Arrangements and Deliveries for Employment and Retail Use
Supplementary Planning Documents	BDG	Borough Design Guide

PLANNING ISSUES

Description of Development

1. The proposal involves the use of three existing horticultural greenhouses with a total area of 1,490m² at the eastern end of the existing Sheeplands Hare Hatch premises for events including flower shows, children's activities and community events, including.
 - Flower Shows including: Haworthias and Gasterias National Collection; Cacti Thames Valley Orchid Show; Ottershaw Cacti; Reading Fuchsia Society Show
 - Children's Activities including: Supervised planting and gardening activities for children as part of National Children's Gardening Week; Welly Planting; Children's Entertainments (story telling etc), Wild animal visits
 - Community Events including: RG10 Front Garden Competition event; Twyford in Bloom event; Twyford Treasure Trail; Twyford Fun Run event; Henley Arts Trail event and art installation; Pumpkin event; Community Tea Party; Food and Drink Fair/Tastings; other seasonal events

2. It is not indicated anywhere within the documentation whether the stallholder space is to be used for the sale of goods and services. However, it does note the following:

'The events will take place in the three existing greenhouses, as they relate directly to the nursery activities and promoting the plant nursery/horticultural activities and associated community activities. Some of these events will occur during the winter when the greenhouses are not in full growing use, making good use of the existing facilities to support a rural enterprise during the off season.'

Description of Site

3. The wider site appears to have changed its name from Hare Hatch Sheeplands to Sheeplands Nursery and an advertisement application has been received for replacement signs. It is a prominent corner location at the intersection of Bath and London Roads. It comprises a large collection of greenhouses and buildings that comprise a horticultural nursery, farm shop and café but otherwise appears open and rural. There is also a residential dwelling in the south western corner which has an agricultural/horticultural occupancy condition, and a car park and service yard within the centre of the site.

Principle of Development

4. The National Planning Policy Framework has an underlying presumption in favour of sustainable development which is carried through to the local Development Plan. Policy CC01 of the MDD Local Plan states that planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise.

Existing use

5. The site originally formed part of the Twyford Fruit Farms holding. There have been glasshouses on the site for several decades. In 1989, a Section 64 Determination was issued for use of the site as a containerised tree nursery for sale by wholesale and retail. An earlier legal agreement relating to this site and land to the south and west restricted sales from this current application site to natural produce 'picked' from the land with sales to be from a mobile kiosk.
6. Planning application 39618 was approved in 1993, which represented the recommencement of existing horticultural operations on the site and granted approval for a barn for the storage of materials for the nursery business, subject to there being no retail sales from the barn. More recently, the general sequence of applications relevant to this application are:
 - F/1995/63187 was approved in 1996 and granted approval for a barn for horticultural use
 - F/1997/66297 was approved in 1997 and granted approval for the erection of eight greenhouse buildings measuring 5,128m² of greenhouses and walkways/links for horticultural use, with a condition ensuring that the only trees and shrubs grown on the farm were to be sold
 - F/2001/5225 was approved in 2002 and included the erection of two additional glasshouses and a toilet block. It included a condition limiting the use of the horticultural buildings to ancillary to horticultural or agricultural.
7. The areas proposed to be used within this application is within glasshouses approved by F/1997/66297 and F/2001/5225. There is not and never has been any planning permission for a garden centre.

Proposed use

8. Whilst there are lawful retail uses (temporary consent for 499m² of retail floor space, a café and farm shop) within the collection of buildings at the site, there is

an existing horticultural use within the subject greenhouses, with limitations ensuring that no retail sales are to occur. The proposal seeks to use of 1,490m² of existing greenhouses for events including flower shows, children's activities and community events. It is not intended to be permanent (ie continuously maintained) as the horticulture use will be continued alongside the events at varying scales depending upon the growing season.

9. The agent has argued that the proposed use is ancillary to the existing horticultural use (and not the existing retail use, farm shop or café) and that because of this, it does not require planning permission. The reasons why have not been detailed in the supporting documentation (or in a subsequent letter from the applicant's solicitor) but it may be that it is because it is argued that it is temporary in nature, does not (permanently) remove the existing horticultural activities and it is intermittent, that it only relates to a proportion of the site or that it does not contribute significantly to the overall income of the nursery (because the money for goods sold would be retained by stall holders).
10. The Council does not share this view. As is stated in the supporting documentation, it is intended to 're-implement the previous events' and these previous events had a retail element with the sale of goods occurring. For clarity, there has never been any planning permission for community uses, events or markets and the enforcement notice sought the cessation of this use. It is difficult to understand how such events as food and drink fair/tastings would be operated on a not-for-profit or non-commercial basis. Even if retail sales were not occurring, the assembly of community stalls and related activities with a variety of non-horticultural items represents a Class D1 use as a community hall or the like. In either case, it cannot be ancillary to the existing horticultural use, particularly when stallholders and their wares would be coming from outside. The Council's view is consistent with the appeal decision for a garden centre expansion at Garden Centre, 9 Lees Lane, Newton, Macclesfield (APP/R0660/X/09/2115961) and in the case law for *Bye Williams v MHLG and Another* [1967] 18 P&CR 514.
11. Assessing whether a material change of use would/has taken place is a matter of fact and degree. In terms of the sale of items that is proposed, the type of activities and the scale of the change of use of existing greenhouse space, the proposal cannot be considered as ancillary. The proposed use, on its own and in combination with other non-horticultural activities proposed would fundamentally change the character of the (horticultural) use on the site and is thereby a material change of use. It is feasible that at certain times of the year, no horticulture would be taking place at all.
12. The agent has cited the most recent appeal decision for the change of use of part of the greenhouses and outdoor space to retail in 173316 (PINS reference: APP/X0360/W/18/3193969) in arguing that the use is ancillary and implying that the Inspector concluded the same. At Paragraph 10 of that decision, the Inspector noted that *'If the sales from the proposed sales area were ancillary to the horticultural use at Hare Hatch Sheeplands Nursery, or de minimis, then the proposal would not constitute a material change of use and so could not be inappropriate development.'* However, the Inspector is merely establishing the groundwork in the argument that continues in the following paragraphs that the retail use is not ancillary and the agent has quoted the inspector out of context. At

paragraph 11, it is noted that:

‘Three considerations have been referred to by the parties to determine whether this would be the case: whether the range of products proposed sold would be ancillary; the size of the sales floor area in relation to the horticultural area; and, the proportion of sales made up of imported products.’

13. The goods and products and activities being offered includes tea parties, food and drink fair tastings, seasonal events, art installations, children’s activities and storytelling in addition to flower shows. Most of these activities are beyond what could be remotely connected to horticulture and instead, they have a clear connection to the existing retail activities of the shop, which the Inspector noted to include fencing, garden arts, ornaments, amongst other items and which ‘*goes beyond what can reasonably be considered to be ancillary to horticultural use which typically includes items such as growing media, bulbs, containers, fertilisers and chemicals.*’ The same conclusion is reached here. Indeed, the agent argues elsewhere that no new customers would be expected as part of this “ancillary” proposal. If this were the case, the activities such as storytelling and wild animal visits that appear targeted towards existing customers would represent an expansion of the existing 499m² of retail space.
14. In terms of overall size, the proposed space is significant and is much greater than that proposed in 173316 for the retail nursery. Indeed, in the appeal decision for 173316, there is no reference to the existing farm shop and café, and this suggests that these areas have not been considered in reaching the conclusion that it represents a small area of space currently devoted to horticultural use. As a contrary approach, the Council considers that the entire site should be considered as one planning unit with single ownership, access and parking.
15. Quantitatively, the total area of greenhouses and other related buildings and inclusive of all uses, is estimated at 12,400m². Horticultural uses make up about 11,115m² or 90% of this space, of which the existing nursery retail shop accounts for 499m², the farm shop measures 413m² and the café measures 140m².
16. The total proposed floor area of the retail/community use measures 1490m². This is a 298% increase above approved nursery retail space to which it is attached, a 142% increase when also accounting for the other retail elements on the site (farm shop and café) and it also reduces the non-horticultural elements within the site (albeit not permanently) from 90% to 78%. The scale of the change is not ancillary and as a matter of fact and degree is material.
17. In relation to the third consideration (the proportion of sales made up of imported goods), it is reasonable to conclude that the vast majority of the items and wares being offered (and other community activities) would be imported onto the site. This is obviously greater than the 20% of total sales being imported that were concluded as not being de minimis in paragraph 15 of the appeal decision.
18. Given that the proposal fails all three of the considerations offered in the previous appeal decision, the proposal is not viewed as ancillary. Instead, it represents a material change of use of existing horticultural greenhouses within a wider planning mixed use unit that includes non-horticultural uses that have already

been approved as non-ancillary. It therefore falls to be considered as a material change of use and is to be assessed under the relevant Green Belt policies.

Location with the Green Belt and Countryside

19. The site is located outside settlement limits within the Green Belt and the countryside. As such, development is ordinarily resisted or restricted by Paragraphs 143-146 of the NPPF, which states that new development in the Green Belt is inappropriate, unless it meets specific exceptions. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.
20. Similarly, Policy CP12 of the Core Strategy and Policy TB01 of the MDD Local Plan state that planning permission will not be granted for inappropriate development and where it is not inappropriate, it must maintain the openness of and not conflict with or harm the purposes of the Green Belt. There is consistency in these policies with the NPPF (and the Inspector found so in the previous appeal decision) and so these policies have considerable weight.
21. Policy CP11 of the Core Strategy also does not permit development outside of development limits except if in the case of diverse and sustainable rural enterprises or in the case of other countryside based enterprises and activities, it contributes and/or promotes recreation in, and enjoyment of, the countryside and does not lead to excessive encroachment or expansion of development away from the original buildings; and is contained within suitably located buildings which are appropriate for conversion.
22. The relevant considerations for development in the Green Belt are outlined in Paragraphs 143-146 of the NPPF:

Whether the proposal would be inappropriate development for the purposes of Section 13 of the NPPF and Development Plan policy

23. The NPPF states that new buildings/development in the Green Belt are inappropriate by their nature unless they fit into certain exception criteria. In this case, the proposal would need to satisfy part (d) of paragraph 146 and involve the re-use of buildings provided that the buildings are of permanent and substantial construction and provided that they preserve its openness and do not conflict with the purposes of including land within it.
24. The existing business first operated as a horticultural enterprise growing trees and shrubs on site. This was then expanded with the erection of additional greenhouses and buildings to allow expansion of the business and then trees and shrubs were brought from off site. This eventually also included the sale of non-horticultural items (items usually found in garden centres) and over time, a farm shop and café were included. A retail nursery was granted approval and this application seeks to expand the non-horticultural aspects to 22% of the site.
25. The agent suggests that the proposal satisfies part (d). However, this cannot be the case. The greenhouses are permanent but they are not substantial in construction. The Inspector concluded the same at paragraph 19 of the previous

appeal decision. It would not, however, involve any increase in overall floor area or additional built form to the existing greenhouse.

26. There is also a suggestion that the proposal would meet part (e) because it involves the '*material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds)*'. However, this would contradict the previous suggestions by the agent that proposed use is only ancillary in nature. Rather, because it is indeed not ancillary in nature, the proposal involves the change of use of the horticultural greenhouses for retail (Class A1) or community (Class D1) use. But, even then, it is clearly not to be used for anything remotely similar to the sport, recreation, cemetery and burial ground uses included within the sub paragraph.
27. On the basis of the above, the proposal is deemed to be defined as inappropriate development.

The effect of the proposal on the openness of the Green Belt and Countryside

28. The NPPF highlights that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open and that the essential characteristics of Green Belts are their openness and their permanence.
29. The agent notes in her statement that (i) there will be no remediability to return the land to its original state of openness and (ii) there will be little if any additional customers and the existing car park will be used.
30. As noted above, there is no additional change to the built form and no additional harm from this aspect of the development to the openness of the Green Belt arising from the change of use and there is no in-principle objection to the grounds of (i). However, in terms of (ii), the additional types of activities (including food and wine tastings, specialised flower shows and community events that extend beyond the horticultural scope of the existing business) is such that the change of use would undoubtedly result in additional traffic movements, deliveries and parking of vehicles, including larger vehicles. Whilst it is true that these vehicles could be accommodated within the existing lawful carpark, the carpark is open nature and excessively sized for its current levels of patronage, with a large proportion of the car park remaining unused through any trading day. Increased use of the car park arising from the nursery events would lead to additional harm to the openness of the Green Belt and countryside. In addition, there could be further urbanising paraphernalia such as, trolleys, signage and litter bins. Furthermore, horticultural activity presumably only takes place during daylight hours but the proposed activities could go on well into the evening. Indeed the Council has received an application to amend the premises licence to enable selling of alcohol until 10.30pm, which is in conflict with and cannot be accommodated within the operating hours in Condition 3. Any additional applications to accommodate the events (eg for additional lighting) that would contribute further to this urbanisation.

If it is inappropriate development, whether the harm by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations, so as to amount to the very special circumstances necessary to justify the development

31. The temporary retail shop was approved at appeal on the grounds of very special circumstances. The inspector only granted a three year temporary permission because of the harm that the retail use causes to the Green Belt. The Inspector noted that it would enable the horticultural business to generate income whilst it sought to re-establish itself and allow the business to compete with other nearby businesses (which are broadly in accordance with the intent and wording of paragraph 83 of the NPPF), as it attained significant public support and because it offered localised employment opportunities.
32. This application is couched as offering floorspace for community events free of charge. The increase in footfall to the site is almost certain, however, to increase sales within the existing farm shop, nursery and café. In this respect, it could be seen as complementing the existing business, which is consistent with the intent of paragraph 83 of the NPPF by allowing for sustainable growth and expansion of the business. Indeed, on this point, the supporting documentation from the agent notes that *'events ancillary to the nursery use will help to increase and sustain the business though targeted events associated with the nursery activities on site, particularly during the winter season.'* Yet, it also argues that *'there would be little if any additional customers over and above what there could otherwise be to the nursery.'*
33. The previous refused application and subsequent appeal for the temporary retail space relied heavily upon the importance upon economic stability of the horticultural business in justifying the need for 499m² of retail floorspace. The Inspector appears to accept this reasoning at paragraph 29 where it is stated that *'on the basis of the submitted financial information, it is apparent that a sales area selling these items would help safeguard the existence of the nursery and help the business grow by increasing turnover and profitability.'*
34. It therefore cannot be argued that the proposal is intended to allow for the business to compete with other nearby business as the consideration of very special circumstances in the appeal for the retail nursery use from March 2019 accepted this argument and this was less than one year ago. Nor can it be argued that the proposed uses are needed for viability or to raise income to reinvest in the business because it was not mentioned in the appeal that further non horticultural uses would not be necessary.
35. There is, however, an argument that the additional community floorspace allows for other businesses to expand and grow. However, these are predominantly off site enterprises and activities that could be accommodated at other more accessible locations such as town and local centres where there is improved public transport. It also remains unclear what proportion of the site would be set aside for retail related businesses. There is likely to be minimal additional employment generation (both within the site and outside the other businesses which would operate from the site) in the short term but it would, in theory, allow for longer term business expansion and increased awareness of horticultural and other similar events. On this latter point, there is a degree of reasonableness to this justification. Furthermore, whilst it presents some difficulties with enforcement, it is worth recognising that the application intends to utilise the existing greenhouses when not in use for horticulture, thereby establishing a dual use.

36. There is also public support for this application (29 submissions for and none against) just as there was for the previous application that was upheld at appeal. In that decision, the Inspector gave notable weight to what was referred to as '*popularity and value to the community*'. At paragraph 31, the weight given is based on the fact that the '*proposed sales area would help the nursery to survive and develop*'. In this case, the submissions are primarily in relation to the community service and educational opportunities that are being provided. However, the scope of the activities also includes aspects that appear to supplement the existing business and other stalls would have a retail element. Whilst the community benefits may not be as significant as suggested by the agent or in the submissions, it does still garner some weight.
37. The agent offers two additional arguments as part of this application, referring firstly to what would amount to a fallback option because permitted development rights allow for temporary structures to be installed for this exact purpose for 28 days in any calendar year under Part 4 of Class B of the GDPO. This would contribute to a much greater harm to the openness of the area from a marquee as opposed to the contained nature of the use within the existing greenhouses. It is also suggested that it satisfies Policy CP11 of the Core Strategy by contributing to a diverse and sustainable rural enterprise.
38. In response, the Council does not accept that a fallback option exists. It has not been demonstrated that the erection of a marquee is permitted development. No information has been provided about where on the site it would be located – the temporary permitted development rights are not available to land within the curtilage of a building. Moreover, it is limited to 28 days in one calendar year and outside of the curtilage of the building, which would require continual erection and dismantling across the year and this appears unlikely. The rights for a market are limited to 14 days. Furthermore, the activities being undertaken within the community space do not constitute a rural enterprise (unless the argument is being put forward that it is to supplement the existing horticultural businesses, which would then be viewed as an expansion of the existing business).
39. On balance, there are some very limited special circumstances relevant to the application but they are not sufficient to warrant a permanent and unrestricted planning permission being granted in its current form ie in an uncontrolled and permanent way. On one side, the findings of the previous Inspector are to be noted and the community service provided and community support for the proposal is recognised. This is to be weighed against the substantial increase in floorspace, lack of clarity relating to the retail use, the fact that there is no limitation on the number of days per year and the increase in vehicle movements and associated carbon emissions. It is also important to note that the original use of the site was as a horticultural farm (as opposed to the lawful garden centres elsewhere on Bath Road and there has been a gradual evolution of the site to incorporate an extensive retail aspect which must be restricted).
40. The imposition of Conditions 1 and 3 are therefore imperative. Condition 1 provides a temporary permission to 14 March 2022, which coincides with the temporary permission for the adjacent retail use approved at appeal in 2019. Condition 3 limits the number of events to 24 days per year and limits the operating hours, amongst other aspects. As way of an explanation, the agent had initially suggested a condition limiting the number of days per year to a maximum

of 73, this being 20% of 365 days. The figure of 20% has been used in previous case law when considering whether a proposal would remain ancillary to its main use and was used in the previous appeal when considering the likely turnover. The Council has preferred to apply a limitation of 24 days per year, which is 20% of 52 weekends (10.4 weekends), rounded up to 12 weekends, or 24 days. This allows for sufficient flexibility for weekend community activities, including extended bank holiday weekends whilst maintaining that the proposal as a whole does not dominate the horticultural use at Sheeplands Hare Hatch.

41. By virtue of these specific very special, albeit limited, circumstances, and when subject to the aforementioned limitations in Conditions 1 and 3, the proposal could, on balance, be considered to outweigh harm.

Sustainability

42. Policies CP1, CP6 and CP11 of the Core Strategy permit development where it is based on sustainable credentials in terms of access to local facilities and services and the promotion of sustainable transport. Expanding on this, paragraph 4.57 in the Core Strategy aims to prevent the proliferation of development in areas away from existing development limits as they are not generally well located for facilities and services and would lead to the increase in use of the private car.

43. Being in the Green Belt, the site lacks any ready access to facilities and services and the site is located in an area with very poor sustainability credentials. Public transport is almost non-existent, with the services provided not meeting the Council's standard for a good bus service. Cycling on Bath Road is also unattractive because of high traffic levels, significant speeds and a lack of lighting and infrastructure. Most, if not all, customers would need to drive to the premises.

44. However, in the appeal decision for 173316, the Inspector noted that:

'Nurseries are of necessity located in rural areas. Moreover, by the nature of what they sell the majority of customers have to travel by car in order to take home the plants and related items they have bought. Therefore whilst policy CP6 of the Core Strategy supports granting planning permission where a choice of sustainable transport options is available, given the nature of a horticultural nursery, such provision is not appropriate in this instance.'

45. Whilst the proposal would maintain the heavy reliance upon private car travel in an area that is poorly serviced by public transport, Condition 3 limits the number of days per year to 24 which would limit harm from carbon emissions. The Inspector found the proposal to be acceptable in that instance and whilst customers will not be collecting bulky goods, there is insufficient reason for the Council to depart from this conclusion in this application. On this basis, no objection is raised.

Rural Retail

46. Policy TB18 of the MDD Local Plan states that proposals for the expansion of retail development outside development limits may be permitted where it is demonstrated that it is connected to or adjacent to the primary holding, it is economically related to the primary holding and is ancillary to the primary existing

use and that there would be no adverse impact on the vitality or viability of retail centres, neighbourhood or village shops within the locality.

47. Despite some perceived contradictions, the agent has argued that the proposal is ancillary and that there is no retail expansion. On this basis, Policy TB18 would not apply. However, the Council's argument is that the proposal in its unconditioned form involves the change of use of a greenhouse, which has a horticultural use, to retail use. It would represent an increase in the retail floorspace from 1052m² to 2542m², a sizeable increase. On this basis, the proposal would not be ancillary to the existing use and in the absence of any assessment of the expansion on surrounding businesses, the proposal would be unacceptable.
48. Notwithstanding, paragraph 3.87 of the MDD Local Plan states that appropriate forms of retail uses (those required to support the primary use) can support the rural economy. Paragraph 3.88 also states that '*The range of goods, services and facilities on offer at garden centres has diversified to include those not directly related to the primary purpose of garden centres. While uses that remain ancillary to the primary business of the site as a garden centre may be acceptable, it is important to ensure that the main garden centre use remains and that a separate commercial use is not established on site.*
49. The subject site does not operated as a garden centre as it retains a horticultural use. However, the planning assessment undertaken in the preceding paragraphs has concluded that the proposal, when conditioned, would not detrimentally alter the existing use. Moreover, given the limitations imposed and the community aspect, it is not envisaged that there would be unacceptable adverse economic harm to surrounding businesses. On this basis, no objection is raised.

Character of the Area

50. Policy CP3 of the Core Strategy states that development must be appropriate in terms of its scale, mass, layout, built form, height and character of the area and must be of high quality design and NR1 of the Borough Design Guide states that development should respond to key characteristics and features of the site and area. The proposed events would be internal, temporary and reversible in nature and as such, there is no foreseeable adverse impact upon the character of the wider area.
51. However, as noted above in 'Principle of Development, there are other external side effects, including additional traffic movements (particularly through Twyford Crossroads – an area of poor air quality), deliveries and parking of vehicles, including larger vehicles and other urbanising paraphernalia such as, trolleys, signage, litter bins. As already noted, it is likely that this will extend beyond normal trading hours. It is only because of the very special circumstances and limitations in Conditions 1 and 3 that this harm is acceptable.

Disabled Access (including The Public Sector Equality Duty (Equality Act 2010))

52. Policy CP2 of the Core Strategy seeks to ensure that new development contributes to the provision of sustainable and inclusive communities.

53. In determining this application the Council is required to have due regard to its obligations under the Equality Act 2010. The key equalities protected characteristics include age, disability, gender, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief. There is no indication or evidence (including from consultation on the application) that persons with protected characteristics as identified by the Act have or will have different needs, experiences, issues and priorities in relation to this particular planning application and there would be no significant adverse impacts as a result of the development.
54. In this case, level access is ensured and disabled parking is maintained within the existing car park and on this basis, the proposal is acceptable.

Access and Movement

55. Policy CC07 and Appendix 2 of the MDD Local Plan stipulates minimum off street parking standards.
56. The existing car park has 161 car spaces and this has been more recently confirmed to be increased to 201 spaces under planning application 191520. This satisfactorily accommodates the parking generation rates arising from the existing nursery retail shop (25 spaces), farm shop (21 spaces) and café (28 spaces) or a total of 74 spaces.
57. There is no specific parking requirement for the horticultural buildings (classed as a sui generis use) and this is appropriate given they are not accessible to the public. The proposed Class A1 use would generate the requirement for an additional 85 spaces, which can still be accommodated within the existing car park.
58. Viewed more holistically, existing customers are often likely to visit the farm shop, café and nursery shop in one visit, reducing demand for parking. The same conclusion is relevant in relation to the nursery event space, albeit probably not to the same extent as stallholders will be specifically visiting the site and many of the other events are specifically tailored to activities that are outside of the current operations of Sheeplands Hare Hatch. Nonetheless, the proposal represents a satisfactory outcome on parking availability grounds and the Council's Highways Officer raises no objection. Furthermore, it is also unlikely that the proposal would have an adverse impact on the highway network.

Residential Amenities

59. Policy CP3 of the Core Strategy aims to protect neighbouring amenity and Policy CC06 and Appendix 1 of the MDD Local Plan requires that development protect noise sensitive receptors from noise impact. There is an existing residential dwelling attached to the site that has an agricultural occupancy condition and there are several dwellings adjoining to the east although, indicative of the Green Belt location, they are well removed from the greenhouses.
60. In terms of any impact, the floorspace to be used for events is internal and centrally located within the Sheeplands farm site. Furthermore, the operating hours are limited in Condition 3 to be consistent with the operating hours of the

nursery (and other local businesses) and it is therefore envisaged that traffic movements and activities will be broadly in alignment with the existing arrangements. Further still, Bath Road is subject to a high level of traffic noise, whereby there is unlikely to be any noticeable noise disturbance from the community use and on this basis, no objection is raised.

Waste Storage

61. Policy CC04 of the MDD Local Plan requires adequate internal and external storage for the segregation of waste and recycling as well as provision for green waste and composting. The existing storage facilities are likely to be sufficient for the generation of additional waste from the proposed community uses. As such, no objection is raised.

Flooding

62. Policy CC09 of the MDD Local Plan requires consideration of flood risk from historic flooding. The site and access thereto is located within Flood Zone 1 and the proposal represents no additional flood risk or vulnerability.

Employment Skills

63. Policy TB12 of the MDD Local Plan requires an employment skills plan (ESP) for major development, which accords opportunities for training, apprenticeship or other vocational initiatives to develop local employability skills. The application is a major development with a change in use of more than 1000m² in floorspace. However, given that no construction works are proposed and the permission is temporary, the requirement for an ESP is considered unwarranted.

Community Infrastructure Levy

64. Whilst there is a change of use to retail (which attracts a CIL rate of £50/m²), CIL is not applied where the permission is temporary.

CONCLUSION

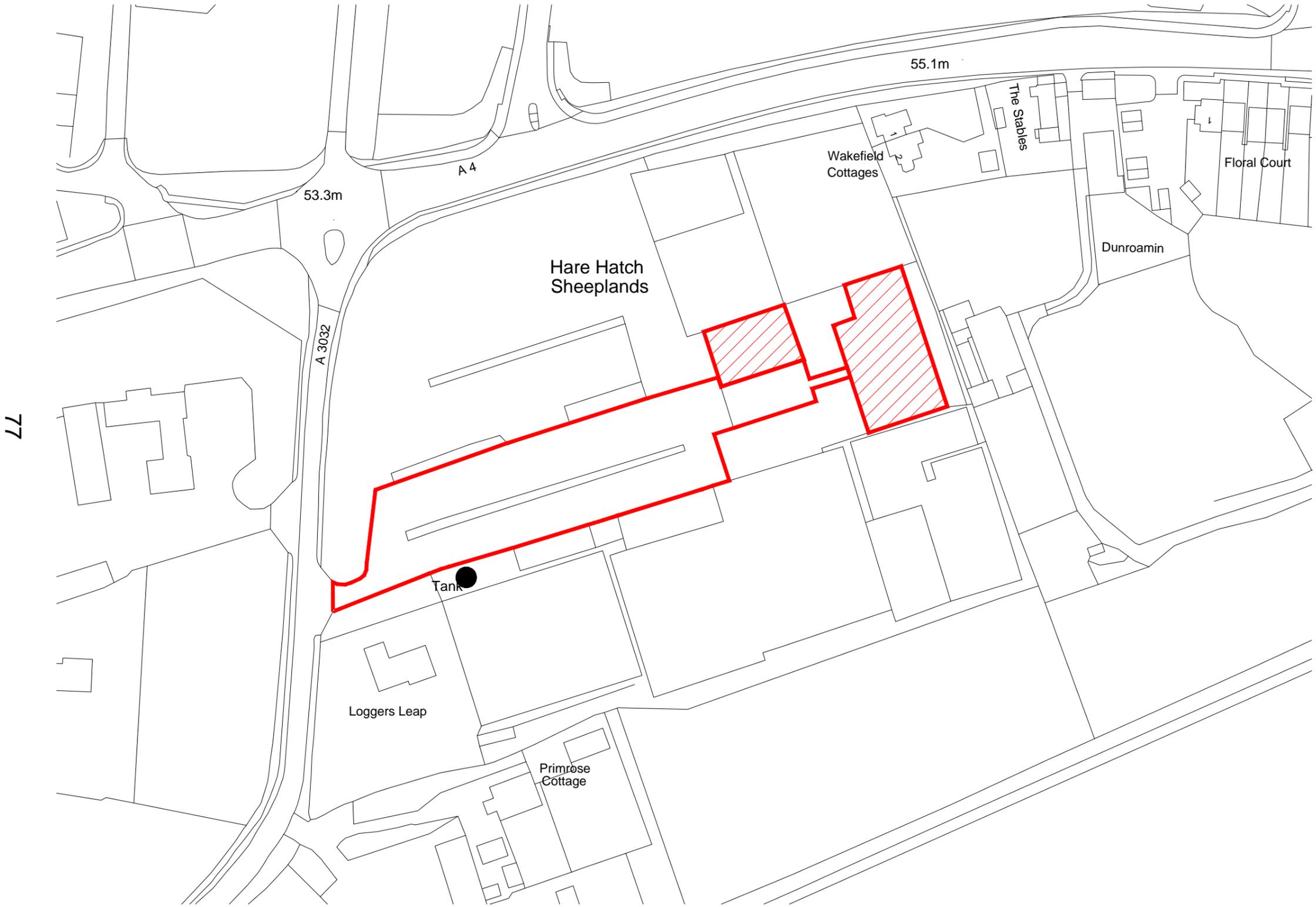
65. By definition, the proposal represents inappropriate development in the Green Belt. However, taking account of the reasoning of the Inspector in the previous appeal for the site, there is a sufficient argument that sufficient very special circumstances exist to outweigh harm. On this basis and when subject to the specific limitations in Conditions 1 and 3, including limiting the number of events to 24 in any one year, the proposal is acceptable.

Notes:
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Do not scale from this drawing. All contractors must visit the site and be responsible for taking and checking Dimensions.

Key:

-  Application Boundary
-  Area to be used for ancillary events



77

A	15.08.19	Plan amended to council comments	BDC	RB
-	25.07.19	First Issue	SW	AJ

Rev	Date	Description	Drawn	Chkd
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Client
 Harehatch Sheeplands

Boyer

Project
 Harehatch Sheeplands

Drawing Title
 Site Plan 1

Drawing No. SK-005 Job Ref. 19.1005

Scale @ A3 1:1250 Revision A



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PLANNING REF : 192018
PROPERTY ADDRESS : Council Office
: Pavilion, Recreation Road, Wargrave, Wokingham
: RG10 8BG
SUBMITTED BY : Wargrave Parish Council
DATE SUBMITTED : 08/10/2019

COMMENTS:

Wargrave Parish Council had no objection to this application.

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Agenda Item 97.

Application Number	Expiry Date	Parish	Ward
192280	20/03/20	Twyford	Twyford;

Applicant	Mr Ray Cook
Site Address	Land to the rear of 20 & 22 Station Road, Twyford, Berkshire, RG10 9NT
Proposal	Full application for the erection of a 1No bed two storey dwelling following demolition of the existing workshop.
Type	Full
PS Category	13
Officer	Natalie Jarman
Reason for determination by committee	Listed by Councillor Conway

FOR CONSIDERATION BY	Planning Committee on Wednesday, 12 February 2020
REPORT PREPARED BY	Assistant Director – Place

SUMMARY
<p>This application has been listed by one of the Borough Councillors for Twyford if officers are minded to approve the application. The application has been listed on the grounds that the application site is within a conservation area and the proposal does not fit in design terms with the surrounding housing, on this basis the application is before you.</p> <p>The application site comprises of a single storey workshop and yard.</p> <p>The proposal is for a two storey one bedroom dwelling following demolition of the existing workshop. The proposed dwelling would have an enclosed courtyard and an allocated parking space following reconfiguration of the existing access.</p> <p>The application follows the refusal of planning permission (LPA ref: 181852) for the erection of a one bedroom dwelling, which was refused on five grounds. A subsequent appeal (PINS ref: APP/X0360/W/19/3221229) was dismissed. The main issues were the effect on the character and appearance of the conservation area and the adequacy of proposed private amenity space for occupiers of the proposed dwelling. Whilst the Inspector dismissed the appeal, the Inspector did accept the principle of a dwelling with a contemporary design and that adequate outdoor amenity space was proposed. The reasons for refusal relating to loss of on-street parking, inadequate on-site cycle parking facilities and absence of adequate information to be certain that a pedestrian visibility splay were considered to be overcome by the submission of a revised plan during the course of the appeal.</p> <p>The application proposal is for a contemporary design, mainly glazing on the first floor element and the first floor element is set back, in line with the building line of No. 49 Brook Street seeking to address the comments in the appeal decision.</p>

The report concludes that the current scheme overcomes the previous reasons for refusal and addresses the comments raised by the Planning Inspector. However, it is acknowledged that there continues to be an objection from the Conservation Officer. On balance, the proposal is not considered to have a harmful effect on the Conservation Area based on the previous Planning Inspector's comments, provides adequate private amenity space for future occupiers and would not have a harmful impact on parking or residential amenity. It is recommended that this application is approved as it would accord with the NPPF and Wokingham Development Plan policies.

PLANNING STATUS

- Major development location
- Conservation Area
- Contaminated Land Consultation Zone
- Groundwater Protection Zone
- Heathrow Aerodrome consultation zone
- Affordable Housing
- Bat Roost Habitat Suitability
- Radon Affected Area
- Landscape Character Assessment
- SSSI Risk Zones

RECOMMENDATION

That the committee authorise the GRANT OF PLANNING PERMISSION subject to the following conditions and informatives:

Conditions:

Timescale

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In pursuance of s.91 of the Town and Country Planning Act 1990 (as amended by s.51 of the Planning and Compulsory Purchase Act 2004).

Approved Details

2. This permission is in respect of the submitted application plans and drawings numbered Letter from Woolf Bond Planning dated 27th August 2019 received by the local planning authority on 27th August 2019, Letter from AA Environmental Limited dated 14th November 2019 received by the local planning authority on 18th November 2019, Existing Plan (16.111 PL102 Rev D), Existing Front Elevation (16.111 PL103 Rev D), Existing Side Elevation (16.111 PL104 Rev D), Existing Rear Elevation (16.111 PL105 Rev D), Existing Side Elevation (16.111 PL106 Rev D), Proposed Site Plan (16.111 PL107 Rev D), Proposed Ground Floor Plan (16.111 PL108 Rev D), Proposed First Floor Plan (16.111 PL109 Rev D), Proposed Front Elevation (16.111 PL110 Rev D), Proposed Side Elevation (16.111 PL111 Rev D), Proposed Rear Elevation (16.111 PL112 Rev D), Proposed Side Elevation (16.111 PL113 Rev D) received by the local planning authority on 29th January 2020 and Location and Site Plan (16.111 PL101 Rev E) received on 3rd February 2020. 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.

Reason: For the avoidance of doubt and to ensure that the development is carried out in accordance with the application form and associated details.

External materials details

3. No works of development shall be undertaken above the level of footings/foundation footings until details and samples of the external materials (bricks, mortar mix, coping etc.) and finishes for the hereby approved development have been submitted to and approved in writing by the Local Planning Authority. Development shall then be undertaken in accordance with the materials and finishes as approved.

Reason: To ensure that the external appearance of the building is satisfactory and to ensure highway safety. Relevant policy: Core Strategy policies CP1, CP3 and CP6.

Brickwork Sample

4. No works of development shall be undertaken above the level of footings/foundation until an onsite brickwork sample panel has been built on site and the brick, brick bond and mortar mix have been approved in writing by the Local Planning Authority. The brickwork sample panel shall be no smaller than 1x1 metre in size and is to show the bricks, brick bond and mortar mix to be used for the Brook Street elevation of the hereby approved dwelling. The sample panel shall be maintained on site until completion of building works. The development shall then be undertaken in accordance with the details as approved.

Reason: To ensure that the external appearance of the building is satisfactory. Relevant policy: Core Strategy policies CP1 and CP3.

Hours of work

5. No work relating to the development hereby approved, including works of demolition or preparation prior to building operations, shall take place other than between the hours of 08:00 and 18:00 Monday to Friday and 08:00 to 13:00 Saturdays and at no time on Sundays or Bank or National Holidays.

Reason: To protect the occupiers of neighbouring properties from noise and disturbance outside the permitted hours during the construction period. Relevant policy: Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy CC06.

Obscure Glazing

6. The first floor window in the side elevation facing Number 49 Brook Street and all windows shown as obscure glazed on the approved plans of the development hereby permitted shall be fitted with obscured glass and shall be permanently so-retained. The windows on the first floor side elevations shall be non-opening unless the parts of the window which can be opened are more than 1.7 metres above the finished floor level of the room in which the window is installed and shall be permanently so-retained.

Reason: To safeguard the residential amenities of neighbouring properties. Relevant policy: Core Strategy policy CP3.

Restriction of permitted development rights - windows

7. Notwithstanding the provisions of the Town and Country Planning, (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no additional windows or similar openings shall be constructed in the north-east and south-west elevations at first floor level, except for any which may be shown on the approved drawing(s).

Reason: To safeguard the residential amenities of neighbouring properties. Relevant policy: Core Strategy policy CP3.

Restriction of permitted development rights

8. Notwithstanding the provisions of Classes A, B, D, E and G of Part 1 of the Second Schedule the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no buildings, enlargement or alterations permitted shall be carried out without the express permission in writing of the local planning authority.

Reason: To safeguard the character of the area and neighbouring amenities. Relevant policy: Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy TB21.

Construction Method Statement

9. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- i) the parking of vehicles of site operatives and visitors,
- ii) loading and unloading of plant and materials,
- iii) storage of plant and materials used in constructing the development,
- iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate,
- v) wheel washing facilities,
- vi) measures to control the emission of dust and dirt during construction,
- vii) a scheme for recycling/disposing of waste resulting from demolition and construction works.

Reason: In the interests of highway safety & convenience and neighbour amenities. Relevant policy: Core Strategy policies CP3 & CP6.

Drainage Details

10. No construction shall take place until details of the drainage system for the site have been submitted to and approved in writing by the LPA. The details shall include how the site currently drains and will be drained after proposed development with any consideration to SuDS.

Reason: This is to prevent increased flood risk from surface water run-off. Relevant policy: NPPF Section 10 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Core Strategy policy CP1 and Managing Development Delivery Local Plan policies CC09 and CC10.

Noise and Vibration from Railway

11. The applicant shall submit to the local planning authority, for approval, a scheme for protecting the proposed development from noise and vibration from the nearby railway lines. Any works which form part of the approved scheme shall be completed before the development the dwelling is occupied.

Reason: To protect occupiers of the proposed development from noise and vibration from rail traffic. Relevant Policy: Core Strategy Policy CP1 and Managing Development Delivery Local Plan policies CC06.

Land contamination

12. Before development commences the applicant shall carry out a contamination risk assessment of the application site commencing with a preliminary risk assessment (desk top study and walk-over survey) followed by intrusive sampling if found to be necessary. The applicant shall then, if necessary, prepare and submit to the Local Planning Authority for written approval a remediation scheme that follows the guidelines set out in BS10175 'Code of Practice for the Investigation of Potentially Contaminated Sites' and CLR11 Model procedures for the management of Land Contamination.

Reason: To protect neighbours and future occupiers of the site from the harmful effects of contamination. Relevant Policy: Core Strategy policies CP1 and CP3.

Remediation Works

13. Before buildings on the application site are occupied the remediation works to make the land suitable for its intended use, as set out in the approved remediation scheme submitted to comply with condition 12 above shall be completed and a validation report shall be submitted to and approved in writing by the local planning authority.

Reason: To ensure that future users of the site are protected from the harmful effects of contamination. Relevant Policy: Core Strategy policies CP1 and CP3.

Window and roof light details

14. No works shall be undertaken to install the windows and/or roof lights of the hereby approved dwelling until full details for the windows, the full height glazing /glazed doors of the first floor (including the Juliette balcony feature) and the roof lights, have been submitted to and approved in writing by the Local Planning Authority. Details will need to specify the materials and finishes to the frames, and include, as appropriate cross-sections, with moulding details. Installation of the windows, first floor glazing and the roof lights shall then be undertaken in accordance with the materials and finishes as approved.

Reason: To ensure that the external appearance of the building is satisfactory. Relevant policy: Core Strategy policies CP1 and CP3.

Gate / Door Details

15. Notwithstanding the details submitted the Brook Street gate/door is to be of a timber ledge and braced timber fabricated, with a corresponding timber gate/door frame and retained as such.

Reason: To ensure that the external appearance is satisfactory. Relevant policy: Core Strategy policies CP1 and CP3.

Details of flue, vents, pipework and rainwater goods

16. Notwithstanding the details submitted, there are to be no flues, vents, pipework or rainwater goods to the exterior elevations of development other than those shown on the plans as approved, unless written approval from the Local Planning Authority is obtained before works are undertaken.

Reason: To ensure that the external appearance of the building is satisfactory. Relevant policy: Core Strategy policies CP1 and CP3.

Utility Service Meter Enclosures

17. Notwithstanding the details submitted there shall be no utility service meter enclosures on the Brook Street elevation of the hereby approved new dwelling and boundary wall.

Reason: To ensure that the external appearance of the building is satisfactory. Relevant policy: Core Strategy policies CP1 and CP3.

Parking to be provided

18. No part of any building(s) hereby permitted shall be occupied or used until the vehicle parking space has been provided in accordance with the approved plans. The vehicle parking space shall be permanently maintained and remain available for the parking of vehicles at all times

Reason: To ensure adequate on-site parking provision in the interests of highway safety, convenience and amenity. Relevant policy: Core Strategy policies CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

Cycle parking to be provided

19. No building shall be occupied until secure and covered parking for cycles has been provided in accordance with the approved drawing(s)/details. The cycle parking/ storage shall be permanently so-retained for the parking of bicycles and used for no other purpose.

In order to ensure that secure weather-proof bicycle parking facilities are provided so as to encourage the use of sustainable modes of travel. Relevant policy: NPPF Section 9 (Sustainable Transport) and Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

Visibility splays

20. Prior to occupation of the access shall be formed as so-approved and the visibility splays shall be cleared of any obstruction exceeding 0.6 metres in height prior to the occupation of the development. The access shall be retained in accordance with the approved details and used for no other purpose and the land within the visibility splays shall be maintained clear of any visual obstruction exceeding 0.6 metres in height at all times.

Reason: In the interests of highway safety and convenience. Relevant policy: Core Strategy policies CP3 & CP6.

Informatives:

1. The development hereby permitted is liable to pay the Community Infrastructure Levy. The Liability Notice issued by Wokingham Borough Council will state the current chargeable amount. A revised Liability Notice will be issued if this amount changes. Anyone can formally assume liability to pay, but if no one does so then liability will rest with the landowner. There are certain legal requirements that must be complied with. For instance, whoever will pay the levy must submit an Assumption of Liability form and a Commencement Notice to Wokingham Borough Council prior to commencement of development. For more information see - <http://www.wokingham.gov.uk/planning/developers/cil/cil-processes/>

2. The Head of Highways at the Council Offices, Shute End, Wokingham [0118 974 6000] should be contacted for the approval of the access construction details before any work is carried out within the highway (including verges and footways). This planning permission does NOT authorise the construction of such an access or works.

3. Any works / events carried out by or on behalf of the developer affecting either a public highway or a prospectively maintainable highway (as defined under s.87 New Roads and Street Works Act 1991 (NRSWA), shall be co-ordinated and licensed as required under NRSWA and the Traffic Management Act 2004 in order to minimise disruption to both pedestrian and vehicular users of the highway.

Any such works or events, and particularly those involving the connection of any utility to the site must be co-ordinated by the developer in liaison with the Borough's Street Works team (0118 974 6302). This must take place AT LEAST three months in advance of the intended works to ensure effective co-ordination with other works so as to minimise disruption.

RELEVANT PLANNING HISTORY		
Application Number	Proposal	Decision
181852	Full application for the proposed erection of a 1 no. bedroom dwelling, following demolition of existing workshop building.	Refused 08/08/18 and Appeal Dismissed 30/05/19
180533	Full planning application for the erection of two storey 1 bedroom dwelling following the demolition of the existing workshop.	Refused 26/04/18
172695	Full application for proposed erection of a two storey dwelling following the demolition of the existing storage building.	Refused 13/11/17
CLE/2011/2668	Application for certificate of lawful existing use for 2 shops, 1 industrial building and 1 residential flat above the 2 shops.	Withdrawn 18/07/12
31111	Motorcycle shop at 20 Station Road, Twyford	Approval 03/08/88
31110	Motorcycle store at 20 Station Road, Twyford	Approval 03/08/88
30252	Extension to office and store	Refusal 23/03/88
2745	Retail to motor cycles shop / renewal consent	Approval 05/04/84

20603	Shoe shop to sale and restoration of vintage motor cycles	Temporary approval 15/12/83
12826	'C' - Replacement two storey workshop	Refused 10/04/80
12825	'B' - Replacement two storey workshop	Refused 10/04/80
12824	'A' - Replacement two storey workshop	Refused 10/04/80

SUMMARY INFORMATION	
Site Area	125 square metres (0.01 hectares)
Existing units	0
Proposed units	1
Existing density – dwellings/hectare	0
Proposed density - dwellings/hectare	100
Number of affordable units proposed	0
Previous land use	Workshop
Existing parking spaces	1
Proposed parking spaces	1

CONSULTATION RESPONSES	
Thames Water	No comments received
South East Water	No comments received
WBC Biodiversity	Recommend approval, no conditions
WBC Economic Prosperity and Place (Community Infrastructure)	No comments received
WBC Drainage	Recommend approval, subject to conditions
WBC Education (School Place Planning)	No comments received
WBC Environmental Health	Recommend approval, subject to conditions
WBC Highways	Recommend approval, subject to conditions
WBC Tree & Landscape	Recommend approval, subject to conditions
WBC Cleaner & Greener (Waste Services)	Recommend approval, subject to conditions
WBC Conservation	Objection

REPRESENTATIONS
<p>Twyford Parish Council: Update to be provided following their meeting on 3rd March 2020. No comment to original consultation.</p> <p>Local Members: Councillor Conway requested that the application be listed if officers are minded to approve the application on the grounds that the application site is within a conservation area and the proposal does not fit in design terms with the surrounding housing.</p>

Neighbours: 17 objections

- Misleading plans. Telecoms box restricting access where access for two cars is proposed. Is there sufficient space with proposed amenity space. Not showing chimneys from 20-22 Station Road are bricks from these chimneys to be used in the proposed building.
Officer Comment: The proposal is for the communications box to remain, a small section of wall to the east would be removed and a lower wall erected. The application proposals only relate to land to the rear of 20-22 Station Road.
- Out of character (See paragraphs 20-36)
- Unnecessary building (Not a material planning consideration)
- Overcrowding (See paragraph 58 and 20-36)
- Loss of privacy (See paragraph 41-42)
- Overshadowing (See paragraph 45)
- Parking impact (See paragraphs 46-51)
- Impact on water and sewerage system (See paragraph 52)
- Impact on Conservation Area (See paragraphs 20-36)
- Block open skyline (Not a material planning consideration)
- Outlook (Not a material planning consideration)
- Overlooking (See paragraph 41-42)
- Loss of light (See paragraph 45)
- Design (See paragraphs 20-36)
- Visual Impact (See paragraphs 20-36)
- Set a precedent (Not a material planning consideration)
- Inappropriate site (See paragraphs 20-36)
- Height (See paragraphs 20-36)
- Reference to approach at 29a and 29b Brook Street (Aware from previous appeal)
- Noise (Refer to proposed Construction Method Statement condition)
- Light Pollution (use of glass creating a reflective box) (See paragraph 29)
- Contemporary Nature of the proposals particularly in relation to Conservation Area (See paragraphs 20-36)
- Impact on parking space to the rear of No. 24-28 (even) Station Road impacting on right of way and block access(See paragraphs 46-51)
- Brook Street narrow Highway safety (See paragraphs 46-51)
- Currently a parking problem (See paragraphs 46-51)
- Loss of on-street parking spaces (See paragraphs 46-51)
- Parking requirements from 20-22 Station Road include a flat above. Tattoo shop currently use two spaces. (See paragraphs 46-51)
- Viability (Not a material planning consideration)
- Dropped kerb forbid vehicle access. (See paragraphs 46-51)
- Refuse collection (Cleaner and Greener comments)
- Overbearing (See paragraphs 20-36)
- Privacy for occupier (See paragraph 37 and obscure glazing is recommended)
- Lack of Natural Light to ground floor (The ground floor is served by windows)
- Proposed Materials (See paragraphs 20-36)
- Noise and disturbance (Refer to proposed Construction Method Statement condition)

APPLICANTS POINTS	
<ul style="list-style-type: none"> Proposed parking provision and widening considered acceptable by the Local Planning Authority (LPA) during the appeal process with appropriate pedestrian and cycle facilities. Therefore, no revisions in this respect. Refers to Inspectors comments that the site would be able to accommodate a reasonable level of sitting out space and outdoor storage space Amount of amenity space remains the same and proposal continues to propose a one bedroom dwelling. LPA should not sustain objection to the scheme in respect of private amenity space provision. Reference to paragraph 9 and of the same Inspector's appeal decision, including negative impact of existing building, contemporary appearance better than pastiche and highly sustainable location. Reference to paragraphs 12 to 14 of the same Inspector's appeal decision relating to the Inspector's concern regarding timber cladding at first floor level and replacement with predominantly glass. Reference to paragraphs 15 and 16 of the same Inspector's appeal decision relating to building line. The current proposal is for the first floor element to be set back such that it sits just behind the established building line. Current proposal switches living accommodation to the ground floor and bedroom on the first floor to overcome previous concerns. Obscure glazing is proposed on some of the glass frontage to ensure privacy for the future occupier and ensure that there is no undue amenity impacts upon neighbouring properties. Inspector supported contemporary development on the site. 	

PLANNING POLICY		
National Policy	NPPF	National Planning Policy Framework
	NPPG	National Planning Policy Guidance (NPPG)
Adopted Core Strategy DPD 2010	CP1	Sustainable Development
	CP3	General Principles for Development
	CP5	Housing mix, density and affordability
	CP6	Managing Travel Demand
	CP7	Biodiversity
	CP9	Scale and Location of Development Proposals
Adopted Managing Development Delivery Local Plan 2014	CC01	Presumption in Favour of Sustainable Development
	CC02	Development Limits
	CC03	Green Infrastructure, Trees and Landscaping
	CC04	Sustainable Design and Construction
	CC05	Renewable energy and decentralised energy networks

	CC06	Noise
	CC07	Parking
	CC09	Development and Flood Risk (from all sources)
	TB05	Housing Mix
	TB07	Internal Space standards
	TB21	Landscape Character
	TB23	Biodiversity and Development
	TB24	Designated Heritage Assets
Supplementary Planning Documents (SPD)	BDG	Borough Design Guide
		DCLG – Nationally described space standard

PLANNING ISSUES

Site and Surroundings:

1. The existing built form is a single storey brick workshop constructed from mainly of red stock brick similar to that of other buildings in the locality. The rest of the building is made up of exposed blockwork, partial white painted timber garage and access doors and a corrugated and felt mono-pitched roof.
2. Behind the building, accessed via a track off Brook Street and outside of the application site are a set of covered car-ports mainly timber and partial brick. The existing use of the building has been stated is that of a workshop. The structure is accessed from the yard of 20 and 22 Station Road.
3. The site is within 150 metres of Twyford mainline railway station and it is situated within the Twyford Station Conservation Area. Whilst the overall makeup of the area is residential, there is an existing Police Station (which appears to no longer be in operation) with rear parking on the opposite side of the road to the application site. The ground floor of two former residential houses are now a Tattoo Parlour at 20 Station Road (to the side of the application site) and a Dog Groomers at 31 Station Road, a property on the opposite side of Station Road. Residential uses along Brook Street and Station Road mainly take the form of Victorian terraced housing.
4. Parking provision within the street is unallocated and is not controlled within any parking permits, although daytime parking restrictions do exist along Station Road. There is an existing access drive adjacent to the workshop.

Description of Development:

5. Planning permission is sought to demolish the existing building on site and to replace it with a two storey one bedroom dwelling, with a courtyard including bike store and an allocated parking space to the proposed dwelling. To provide access to the car parking space demolition of a wall is proposed and a new 1.05m high wall is proposed.

6. During the course of the planning application the proposals have been amended to provide clarification that the boundary wall is to be retained, to show the existing shed in the adjacent garden and the communications box, the coping detail on northern elevation has been omitted and replaced with a brick on edge detail instead and further information added.

The proposed dwelling has a gross internal floor area of the ground floor of 36 square metres incorporating an open plan lounge, kitchen and dining space and wc. The proposed gross internal floor area for the first floor is 26 square metres, providing space for a bedroom and en-suite bathroom. The building would have a total internal area of 62 square metres overall. The existing workshop would be demolished which has a floor area of 60 square metres.

8. A new external courtyard of 27 square metres is also proposed, which includes space for a bike store. Beyond the enclosed courtyard is an allocated parking space for the proposed dwelling and an area for bin storage.
9. The proposed height of the dwelling is 5.6 metres, the proposed width is 8 metres and depth is 5.75 metres. The first floor element is proposed to be set in from the north-west and north-east frontages by 1.2 metres to 1.5 metres. Within the recessed space two roof lights are proposed.
10. In terms of its appearance, the proposed building would be built from brick on the ground floor and a largely glazed first floor element with brick surround with a flat roof form with a metal coping detail.

Planning History:

11. There have been previous submissions on the application site, the most recent application was dismissed at planning appeal in May 2019. The refused scheme featured a combined bedroom with dressing room on the ground floor (19.7 square metres) and bathroom, the ground floor measured 36.5 square metres. The first floor was proposed as a combined kitchen and living area (24 square metres). A total of 60.5 square metres. The proposed height was 5.5 metres high, 11.2 metres wide and depth 5.84 metres. The first floor element was also proposed to be recessed and clad with timber with a sliding Juliette balcony with a flat roof form.
12. The application was refused for five reasons, the first reason for refusal was the proposed development by reason of its isolated form, siting and discordant design within the street scene was considered an overdevelopment of the site and by virtue of its cramped presence, would result in significant harmful impact on the character and appearance of area, failing to preserve or enhance the special architectural and historic character or appearance of the surrounding Conservation Area. The second reason for refusal related to inadequate level of private amenity for future occupiers. This report considers in detail whether these reasons for refusal have been overcome.

13. The third reason for refusal related to the net loss of one on-street parking space with unrestricted use, due to the proposed demolition of part of the existing boundary wall and widening of the access in order to gain access to the space, to the detriment of local residents and to the detriment of highway safety. The fourth reason for refusal related to absence of adequate information to be certain that a pedestrian visibility splay of 2m x 2m could be provided at the access and to the impact of this on highway safety. The fifth and final reason for refusal related to the proposal not providing adequate on-site cycle parking facilities. Within the appeal a revised ground floor plan was submitted, which demonstrated pedestrian visibility, cycle storage and provision of two parking spaces on site. Accordingly these reasons for refusal were withdrawn from the appeal.
14. A copy of the Inspectors appeal decision is appended to this report. The Inspector determined the main issues were the effect of the proposal on the character and appearance of the conservation area and the adequacy of the private amenity space for occupiers of the proposed dwelling.
15. The appeal concluded that there was support for the principle of contemporary development on the site, however, the appeal proposal was harmful on the street scene and would fail to preserve the character and appearance of the conservation area and therefore conflict with Development Plan policies. The Inspector concluded (paragraph 18 of the appeal decision) that there was potential for an alternative option that would enable the development without harm resulting from the current scheme. The appeal Inspector's decision is a material consideration that carries significant weight.
16. Prior to that, planning permission (LPA ref: 172695) was refused in November 2017 for the erection of a two storey, two bedroom dwelling. The application was refused due to the harmful impact upon the character of the conservation area, by reason of the contemporary design and materials of the proposed dwelling.
17. A further application was refused in April 2018 (LPA ref: 180533) for a two storey, one bedroom dwelling following demolition of the existing workshop. The application was refused on the grounds that it was considered harmful upon the character of the conservation area by reason of its stark form, siting and discordant design, not being an allocated housing siting, unsatisfactory provision of adequate living environment for future occupiers, loss of on-street parking, inadequate on site cycle parking and unsatisfactory provision of a method of surface water and foul water disposal.

Principle of Development:

18. The National Planning Policy Framework has an underlying presumption in favour of sustainable development which is carried through to the local Development Plan. The Managing Development Delivery Local Plan (MDD) Policy CC01 states that planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise.

19. The site is located within a major settlement category within settlement limits. The principle of development has previously been found to be acceptable by the appeal Inspector. As such the development should be acceptable providing that it complies with the principles stated in the Core Strategy and the material considerations identified within the body of this report.

Character of the Area and Impact on Heritage Assets:

20. Policy CP3 of the Core Strategy states that development must be appropriate in terms of its scale of activity, mass, layout, built form, height, materials and character to the area in which it is located and must be of high quality design without detriment to the amenities of adjoining land uses and occupiers.
21. The application site forms part of Twyford Station Conservation Area. Brook Street is an attractive no-through street and its relatively unaltered late nineteenth century character makes a positive contribution to the conservation area. Its character of a consistent architectural style and detailing, typical of the late 19th century period. This part of Twyford was developed in response to the introduction of the railway to the area and the terrace cottages and shops built up over a relatively short period, providing accommodation and facilities for workers associated with the Great Western Railway mainline, giving the area its distinctive character. The street is notable for its consistent architectural style and detailing in terms of bay windows, recessed front entrances, pitched roofs, which is typical of this period and which gives the area its distinctive character and synergy. This is further demonstrated with the fact that the predominant building typologies are of terraced Victorian two storey dwellings; in terms of urban form as part of the morphology of the urban structure that has developed in the area. It is important to note that the dwellings are made up of predominantly long terraces of 10-12 dwellings at maximum and with occasional Victorian semi-detached dwellings providing relief within the street scene which breaks up the overall massing of the existing dwellings. Many original features are retained in the area such as tiled paths and detailing around doors and windows.
22. The existing heavily altered workshop structure of the application site holds only limited interest, and in its present condition the workshop is considered overall to negatively contribute to its surroundings. Therefore from a heritage stance the removal of the workshop is supported but only on the basis that whatever was to replace it would at a minimum preserve the conservation area's character and appearance if not enhance it. The site is of a heavily constrained nature and the site has a relatively high level of visual prominence within the street.
23. The application site is occupied by a dilapidated workshop, positioned within an open area between the terraces and the junction with Station Road where there is a mixture of rear elevations, outbuildings, garages and parking areas. The space to the rear of No. 20 and 22 Station Road on Brook Street provides visual relief in the street scene between the existing property and the remainder of the street on Brook Street. This pattern is replicated on the opposite side of the street to the street behind the Police Station, providing openness to the existing grain of development. The Inspector's comments regarding the need to give weight to the existing negative contrast of the site and its surroundings with the wider conservation area. The Inspector concluded that the existing site compromised the quality of the townscape.

24. The proposal seeks to occupy the space with a contemporary two storey detached dwelling. The previous proposal was considered to be a discordant addition in the pattern of the street scene by virtue of its lateral urban form. The proposal was considered to intensify and be harmful to the established pattern and grain of development. However, the Inspector took the view that the Council was overly critical of the contemporary design (paragraphs 7 and 8 of the appeal decision). The Inspector acknowledged the sharp contrast between an overtly contemporary design and the Victorian terraces of Brook Street. The appeal proposal was considered to provide a building and curtilage with a high quality design and layout of appropriate scale in a highly accessible and sustainable location and considered to be far better than a pastiche of the existing nearby buildings.
25. Within the appeal, the Council acknowledged the use of contemporary design within historic contexts. The appeal proposal sought the introduction of a contemporary, flat-roofed, detached building which was considered to be of stand-alone appearance and to be at odds with the neighbouring terraces and prevailing pattern of development. The Council argued within the appeal that the existing building is single storey and relatively low in height and visually did not stand out nor compete with surrounding historic buildings. The Inspector acknowledged that a contrast in materials is needed to support the contemporary design. The Inspector questioned whether timber cladding was appropriate within the urban setting and conservation area. The Inspector went on to state that alternatively, or in addition, the much greater glazing of the building than proposed within the appeal would have a more neutral impact on the conservation area (paragraphs 12 and 14 of the appeal decision). The submitted scheme addresses the points raised by the Inspector.
26. There continues to be concern from the Council's Conservation Officer, by virtue of the design of the proposed dwelling, the proposal would result in a dwelling of form that starkly contrasts with the predominant architectural form of the surrounding residential buildings, such that the dwelling would be overtly conspicuous within the historic street-scene of Brook Street, at its junction with Station Road. The stark alien form of the proposal is thought to result in a development that visually jars with its surroundings than the present structure on the site. The Conservation Officer concludes that the proposal neither preserves or enhances the character or appearance of the conservation area and would therefore be contrary to TB24 of the Councils Managing Development Delivery Document (2014). In terms of the level of harm the proposal would cause to the conservation area this harm is defined within the NPPF and would amount to 'less than substantial harm' to the conservation area, as a designated asset and as such the expectation is for 'this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use. The Inspector also concluded that the previous scheme would cause 'less than substantial' harm.
27. In considering the appeal the Inspector highlighted areas of concern, this current proposal seeks to revise the proposals in accordance with those changes to its design and materials advocated by the Inspector. The Inspector was supportive of the principle of a 'contemporary development on the site' over pastiche design and stated they 'consider there is the potential for an alternative option that would enable the development without the harm resulting from the current issues' (paragraph 18 of the Appeal Decision).

28. The changes advocated by the Planning Inspector were:
- The need for a ‘contrast in material is needed to support the contemporary design’ (paragraph12), a suggested greater use of glazing to first floor as an alternative means of intruding a contrasting appearance to this element (paragraph 14),
 - The first floor being set back, aligning with the building line of the adjacent Victorian terrace (paragraph16).
29. With respect to the amended scheme, whilst it is believed the greater extent of glazing to the first floor storey, when compared to more limited fenestration form of the previous scheme could make this element of the new dwelling less visually dominant. The Conservation Officer has raised concern about the proposal being an atypical architectural feature and the amount of light at night time from the first floor element. The applicants have specifically responded to paragraph 14 of the appeal decision and so on balance this element of the proposal is considered to be acceptable. The Conservation Officer does conclude, whilst it is thought this amended fenestration form of the first floor creates something with a greater architectural cohesion to it compared to the previous proposal.
30. The Conservation Officer raises the extensive use of brick on the rear elevation creating a large unbroken expanse of brick walling and suggested an alternative. The previous proposal was for reclaimed bricks on the ground floor and vertical timber cladding on the first floor, which would also have been a large expanse. On balance, this element of the proposal is considered to be acceptable.
31. The Conservation Officer concludes that whilst it is thought the amended fenestration form of the first floor creates something with a greater architectural cohesion to it compared to the previous proposal, such that as a standalone building this present has some degree of merit to its design. The Conservation Officer maintains concern over the standalone appearance, particularly of the first floor of the proposal and that the proposed development would have a greater impact on the character of the area than the presently poor quality building does. The conclusions of the Inspector are a material consideration and the current scheme reflects what the Inspector suggested.
32. The comments of the Conservation Officer need to be balanced with the appeal decision, which is a material planning consideration. In considering the appeal proposal, the Inspector supported the principle of a contemporary design on the site but the form of development within the appeal proposal was considered to have a harmful effect on the street scene and would fail to preserve the character and appearance of the street scene. However, the Inspector provided comments on how the proposal could be amended. The Inspector was specific in the appeal decision at paragraph 14 stating that “the much greater glazing of the building than proposed would be neutral in relation to the character of the conservation area.” The applicant has introduced “much greater glazing” as stated in the appeal decision and whilst this may result in an expanse of brickwork and a “light box”, there is not considered to be harm from these elements and the proposals address the concerns raised by the Inspector.

33. It is acknowledged that the existing structure is considered to be somewhat detrimental to the character and appearance of this part of the conservation area although the high brick boundary wall maybe considered to hold a degree of significance both visually and historically however any such significance the walling may hold is diminished by the fact that it has clearly been altered and partially rebuilt. As such the removal of this existing building provides the opportunity to see the area enhanced.
34. The proposals within the appeal were for the first floor element to protrude forward of No. 49 Brook Street by 0.5 metres. The Council argued that one of the main elements within the street, which provides homogeneity is the consistent building line, along both sides of Brook Street. The Council were not convinced that the proposals would provide an active street frontage and would not have a positive impact. The juliet balcony and bi-folding doors were highlighted as not being features within the street scene or surrounding area and present as a horizontal element against the characteristic verticality of the conservation area, reinforced by the flat roof and glazed materials. It was concluded that the proposed scheme would harm the character and appearance of the conservation area.
35. The Inspector also raised concern that there was an infringement of the adjoining terrace's building line through the half metre projection of the first floor in front of the flank of No. 49 Brook Street, which would have a disappointing jarring effect and considered that lining-in with the frontage of the terrace could be acceptable, noting that the bedroom could be on the first floor. The current proposed first floor plan shows the first floor element set back a further 0.5 metres from the appeal proposal and in line with the prevailing building line in Brook Street. The Conservation Officer welcomes the change but challenges whether the change is sufficient enough. The applicants have amended the scheme to reflect the Inspectors comments. The building line of the existing ground floor has been retained and the first floor element which has been introduced seeks to reflect the prevailing building line. The Borough Design Guide (page 38) states that this is particularly important for infill schemes to reflect the existing pattern of building lines where this creates a positive street character. The current scheme is considered to address the comments raised by the Inspector in the appeal decision and the set-back is considered to be appropriate. On balance, taking into consideration both the comments of the Council's Conservation Officer and the appeal decision the proposed dwelling is considered to have been sufficiently revised from the refused scheme to overcome the Inspectors concern and to meet the issues raised and would not have a harmful effect on the street scene and would preserve the character and appearance of the conservation area.

Amenity of future occupiers:

36. Within the refused scheme, concern was raised regarding the usability of the proposed amenity space due to the cramped nature of the space, 4.25 metres deep, and whether privacy could be provided, directly adjacent to a footpath and with direct views from the street and neighbouring properties. The space would have also been enclosed by walls and included a canopy. The Council concluded that the proposed private amenity space was considered to be inappropriate in terms of size and scale and it emphasised the cramped nature of the proposals. There were also concerns regarding whether the space would provide a reasonable degree of light. It was therefore concluded that the proposed development failed to provide adequate private amenity space.

37. In considering the appeal, the Inspector concluded at paragraph 6 that the proposed courtyard provided an adequate sitting out area with the potential for sunlight and some outdoor storage space and no harmful conflict with policy.
38. The Borough Design Guide states that new dwellings should aim to provide an amenity space of 11 metres in length. The proposal makes the provision for some amenity space within the proposed courtyard.
39. Whilst Officers were of the opinion that this was considered to be inadequate. The Inspector concluded in paragraph 6 of the appeal decision that the proposed space, the same proposed within the current application provided for adequate sitting out area with the potential for sunlight and some outdoor storage space and no harmful conflict with policy. On this basis, no objection is raised on this basis.

Residential Amenities:

40. *Overlooking:* The Borough Design Guide states that a flank to rear relationship should be a minimum of 12 metres for single and two storey developments as advised in section 4.25 of the Guide. However, due to the angled nature of the site and how no. 20-22 Station Road is set within its plot, the proposed development achieves a separation distance of 11.7 metres remain as per the refused scheme at appeal. It was concluded at that time that whilst not achieving the separation distance by 0.3 metres is not significant in its own right, the cumulative impact, the proposed development was considered to erode the natural break in the street scene. The current proposal does introduce additional windows in the side elevation adjacent to 20-22 Station Road but does incorporate obscure glazing. On balance, this element of the proposal is considered to be acceptable
41. The proposal seeks for glazing on the north-east elevation and north-west elevation and a window on the side elevation facing 49 Brook Street to serve a shower room. On the opposite side of Brook Street the majority of the application site faces the parking area associated with the Police Station. Number 1 Brook Street is 12.5 metres between the first floor element of the proposed dwelling. Over the 10 metre separation distance set out in the Borough Design Guide for front to front separation distance. The proposal would also introduce windows on the side elevation adjacent to the rear of 20-22 Station Road, as noted above the separation distance is just below the guidance set out in the Borough Design Guide. Although on balance this is considered to be acceptable.
42. On the elevation facing Number 49 Brook Street at first floor a en-suite shower room is proposed, if approved it is recommended that this window be obscure glazed. On the ground floor two windows are proposed in the elevation adjacent to Number 49 Brook Street. There is a first window in the side elevation of Number 49. In the previous proposal a dressing room and bathroom window were proposed. There is some concern that these windows would be immediately adjacent to a side access but on balance this is considered to be acceptable. Finally, a ground floor window on the elevation facing the rear of 20-22 Station Road is proposed, this would overlook the enclosed courtyard and the proposed brick wall would partially screen. The proposal also includes two roof lights.
43. *Overbearing:* The current proposals are of a similar scale to proposals considered at appeal and those were not concluded to be overbearing.

44. *Loss of Light:* The proposed new dwelling will not cause any loss of daylight or overshadow any habitable windows of neighbouring properties. This was not raised as a concern within the previous refusal.

Access and Movement:

45. Policy CP6 of the Core Strategy seeks to manage travel demand with sustainable travel modes, appropriate vehicle parking and minimisation of traffic impacts. Policy CC07 and Appendix 2 of the MDD stipulates minimum off street parking standards, including provision for charging facilities.
46. The proposed development seeks to create access for an additional parking space over and above that which already exists to the rear of 20-22 Station Road, in order to seek to comply with the Borough Council's adopted parking standards for new dwellings. The application has been reviewed by the Council's Highway Officer who has recommended approval subject to conditions.
47. Objection was made within the refused proposals that widening the access to provide space for an off-street parking space would reduce the amount of available on-street parking spaces. Within the appeal this reason for refusal was considered to be overcome.
48. Pedestrian visibility splays have been provided which are acceptable due to the low (0.6m) wall. A condition on visibility splays being retained is proposed.
49. An area for cycle parking is shown, further information is requested via a recommended condition.
50. Due to its location, a construction method statement will be required. This will need to be secured by planning condition.

Flooding and Drainage:

51. Policy CC10 of the Managing Development Delivery requires sustainable drainage methods and the minimisation of surface water flow, via a Flood Risk Assessment or Surface Water Drainage Strategy. It includes the incorporation of SuDS, no impact to the sewer and the reproduction of greenfield runoff characteristics. The proposed development is in Flood zone 1 according to the Environment Agency mapping. There may be a small increase in impermeable area. The application has been reviewed by the Council's Drainage Engineer who has no objection to the principle of the development but as drainage details have not been provided and the existing drainage has not been mentioned, it is recommended that further information is submitted via a condition.

Landscape and Trees:

52. The Council's Landscape and Tree Officer was consulted on the application, who has no objection subject to a landscaping plan condition. The proposals include a courtyard space 5 metres x 6 metres. The addition of the courtyard with a tree helps to soften the view between the built form but there are other opportunities to provide contrast and soften the walls with well managed plants. In order to be compliant with policies CC03 and CP3, subtle planting proposals should be optimised in a

Landscape Design to include hard and soft landscaping as appropriate, the submitted information shows details of a Courtyard, whilst recommended by the Tree and Landscape Officer, a hard and soft landscaping condition is considered unnecessary given the nature of the site.

Ecology:

53. The application site comprises a single-storey flat- roofed workshop located in habitat which matches that where bat roosts have previously been found in the borough. It is proposed to demolish the workshop and replace it with a dwelling. The application is supported by a bat survey report (AA Environmental, November 2019). The application has been considered by the Council's Ecologist who considers the bat report to have been undertaken to an appropriate standard, the report concludes that the building is unlikely to host roosting bats. A second bat survey report (Nathan Ofsthun, September 2019) concurs with this assessment. As such, since bats (and other protected species) are unlikely to be affected by the proposals, there are no objections to this application on ecological grounds.

Environmental Health:

54. Noise and dust during construction activities: The proposed development is located within close proximity to residential premises. Nearby residents must be protected from noise and dust during construction activities. Environmental Health recommend a condition on minimising dust, this would form part of a Construction Method Statement.
55. Noise and vibrations: There is a railway line within 91 metres from the proposed development. Future occupants of the proposed development must be protected from noise and vibration from railway lines. Accordingly, a condition is recommended that a scheme for protecting the proposed development from noise and vibration from the nearby railway lines be submitted and agreed prior to completion.
56. Land contamination: The application site has been used as a workshop and this land use may have caused contamination. As the proposed residential use is sensitive, in accordance with the NPPF, the applicant will be required to carry out a contamination risk assessment of the site followed by remediation works if found to be necessary.
57. On this basis, conditions relating to construction hours, minimising the effects of dust, noise and vibration from the railway and contamination are recommended.

Internal Space Standards:

58. The National Space Standards for a two storey one bedroom dwelling is 58 square metres, the proposed dwelling is 62 square metres.

Summary:

The current scheme overcomes the previous reasons for refusal and addresses the comments raised by the Planning Inspector. It is acknowledged that there continues to be an objection from the Conservation Officer. On balance, the proposal is not considered to have a harmful effect on the Conservation Area based on the previous Planning Inspector's comments, provides adequate private amenity space for future occupiers and would not have a harmful impact on parking or residential amenity. It is recommended that this application is approved as it would accord with the NPPF and Wokingham Development Plan policies.

The Public Sector Equality Duty (Equality Act 2010)

In determining this application the Council is required to have due regard to its obligations under the Equality Act 2010. The key equalities protected characteristics include age, disability, gender, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief. There is no indication or evidence (including from consultation on the application) that the protected groups identified by the Act have or will have different needs, experiences, issues and priorities in relation to this particular planning application and there would be no significant adverse impacts upon protected groups as a result of the development.

CONCLUSION

The proposal for a one bedroom two storey dwelling within a conservation area and is considered to be acceptable in principle. The proposal for a contemporary design was considered by the Planning Inspector to be an appropriate approach and is a material consideration to this application. The applicant has sought to address the Planning Inspector's comments with the introduction of glazing on the first floor element and the setting back the first floor element in line with No. 49 Brook Street. The proposals include the provision of private amenity space and an off-street parking space. It is therefore recommended that this application is approved as it would accord with the NPPF and development plan policies for Wokingham Borough.



Appeal Decision

Site visit made on 18 April 2019

by Martin Andrews MA(Planning) BSc(Econ) DipTP & DipTP(Dist) MRTPI

an Inspector appointed by the Secretary of State

Decision date: 30th May 2019

Appeal Ref: APP/X0360/W/19/3221229

Workshop at Land to the rear of 20 & 22 Station Road, Twyford RG10 9NT

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr Ray Cook against the decision of Wokingham Borough Council.
 - The application, Ref. 181852, dated 27 June 2018, was refused by notice dated 8 August 2018.
 - The development proposed is demolition of the existing workshop and construction of a new 1-bed dwelling.
-

Decision

1. The appeal is dismissed.

Preliminary Matter

2. The Council's appeal statement explains that following the submission of revised plans after the lodging of the appeal, in particular Drawing No. PL 008 Rev. C, three of the five original reasons for refusal no longer apply. However, the Council's objection remains in respect of reasons 1) and 2) of the Refusal Notice and these are reflected in the main issues below.

Main Issues

3. The main issues are (i) the effect of the proposal on the character or appearance of the Twyford Railway Conservation Area, and (ii) the adequacy of the private amenity space for occupiers of the proposed dwelling.

Reasons

4. Turning firstly to issue (ii), the Council has argued that the external amenity area fails on a number of matters when assessed against the Borough Design Guide. This guidance will no doubt inform development on larger sites, particularly (albeit not exclusively) greenfield sites where densities can be adjusted to secure an appropriate balance between a range of competing factors for the available land.
 5. However, I consider that in the case of a small, heavily constrained, brownfield site such as this, a reasonable compliance with the more basic assessment on page 48 of the Design Guide is all that is necessary. As the appellant's statement correctly observes, the proposed dwelling is a one bedroom property
-

and would be occupied by no more than two people, quite possibly a couple seeking ready access to the train station for commuting.

6. The proposed courtyard is roughly rectangular in shape; it provides cycle storage facilities and I consider it both provides an adequate sitting out area with the potential for sunlight and some outdoor storage space, these being the most relevant considerations for any likely prospective occupiers. And the fundamental point is that such occupiers will only choose to live there if in their opinion the courtyard is adequate for their needs. I therefore see no harmful conflict with Policies CP1 & CP3 of the Wokingham Borough LDF Core Strategy 2010; the Borough Design Guide, and paragraph 127f) of the updated National Planning Policy Framework 2019 ('the Framework').
7. Returning to the first issue, the Council says in paragraph 3.10 of its Appeal Statement that it '*acknowledges that the use of contemporary design within historic contexts is a worldwide common practice with many positive examples*'. However, it then proceeds to argue that the introduction of a contemporary, flat roofed detached building would have a standalone appearance at odds with the uniformity and strong design coherence of the late C19th red brick two storey terraces. This assessment is subsequently augmented by a number of detailed points as to why the development would be harmful.
8. It seems to me that the Council's criticism of the proposal is in this case so comprehensive that it is tantamount to a rejection of its earlier acknowledgement that contemporary and traditional design can harmoniously co-exist. This is illustrated by the conclusion in paragraph 3.14 of the Statement that, rather than providing a positive contrast in the Conservation Area, the main elements '*would compete for visual attention, diminishing the importance and visual hierarchy of the Brook Street terraces*'.
9. However, in my view this conclusion fails to give appropriate weight to the existing negative contrast of the site and its surroundings with the wider conservation area. Whilst to the south west of the appeal site there is the attractive terraced housing, the site itself is a dilapidated existing workshop and is positioned within the more open area between the terraces and the junction with Station Road. With its hotchpotch of rear elevations, outbuildings, garages and parking areas this area joins the workshop in harmfully compromising the quality of the townscape.
10. Whilst I acknowledge that the sharp contrast between a dwelling of overtly contemporary design and the Victorian terraces of Brook Street will inevitably draw the eye, the appeal scheme will provide a building and curtilage with a high quality design and layout of appropriate scale in a highly accessible and sustainable location. It would be far better than a pastiche of the existing nearby buildings. Furthermore, the benefit of an extra dwelling on this windfall site with its highly sustainable location is in my view a given and I see no need for discussion as to housing need and land availability in order to justify it. Moreover, the grounds of appeal quote extensively from the Framework and these extracts also provide a wide ranging basis of support for the principle of the proposal.
11. With all that said, there are in my view two drawbacks to the proposal that must be afforded considerable weight if the building, which will draw the eye

because of its marked contrast, is to be perceived positively rather than negatively. Both of these relate to the first floor addition, which because it would be the only two storey element in the gap between the rear of 20 & 22 Station Road and the flank of No. 49 Brook Street, would be of particular visual significance.

12. The proposed timber and glazed first floor was '*selected purposefully to respond to the traditional choice of red brick and offer a distinct contrast with the surrounding properties*'. However, whilst a contrast in materials is needed to support the contemporary design, I query whether timber cladding is appropriate to this urban setting and within this particular conservation area.
13. As regards the setting, I regard the prominent use of timber on a building to be more in keeping in either a well treed suburban or a rural area where it would relate both symbiotically and positively to its sylvan context. In terms of the conservation area, the authenticity of the contemporary architecture would be endorsed by the use of a material that resonates with the fact that (as stated in paragraph 3.6 of the Council's Statement) '*this part of Twyford was developed in response to the introduction of the railway to the area, and the terrace cottages and shops built over a relatively short period, providing accommodation and facilities for workers associated with the GWR mainline*'.
14. Alternatively, or in addition, the much greater glazing of the building than proposed would be neutral in relation to the character of the conservation area but would provide an opportunity to positively 'refresh' it. Glass is perceived as being more 'lightweight' and would offset the potential for the solidity and bulk of the building's rectilinear form, particularly the flat roof, to read uncomfortably against the attractive Victorian terraces. The fact that it would literally reflect at least some of these buildings would also be an enhancement of the road. However, irrespective of these possible alternatives, the essential point in this appeal is that I do not consider the proposed timber cladding of a building of this design would either be a positive feature in the street scene or serve to preserve the character and appearance of the conservation area.
15. The second drawback is the infringement the adjoining terrace's building line through the half metre projection of the first floor in front of the flank of No. 49. I agree with the Council's argument on this point, and whilst I accept that the projection is in itself modest, it would have a disproportionately jarring effect – particularly in views when approaching the site from the junction with Station Road.
16. Ideally there needs to be a metre set back, although bearing in mind this may preclude development because of the need to acquire third party land I consider that a lining-in with the frontage of the terrace could be acceptable. In my view this would still be achievable despite the small size of the site. For example, if the bedroom and bathroom were to be on the first floor this would enable the open plan living room / kitchen area to be accommodated at ground floor level with the same living space as at present. There would be some loss of natural light and aspect but this would be balanced by an improved and more practicable relationship with the courtyard.
17. Whether or not such alternatives are both feasible and acceptable to the parties in this appeal, I conclude on issue (i) that despite supporting the principle of a

contemporary development on the site, in its present form the proposal would have a harmful effect on the street scene and would fail to preserve the character and appearance of the conservation area. This would be in harmful conflict with Policies CP1 and CP3 of the Core Strategy ; Policy TB24 of the Wokingham Managing Development Delivery Local Plan 2014; the Borough Design Guide, and Government policy in the Framework - in particular Section 16: 'Conserving and Enhancing the Historic Environment'.

18. Pursuant to my conclusion on the effect on the conservation area, because the development is on only one site the harm caused to this designated heritage asset would be '*less than substantial*' as referred to in the Framework. I have carried out the balancing exercise required by paragraph 196 and have already made clear that I regard the addition of a dwelling on this site as a public benefit. However, this would not outweigh the harm caused, not least because, as I have indicated, I consider that there is the potential for an alternative option that would enable the development without the harm resulting from the current scheme.

Conclusion

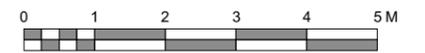
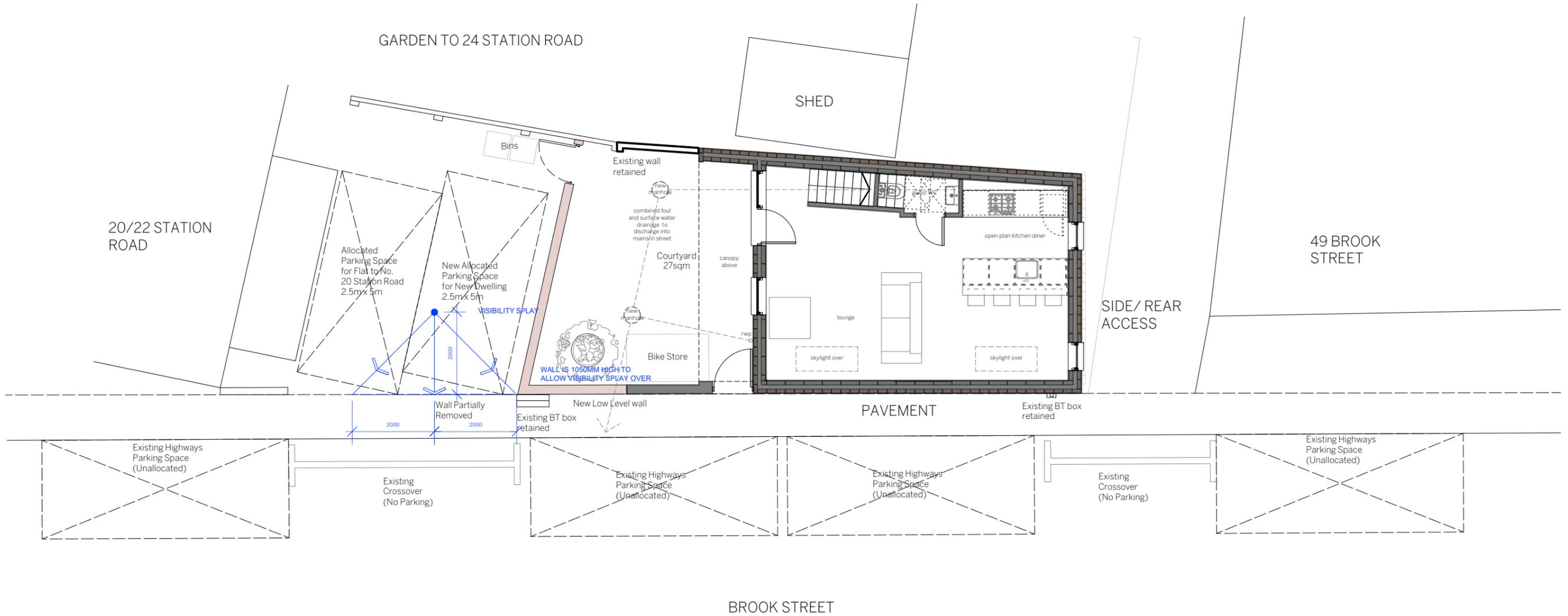
19. For the reasons explained and having had regard to all other matters raised, the appeal is dismissed.

Martin Andrews

INSPECTOR



107



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Revisions:
 REV DATE DESC
 A 15/01/2020
 B 16/01/2020 D500 Block plan removed
 C 18/01/2020 GENERAL REVISIONS
 D 23/01/2020 GENERAL REVISIONS

DRAWN CHECKED

Project name:
 BROOK STREET DEVELOPMENT

Client:
 MR RAY COOK

Status:
 PLANNING

Job No:
 16.111

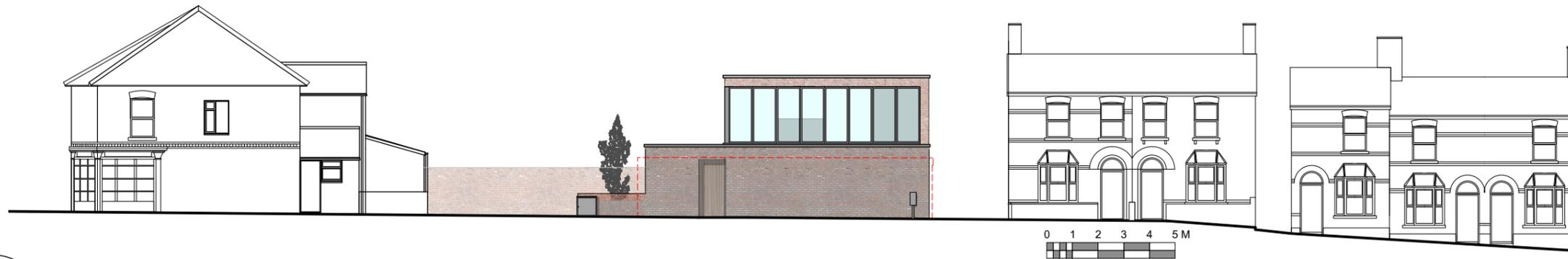
Description:
 PROPOSED SITE PLAN

Date:
 AUG 2019

Drawing No:
 PL 107

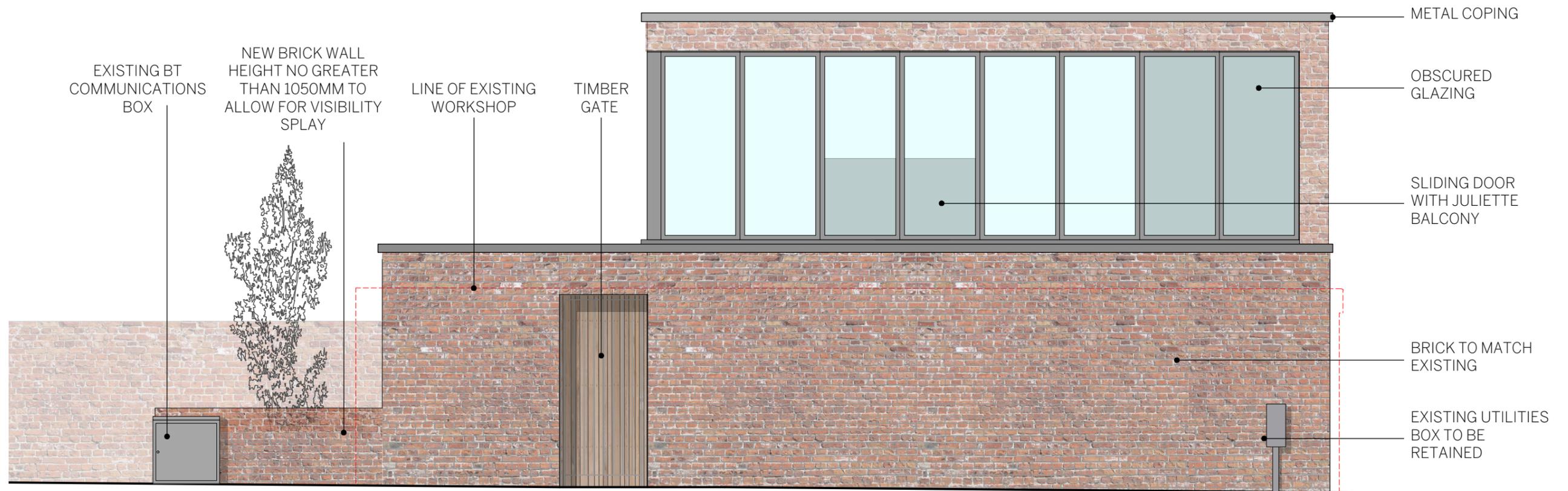
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1 PROPOSED STREET ELEVATION
PL 110 1:200

109



2 PROPOSED FRONT ELEVATION
PL 110 1:50



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PLANNING REF : 192280
PROPERTY ADDRESS : PO Box 8250
: Reading
: RG6 9SZ
SUBMITTED BY : Twyford Parish Council
DATE SUBMITTED : 11/12/2019

COMMENTS:
No comments.

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Application Number	Expiry Date	Parish	Ward
200089	16/04/2020	Wokingham	Wescott;

Applicant	Wokingham Borough Council
Site Address	Carnival Pool Leisure Hub, Land at Wellington Road & Finchampstead Road, Wokingham, RG40 2AF.
Proposal	Full planning application for the erection of 55 dwellings (flats) with associated landscaping, parking, access and drainage. Demolition of all existing buildings on site. The proposal is for an amended design to the dwellings previously approved under reference 172012, with replacement leisure centre to be constructed pursuant to planning permission 172012.
Type	Full
PS Category	1
Officer	Nick Chancellor
Reason for determination by committee	Major application Applicant is Wokingham Borough Council

FOR CONSIDERATION BY	Planning Committee on Wednesday, 11 March 2020
REPORT PREPARED BY	Assistant Director – Place

SUMMARY
<p>Carnival Pool Leisure Hub is one of a number of identified opportunity sites being developed by the Council in order to achieve the development plan aim of the growth and renaissance of Wokingham Town Centre. The other key sites are “Peach Place” (planning permission F/2014/2637), and Elms Field - which has a direct relationship with the application site, being located on the opposite side of Wellington Road (planning permission 153125).</p> <p>Hybrid planning permission was granted in 2015 for a mixed-use, leisure-led development on 2.23 hectares of land between Wellington Road and the Reading-Waterloo railway line. The permission comprised:</p> <ul style="list-style-type: none"> i) Phase 1, full planning permission for a new, 529-space, multi-storey car park on the southern part of the site - adjacent to the railway - incorporating a new class D2 leisure facility (to replace the existing bowling alley) on the ground floor; and ii) Phase 2, outline planning permission establishing parameters and principles for an extension to the existing Carnival Pool complex and redevelopment of the bowling alley site to provide a mixed use development for sport and leisure, with flexibility for other town centre uses and a residential element. <p>The car park and replacement bowling alley (phase 1) have since been constructed and are now fully operational.</p> <p>A full planning application followed on for phase 2 of the development, with planning permission granted on 02/02/2018 (ref: 172012) for the following elements:</p> <p style="padding-left: 40px;">Full planning permission for the redevelopment of the Carnival Pool site to create leisure led development as part of the regeneration of Wokingham town centre.</p>

The proposals include the demolition of all existing buildings on site and the construction of: a leisure centre (use class D2); library (use class D1); restaurant (use class A3); commercial unit for non-residential institution or assembly and leisure use (use classes D1 or D2); 55 dwellings (use class C3); pedestrian and vehicular access including a pedestrian boulevard and realignment of Wellington Road; car parking; hard and soft landscaping; realignment of an existing footpath; drainage and infrastructure works; and associated servicing and utilities

The old bowling alley has now been demolished and the Council recently acquired Southgate House. Carnival Pool leisure centre continues to operate, though is due to be demolished and redeveloped later this year in accordance with the extant planning permission.

The current planning application seeks to amend the design of the residential phase only. No changes are proposed to the leisure element, which will continue to be developed pursuant to the 2018 planning permission. As with the original scheme, the amendments comprise demolition of existing buildings and erection of a three storey residential block comprising 55 no. one and two bedroom apartments. The changes are limited to the elevational design, siting and architecture of the residential block and its access. A slightly modified mix of units is proposed, though the overall number of bedspaces remains unchanged. **Accordingly, since the principal of development has already been established on this site, the scope of this report is principally limited to an assessment of the design and impact on the character of the area. On this basis the proposals are considered acceptable.**

PLANNING STATUS

- Major Development Location (CP9/SAL08)
- Wokingham Town Centre (TB15)
- Carnival Pool/Wellington Road Mixed Use site (SAL08)
- Green Route (CC03) (Finchampstead Road and the Carnival Pool roundabout)
- Green Route Enhancement area (CC03) Wellington Road
- Thames Basin Heaths Special Protection Area 7km linear mitigation zone (CP08)
- Public Right of Way Wokingham Footpath 23
- Potentially contaminated land consultation zone (Carey Road gas works)
- Flood Zone 1

RECOMMENDATION

That the committee authorise the GRANT OF PLANNING PERMISSION subject to the following conditions and informatives:

Conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In pursuance of s.91 of the Town and Country Planning Act 1990 (as amended by s.51 of the Planning and Compulsory Purchase Act 2004).

Approved drawings

2. This permission is in respect of the drawings listed below and the development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority:

[OFFICER NOTE: PLAN NOS. TO BE REPORTED IN MEMBERS UPDATE]

Reason: for the avoidance of doubt and to ensure that the development is carried out in accordance with the application form and associated details hereby approved.

Ground and building levels

3. No construction (other than demolition) shall take place until a measured survey of the site and a plan prepared to scale of not less than 1:500 showing details of existing and proposed finished ground levels (in relation to a fixed datum point) and finished roof levels shall be submitted to and approved in writing by the local planning authority, and the approved scheme shall be fully implemented prior to the occupation of the building(s).

Reason: In order to ensure a satisfactory form of development relative to surrounding buildings and landscape. Relevant policy: Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy TB21.

Landscaping

4.

- i) Prior to the commencement of above ground construction (and excluding any demolition), full details of both hard and soft landscape proposals (together with an explanation of how the landscaping will integrate with existing or proposed adjacent development within the Carnival Leisure Hub site) shall be submitted to and approved in writing by the local planning authority. These details shall include:
 - a) scheme drawings;
 - b) hard landscaping materials including samples;
 - c) specification for tree pits and use of structural soils under paving;
 - d) proposed finished floor levels or contours;
 - e) means of enclosure;
 - f) gates, bollards or other means of controlling access required to manage access to and servicing of the site;
 - g) cycle parking;
 - h) car parking layouts, vehicle and pedestrian access and circulation areas;
 - i) minor artefacts and structures including street furniture, refuse or other storage units, signs, external services etc.;
 - j) Way-finding signage;
 - k) External lighting (other than illuminated signage which is controlled under advertisement regulations); and
- ii) Soft landscaping details shall include planting plan, specification (including cultivation and other operations associated with plant and grass establishment), schedules of plants, noting species, planting sizes and

proposed numbers/densities where appropriate, and implementation timetable.

- iii) All hard and soft landscape works shall be carried out in accordance with the approved details prior to the occupation of the relevant phase of development or in accordance with a timetable approved in writing by the local planning authority.
- iv) Any trees or plants which, within a period of five years after planting, are removed, die or become seriously damaged or defective, shall be replaced in the next planting season with others of species, size and number as originally approved and permanently retained.
- v) Any means of controlling access to the site shall be erected in accordance with the approved details prior to occupation of any part of the development and retained thereafter. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no other gates, barriers or other means of controlling access shall be erected without the prior written consent of the Local Planning Authority.

Reason: In the interests of visual amenity in accordance with Core Strategy policies CP3 and CP14, Managing Development Delivery Local Plan policies CC03 and TB21 and the Wokingham Town Centre Masterplan SPD.

5. No trees, shrubs or hedges within the site 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.

Reason: To secure the protection throughout the time that development is being carried out, of trees, shrubs and hedges growing within the site which are of amenity value to the are in accordance with Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21.

Retention of Trees

6.

- a) No development shown within the plans hereby approved (including any demolition) shall commence on site until a scheme which provides for the retention and protection of trees, shrubs and hedges growing on or adjacent the site in accordance with BS5837: 2012 has been submitted to and approved in writing by the local planning authority (the Approved Scheme); the tree protection measures approved shall be implemented in complete accordance with the Approved Scheme for the duration of the development (including, unless otherwise provided by the Approved Scheme) demolition, all site preparation work, tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening or any other operation involving use of motorised vehicles or construction machinery
- b) No development (including any tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening or any other

operation involving use of motorised vehicles or construction machinery) shall commence until the local planning authority has been provided (by way of a written notice) with a period of no less than 7 working days to inspect the implementation of the measures identified in the Approved Scheme on-site.

- c) No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within an area designated as being fenced off or otherwise protected in the Approved Scheme.
- d) The fencing or other works which are part of the Approved Scheme shall not be moved or removed, temporarily or otherwise, until all works including external works have been completed and all equipment, machinery and surplus materials removed from the site, unless the prior approval of the local planning authority has first been sought and obtained.

Reason: To secure the protection throughout the time that the development is being carried out of trees shrubs or hedges growing within or adjacent to the site which are of amenity value to the area, and to allow for verification by the local planning authority that the necessary measures are in place before development and other works commence
Relevant policy: Core Strategy policies CP3 and CP14 and Managing Development Delivery Local Plan policies CC03 and TB21.

Landscape Management Plan

7. Prior to the commencement of above ground construction (and excluding any demolition), a landscape management plan including long term design objectives, management responsibilities, timescales and maintenance schedules for all landscape areas, other than privately owned, domestic gardens, shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved.

Reason: In the interests of the amenity and landscape character of the area. Relevant policy: Core Strategy policies CP3 and CP14 and Managing Development Delivery Local Plan policies CC03 and TB21

Boundary Treatments

8. Before construction of the development hereby permitted is commenced, details of all boundary treatment(s) within that phase shall first be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented prior to the first occupation of the development or phased as agreed in writing by the local planning authority. The scheme shall be maintained in the approved form for so long as the development remains on the site.

Reason: In the interests of amenity and highway safety in accordance with Core Strategy policies CP1, CP3 and CP6.

External Materials

9. Before development hereby permitted is commenced, samples and details of the materials to be used in the construction of the external surfaces of the building(s) with that phase shall have first been submitted to and approved in writing by the local planning authority. Development shall not be carried out other than in accordance with the approved details.

Reason: To ensure that the external appearance of the buildings in accordance with Core Strategy policies CP1, CP3 and CP14.

Fenestration

10. Detailed drawings and/or samples, as appropriate, in respect of all new fenestration shall be submitted to and approved in writing by the local planning authority before that phase of the development is begun and the work shall be carried in accordance with the approved drawings and samples.

Reason: in the interests of visual amenity and to safeguard the character of the Town Centre in accordance with Core Strategy policies CP1, CP3 and CP14.

Access and Movement

11. Before construction commences, a scheme of improvements to Wellington Road (including the Carnival Pool Roundabout and access to the site), together with a timetable for their implementation (which may be phased) shall be submitted to and approved in writing by the Local Planning Authority. The scheme should include viability splays of 2.4metres x 43 metres at the access junction with Wellington Road, improve the environment for pedestrians, cyclists and those with restricted mobility, facilitating easy movement both along and across Wellington Road whilst reducing the domination of vehicular traffic and enhancing its character as a Green Route. Improved provision for buses should also be incorporated. The scheme shall be implemented in accordance with the approved details.

Reason: to ensure high quality, accessible development that is properly integrated with the primary shopping area and able to fulfil the objectives established by Core Strategy Policy CP14 and the Wokingham Town Centre Masterplan SPD, in accordance with these policies and also Core Strategy Policies CP1, CP3, CP6 and Managing Development Delivery Local Plan Policy CC03.

Roads and footways

12. Prior to the commencement of above ground construction, full details of the construction of roads (including parking spaces) and footways; including levels, widths, construction materials, depths of construction, surface water drainage and lighting shall be submitted to and approved in writing by the local planning authority. The roads and footways shall be constructed in accordance with the approved details to road base level before the development is occupied and the final wearing course will be provided within three months of occupation, unless otherwise agreed in writing by the local planning authority. Construction details shall include measures to ensure no harm is caused to the root systems of existing trees.

Reason: To ensure that roads and footpaths are constructed to a standard that would be suitable for adoption as publicly maintainable highway, in the interests of providing a functional, accessible and safe development, and to protect existing trees that will be retained within the scheme. Relevant policy: Core Strategy policies CP3 & CP6.

Electric Vehicle Charging

13. Details for an Electric Vehicle Charging Strategy serving the development shall be submitted for approval in writing by the Local Planning Authority prior to the commencement of development. This strategy should include details relating to on-site infrastructure, installation of charging points and future-proofing of the site, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure that secure electric vehicle charging facilities are provided so as to encourage the use of sustainable modes of travel. Relevant policy: NPPF Section 9 (Sustainable Transport) and Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07 and Appendix 2 and the Council's Parking Standards Study Report (2011).

Bicycle Storage

14. Before commencement any phase of the development hereby permitted details of secure and covered bicycle storage/parking facilities for the occupants of and visitors to that phase shall be submitted to and approved in writing by the local planning authority. The cycle storage/parking shall be implemented in accordance the approved details before occupation of the building they are intended to serve and shall be permanently retained in the approved form for the parking of bicycles and used for no other purpose.

Reason: In order to ensure that secure weather-proof bicycle parking facilities are provided so as to encourage the use of sustainable modes of travel in accordance with NPPF Section 4 (Sustainable Transport) and Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

Refuse stores

15. Refuse stores and service areas shall be provided in accordance with the approved details before first occupation of the building they are intended to serve and retained thereafter.

Reason: In the interests of the character and amenities of the area in accordance with Core Strategy Policies CP1 CP3 and CP14 and the Wokingham Town Centre Masterplan SDP.

Permitted development – gates and barriers

16. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no gates or barriers shall be erected on the shared vehicular access hereby permitted except in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.

Reason: To assist in the integration of the development into character and community of the area and in the interest of highway safety in accordance with Core Strategy policies CP1, CP3 & CP6 and Wokingham Borough Design Guide SPD

Residential parking

17. None of the dwellings hereby permitted shall be occupied until the vehicle parking to serve them has been provided in accordance with condition 12. The vehicle parking spaces shall be permanently maintained and remain available for the parking of vehicles at all times.

Reason: To ensure adequate on-site parking provision in the interests of highway safety, convenience and amenity in accordance with Core Strategy policies CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

Parking Management Plan

18. None of the dwellings hereby approved shall be occupied until a Residential Parking Management Plan has been submitted to and approved in writing by the Local Planning

Authority. The Plan shall include details of the number and location of parking spaces (including provision to be made within the Multi-storey car park), how their use is to be managed and how provision will be made for disabled parking should it be required among other things. The Plan shall be implemented in accordance with the approved details.

Reason: To safeguard residential amenity, pedestrian safety, highway safety and convenience and the character and amenity of the town centre generally in accordance with Core Strategy Policies CP1, CP3, CP6, CP14; Managing Development Delivery Local Plan Policies CC06 and TB20; and the Wokingham Town Centre Masterplan SPD.

Construction Environment Management Plan (CEMP)

19. No Phase of the development, including any works of demolition and construction, shall take place until a Construction Environmental Management Plan (CEMP) for that phase has been submitted to and approved in writing by Local Planning Authority. The document shall include:

- i) parking provision for site operatives and visitors;
- ii) provision for loading and unloading of plant and materials;
- iii) storage of plant and materials used in constructing the development;
- iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- v) measures to prevent deposit of mud on the highway;
- vi) measures to control dust during demolition;
- vii) measures to control noise during construction;
- viii) measures to control air quality during construction ;and
- ix) routeing of construction traffic.

The approved CEMP shall be adhered to throughout the construction period.

Reason: in the interests of highway safety and convenience and to minimise the impact on the amenity of local residents arising from dust, emissions and noise during the construction phase in accordance with Core Strategy policies CP3 & CP6 and Managing Development Delivery Local Plan policy CC06.

Hours of construction

20. No work relating to the development hereby approved, including works of demolition or preparation prior to building operations, shall take place other than:

- i) between the hours of 08:00 to 18:00 Monday to Friday; and
- ii) 08:00-13:00 on Saturday; and
- iii) at no time on Sundays or Bank or National Holidays; except for
- iv) individual operations which cannot reasonably be undertaken within the construction working hours defined above and have been notified to the Local Planning Authority (including details of the nature extent and timetable for the works) at least two weeks in advance and agreed in writing (by exchange of letter).

Where works are agreed by the LPA under iv) above, residential properties within an identified zone that has first been submitted to and approved in writing by the Local

Planning Authority shall be given written notice at least one week in advance of the works taking place. The notification shall include details of the nature, extent and timetable for the works and telephone number that the party responsible the works can be contacted on for the duration of the works.

Reason: To protect the occupiers of neighbouring properties from noise and disturbance outside the permitted hours during the construction period in accordance with Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy CC06 whilst providing the flexibility to avoid excessive disruption to the functioning of the town centre.

Noise

21. Before the development hereby permitted is commenced, a scheme for protecting any dwellings from:

- i) Road and rail traffic noise; and
- ii) noise arising from the use of commercial and leisure premises;

shall be submitted to and approved in writing by the local planning authority. Works shall be carried out accordance with the approved scheme before first occupation of any dwellings that relies upon them.

Reason: to ensure satisfactory noise attenuation measures and ventilation are installed in accordance with NPPF Section 11 (Conserving and Enhancing the Natural Environment), Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy CC06.

Contaminated Land

22. No development hereby permitted shall take place until a scheme to deal with contamination of the site has been submitted to and approved in writing by the local planning authority. The scheme shall include an investigation and assessment to identify the extent of contamination and the measures to be taken to avoid risk when the site is developed. Development shall not commence until the measures approved in the scheme have been implemented.

Reason: To ensure that any contamination of the site is identified at the outset to allow remediation to protect existing/proposed occupants of property on the site and/or adjacent land. Relevant policy: NPPF Section 11 (Conserving and Enhancing the Natural Environment) and Core Strategy policies CP1 & CP3.

23. Prior to the development hereby permitted being brought into use, a verification report demonstrating the completion of works set out in the approved scheme to deal with contamination and the effectiveness of the remediation shall be submitted to and approved in writing by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason: To ensure that the site does not pose any further risk to the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 109 of the National Planning Policy Framework and Core Strategy policies CP1 & CP3.

24. No infiltration of surface water drainage into the ground at the site is permitted other than in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution caused by mobilised contaminants in line with paragraph 109 of the National Planning Policy Framework.

External Lighting

25. Before external lighting is installed within the development hereby permitted, a scheme of lighting shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of lighting specifications, locations, contour plans and management and demonstrate:

- i) demonstrate that a safe environment can be provided for users; and
- ii) demonstrate that light spill will not cause disturbance to occupants of nearby dwellings (adjacent to or within the site);
- iii) identify areas/features on site that are particularly sensitive for bats and that are likely to cause disturbance along important routes used to access key area of their territory, for example for foraging; and
- iv) demonstrate that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

The lighting scheme shall be implemented as approved before relevant phase of development comes into use and be retained and operated in accordance with the approved details thereafter.

Reason: To ensure that the car park provides a safe environment for users while preventing disturbance to nearby residents and ensuing appropriate protection of wildlife in accordance with Core Strategy Policies CP1, CPO3 and CP7adn Managing Development Delivery Local Plan Policy TB23.

26. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no external lighting shall be installed except in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of ecology, amenity and highway safety in accordance with NPPF Section 11 (Conserving and Enhancing the Natural Environment), Core Strategy policies CP1, CP3 and CP6 and Managing Development Delivery Local Plan policy TB21

Wildlife Enhancement

27. No construction phase of the development hereby permitted shall commence until scheme of wildlife enhancements for that phase consistent with the proposals in the Wokingham Carnival II Extended Phase 1 and Bat Building Report (June 2017) have been submitted to and approved in writing by the local planning authority.

The approved details for each phase shall be implemented in full before first occupation of any building within that phase unless a phased programme of installation has first been submitted to an agreed in writing by the Local Planning Authority.

Reason: To secure wildlife enhancements in accordance with Core Strategy Policy CP7 and Managing Development Delivery Local Plan Policy TB23.

Breeding birds

28. Removal of trees and other vegetation shall be outside the active bird nesting season (March to August inclusive) unless the vegetation has been checked by a suitably experienced ecologist immediately prior to its removal. If an active bird's nest is recorded, a five metre buffer shall be set up around the nest and no works to the vegetation supporting the nest will take place until the ecologist has confirmed that the young birds have fledged and the nest is no longer active, after which the vegetation can be removed.

Reason: To ensure appropriate protection of nesting birds during development in accordance with Core Strategy Policy CP7 and Managing Development Delivery Local Plan Policy TB23.

Sustainable design and construction

29. Prior to the commencement of development, other than for demolition, a scheme for delivering at least a 10% reduction in carbon emissions through renewable energy and/or low carbon technology shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented before the development is first occupied and shall remain operational for the lifetime of the development.

Reason: to ensure developments contribute to sustainable development. Relevant policy: NPPF Section 10 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Core Strategy policy CP1, Managing Development Delivery Local Plan policy CC05 & the Sustainable Design and Construction Supplementary Planning Document.

Drainage

30. No above ground construction shall take place until full details of the drainage system for the site have been submitted to and approved in writing by the Local Planning Authority. These shall include:

- calculations demonstrating that there will be no flooding of pipes for events up to and including the 1 in 100 year flood event with a 40% allowance for climate change;
- as connection is to an existing surface water sewer, confirmation from the utilities supplier that their system has got capacity and the connection is acceptable;
- a drainage strategy plan for the proposed development, including pipe details with invert levels, showing how the pipe system interacts with the drainage features; and
- sectional drawings of the lined SuDS features.

Works shall be implemented in accordance with the approved details.

Reason: To prevent increased flood risk from surface water run-off in accordance with NPPF Section 10 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Core Strategy policy CP1 and Managing Development Delivery Local Plan policies CC09 and CC10.

31. Construction shall not commence until a drainage strategy detailing any on and/or off site drainage works has been submitted to and approved in writing by the Local Planning Authority. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works have been completed in accordance with the approved strategy.

Reason: to ensure that sufficient capacity is made available to cope with the new development, avoid sewage flooding and avoid adverse environmental impact upon the community in accordance with Wokingham Borough Core Strategy policies CP1 sustainable development, CP3 General Principles for development and CP4 Infrastructure requirements.

Employment Skills Plan

32. No development shall take place until an Employment and Skills Plan has been submitted to and approved in writing by the Local Planning Authority and the Plan shall be implemented in accordance with the approved details.

Reason: to provide employment and training opportunities for local people in accordance with Managing Development Delivery Local Plan Policy TB12.

Lifetime Homes

33. Before commencement of residential development details demonstrating that at least 10% of the new dwellings will achieve Lifetime Homes Standard shall be submitted to an approved in writing by the Local Planning Authority and development shall be carried out in accordance with the approved details.

Reason: To ensure provision of Lifetime Homes in accordance with Wokingham Borough Core Strategy policy CP2 and Managing Development Delivery Local Plan policy TB05.

Piling method statement

34. No piling shall take place until a Piling Method Statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.”

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure.

Informatives:

1. The development accords with the policies contained within the adopted development plan and there are no material considerations that warrant a different decision being taken.

2. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including

planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development as set out in the NPPF.

3. The applicant is reminded that this approval is granted subject to conditions which must be complied with prior to the development starting on site. Commencement of the development without complying with the pre-commencement requirements may be outside the terms of this permission and liable to enforcement action. The information required should be formally submitted to the Council for consideration with the relevant fee. Once the details have been approved in writing the development should be carried out only in accordance with those details. If this is not clear please contact the case officer to discuss.

4. The applicant is reminded that a Demolition Notice may be required to be served on the Council in accordance with current Building Regulations and it is recommended that the Building Control Section be contacted for further advice.

5. The Head of Highways at the Council Offices, Shute End, Wokingham [0118 9746000] should be contacted for the approval of the access construction details before any work is carried out within the highway (including verges and footways). This planning permission does NOT authorise the construction of such an access or works.

6. Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on adjacent highways. For further information contact the Highway Authority on tel.: 0118 9746000.

7. The developer's attention is drawn to the fact that this permission does not authorise the physical construction of the proposed off-site highway works and site access connections to the public highway. A separate legal agreement made with the Council under s.278 of the Highways Act 1980 is required. No work within or affecting the public highway shall commence until the agreement has been completed and the Council, as local highway authority, has approved all construction and installation details together with a programme of works.

8. Any works/ events carried out by or on behalf of the developer affecting either a public highway or a prospectively maintainable highway (as defined under s.87 New Roads and Street Works Act 1991 (NRSWA)), shall be co-ordinated and licensed as required under NRSWA and the Traffic Management Act 2004 in order to minimise disruption to both pedestrian and vehicular users of the highway.

Any such works or events, and particularly those involving the connection of any utility to the site must be co-ordinated by the developer in liaison with the Borough's Street Works team (0118 974 6302). This must take place AT LEAST three months in advance of the intended works to ensure effective co-ordination with other works so as to minimise disruption.

9. The applicant's attention is drawn to the presence of a c.2m wide service strip running adjacent to the surfaced roadway. The service strip forms part of the adopted public highway. It is an offence for any works to be undertaken within this service strip without express permission in writing from the highway authority. The Head of Technical Services at the Council Offices, Shute End, Wokingham (0118 9746000) must be contacted for the approval of any such works.

10. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921.

11. The developer will be expected to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."

Public Right of Way

12. The applicant is advised that this planning permission does not in any way allow the public right of way to be obstructed at any time during the course of the development. Nothing connected with either the development or the construction must adversely affect or encroach upon the footpath, which must remain available for public use at all times. The applicant is advised that the Rights of Way Manager must be informed prior to the laying of any services beneath the footpath.

Where the ground levels adjacent to the footpath are to be raised above the existing ground levels, a suitable drainage system must be installed adjacent to the path, to a specification agreed with the Local Authority, prior to development commencing.

No alteration of the surface of the right of way must take place without the prior written consent of the Public Rights of Way Manager.

No materials, plant, temporary structures or excavations of any kind should be deposited / undertaken on or adjacent to the Public Right of Way that may obstruct or dissuade the public from using the public right of way whilst development takes place.

No changes to the public right of way direction, width, surface, signing or structures shall be made without prior permission approved by the Rights of Way Manager or necessary legal process.

No construction / demolition vehicle access may be taken along or across a public right of way without prior permission and appropriate safety/mitigation measures approved by the Rights of Way Manager.

Any damage to the surface of the public right of way caused by such use will be the responsibility of the applicants or their contractors to put right / make good to a standard required by the Rights of Way Manager.

13. The development hereby permitted is liable to pay the Community Infrastructure Levy. As an affordable housing development a claim for relief can be made. This is a matter for the developer. The Liability Notice issued by Wokingham Borough Council will state the current chargeable amount. Anyone can formally assume liability to pay, but if no one does so then liability will rest with the landowner. There are certain legal requirements that must be complied with. For instance, whoever will pay the levy must submit an Assumption of Liability form and a Commencement Notice to Wokingham Borough Council prior to commencement of development. For more information see - <http://www.wokingham.gov.uk/planning/developers/cil/cil-processes/>.

14. In respect of conditions controlling soft landscaping, the developer is reminded that the Local Planning Authority would expect to see a significant net gain in the number of trees on site following implementation of this development.

RELEVANT PLANNING HISTORY		
Application Number	Proposal	Decision
1990 to date (Carnival Pool)	Planning permission for a swimming pool was granted in 1990 and an extension to provide a health and fitness facility was approved in 1999. Minor alterations have been approved place since.	Approved 1990
1997 to date (Southgate House)	Planning permission for an office building, now "Southgate House", was granted in 1997. The site was vacant at the time of the application but had been occupied previously. Subsequent approvals have either been relatively minor or have not been implemented.	Approved 1997
SO/2015/0631	Scoping Opinion for the partial redevelopment of land at Wellington Road/Finchampstead Road to provide a mixed-use, leisure-led development.	
O/2015/1056	Hybrid consent consisting of full planning permission for a new multi-storey car park and bowling alley and outline planning permission for an extension to the existing carnival pool complex and redevelopment of the bowling alley site to provide a mixed use development for sport and leisure, with flexibility for other town centre uses and a residential element.	Approved 05/08/2015
170921	Non-material amendments to the elevations of the multi-storey car park and leisure unit approved in full under hybrid planning permission O/2015/1056.	Approved 08/05/2018

172012	Full planning application for the redevelopment of the Carnival Pool site to create leisure led development as part of the regeneration of Wokingham town centre. The proposals include the demolition of all existing buildings on site and the construction of: a leisure centre (use class D2); library (use class D1); restaurant (use class A3); commercial unit for non-residential institution or assembly and leisure use (use classes D1 or D2); 55 dwellings (use class C3); pedestrian and vehicular access including a pedestrian boulevard and realignment of Wellington Road; car parking; hard and soft landscaping; realignment of an existing footpath; drainage and infrastructure works; and associated servicing and utilities.	Approved 02/02/2018
192558	Application for non-material amendment to planning consent 172012 to allow minor external and internal amendments of approved plans and omission of A3 use with enlargement (internally).	Assessed as constituting a non-material amendment 30/10/2019
200090	Application for non-material amendments to conditions 4, 5, 8, 15, 26, 30, 31, 34, 38, 40 of planning permission 172012.	Assessed as constituting a non-material amendment 02/2020

SUMMARY INFORMATION	
Site area:	2.06 hectares
<i>Demolition:</i>	
- Southgate House – (B1(a) office)	-916 m2
- Carnival Pool Leisure Centre (D2)	-2,968 m2
<i>Construction</i>	
Class C3 residential:	55 private market flats: 30 one bedroom, 25 two bedroom
Residential car parking	45 (22 allocated on site, with a further 33 allocated spaces in the multi storey car park).
	86 cycle parking spaces

CONSULTATION RESPONSES

Berkshire Archaeology	<p><i>“This is a revised proposal to application 172012 with amended design to the dwellings and unchanged plans for the replacement leisure centre. The revised proposal is not materially different as regards its impact on the buried archaeological heritage and therefore we re-iterate out previous advice in relation to application 172012, namely that there are no archaeological implications from this proposal and no further action is required as regards archaeology.”</i></p>
Royal Berkshire Fire and Rescue	No comments received
Thames Water	<p>Development is within 15 meters of a strategic sewer. Recommends condition requiring a piling method statement prior to any piling activities.</p> <p>Recommends informatives re: groundwater risk management permit [OFFICER NOTE: conditions and informatives are recommended accordingly].</p>
WBC Biodiversity	[OFFICER NOTE: ecology conditions applied to planning permission 172012 are recommended to be transferred to the current scheme].
WBC Conservation Officer	<p><i>“No comments to make as no heritage assets on the site or directly adjacent. Those heritage assets (LBs & CA) identified in the application submission as being within 500m of the site are given the intervening development and their distance away from the site being such that it is believed their setting or important views of them are not impacted by the proposal.”</i></p>
WBC Economic Prosperity and Place (Community Infrastructure)	<p><i>“The threshold for affordable housing is 5 dwellings or more or residential sites of 0.16 hectares or larger. This site exceeds this threshold and therefore there is a requirement for the provision of affordable housing. To meet the requirements of Policy CP5 of the Core Strategy, a minimum of 30% of the total number of units (net) should be provided as affordable housing. This equates to 16.5 of the proposed units here.</i></p>

However, I have reviewed the viability report submitted by the applicant and the independent assessment of this report carried out by Alder King on behalf of the Local Planning Authority. I acknowledge that in this case it is not viable for the proposed scheme to deliver an affordable housing contribution.” [OFFICER NOTE: please see corresponding section in the main body of this report].

Condition from 172012 requiring an Employment Skills Plan is recommended to be transferred to the current scheme.

WBC Drainage

The Flood Risk Assessment for the previous scheme has been resubmitted and is equally relevant to the current application. Recommends condition to require submission and approval of drainage system details for the site. [OFFICER NOTE: a condition applied to the original planning permission can be transferred and has been recommended].

WBC Environmental Health

No comments received. [OFFICER NOTE: the following conditions applied to permission 172012 are recommended to be transferred to the current scheme:

- Construction Environment Management Plan (CEMP)
- Noise
- Contaminated land assessment and remediation

WBC Highways

No objection subject to conditions (see recommendation)

WBC Tree & Landscape

No objection subject to conditions (see recommendation)

WBC Cleaner & Greener (Waste Services)

No comments received [OFFICER NOTE: WBC Highways have confirmed that a refuse vehicle is able to access/egress the site]

WBC Public Rights of Way

No objection.

Wokingham Footpath 23 runs through the north-western section of this site, and will be required to be diverted to enable the development to go ahead.

The applicant had previously applied for a diversion which was approved by the Planning Committee on 13th November 2019. However, this application details the approved changes to be made to the footpath based on the original approved site layout. An alteration to the planned diversion of the footpath is required to address the new layout.

An informative is recommended.

REPRESENTATIONS

Town/Parish Council:

“Disappointing to see no affordable social housing within the development

- *Car parking is insufficient*
- *Gates similar are required at the north end so that access is for residents & bus access and not used by general traffic.*
- *Transport statement is not accurate:*

Paragraph 28 talks about Elms Road giving access to three car parks Paddocks, Elms Road and Wellington House. Only one of those now exists so we are down 363 spaces.

Paragraph 34 Table 2. 1 suggests that there are 34 services on a weekday serving that site. According to my timetable there are at most 14 a day serving the site (2 per hour from 09:49 to 15:35)

Paragraph 40 on Train services suggests by its absence that there are no train services on a Sunday and also fails to mention the hourly service all days going to Guildford Redhill but not as far as Gatwick.”

[OFFICER NOTE: The development will provide 55 allocated car parking spaces (split between access road and multi-storey), with unallocated parking demand catered for by the multi-storey – parking is equivalent to that provided in the consented scheme, meets WBC policy standards and is therefore considered to be acceptable

The transport statement was produced in 2017 in conjunction with the original planning permission (172012) and has been resubmitted for information purposes only.

In terms of bus routes, the frequency of service sited in the 2017 assessment has not been verified against 2020 timetables; however the site is located in the town centre, a highly sustainable location for access to public transport.

Gates across the development access road would not be considered appropriate for this development; in part because the access will be contiguous with a public right of way (once diverted). It is proposed that bollards will be installed further into the site (just

beyond the eastern fork of the turning head) in order to prevent through-traffic to the leisure centre; as such, the route is unlikely to be attractive for leisure centre users.

An independent viability assessment commissioned by the Local Planning Authority has concluded that the Carnival Leisure Hub redevelopment/regeneration would not be viable with any amount of affordable housing].

Local Members: No comments received

Neighbours: 8 letters received, two of which objected to the principle of development. Comments mostly offered constructive criticism:

Critical comments:

Road infrastructure capacity within Wokingham insufficient to deal with additional traffic

Development prevents construction of another road bridge across the railway to relief traffic along Finchampstead Road / station level crossing.

Object to lack of affordable housing [OFFICER NOTE: see report paras. 34-37]

Lacks space for delivery vehicles / emergency vehicles to park [OFFICER NOTE: revised plans have been submitted which now show a delivery bay].

Suggests provision of large external lockers for online shopping and post [OFFICER NOTE: this is not required by adopted planning policy].

Development should include public art [OFFICER NOTE: public art is not proposed as part of the current application, but this would not preclude installation of art within the development in future].

Comment seeking to ensure ergonomic design of seating in public realm [OFFICER NOTE: hard landscaping is controlled by condition / appropriate provision to be approved by the LPA].

Parking provision inadequate [OFFICER NOTE: the development provides parking facilities in accordance with the Council's adopted standards].

No blue badge parking provided [OFFICER NOTE: although blue badge parking is not a policy requirement on private residential developments, arrangements for disabled residents can be managed through a parking management plan – condition 18 refers]

Reliance on some parking spaces in Carnival multi-storey may detract from capacity required for town centre [OFFICER NOTE: the application seeks to replicate the parking arrangements previously approved through planning permission 172012].

Every parking space should include dedicated electric vehicle charging point [OFFICER NOTE: recommended condition 13 requires the submission of an electric vehicle charging strategy is recommended].

No safe cycle access / no cycleway along Wellington Road to station. [OFFICER NOTE: the route to the station falls outside of the red line boundary / scope of the current application].

Residential access road potentially used for drop off to Carnival Leisure Hub [OFFICER NOTE: the access road does not allow through traffic. It is not thought that the road would therefore be regarded as an attractive alternative to the main carnival leisure hub access via the Wellington Road roundabout. Recommended condition 18 requires a plan to manage parking in this area.

Vehicular access road in conflict with pedestrian PROW [OFFICER NOTE: the existing planning permission for the residential phase envisaged that the access road would be contiguous with a realigned PROW. These arrangements have previously been approved at planning committee through a separate application to divert footpath. The current proposals are accepted in principle by the Public Right of Way officer and will be subject to a new application to divert the footpath].

Inappropriate to mention Pavilions development and Premier Inn in design and access statement [OFFICER NOTE: these buildings form part of the context to the site and are relevant to the assessment].

Georgian building style inappropriate [OFFICER NOTE: assessment provided in officer report / see 'design' paragraphs 8-12]

Supportive comments:

Architectural design is an improvement on previous planning permission
 Flat roof helps to reduce the perceived height.
 Support the proposal to install rooftop solar panels

APPLICANTS POINTS

- No additional points

PLANNING POLICY

National Policy	NPPF	National Planning Policy Framework
	NPPG	National Planning Practice Guidance
Adopted Core Strategy DPD 2010	CP1	Sustainable Development
	CP2	Inclusive Communities
	CP3	General Principles for Development
	CP4	Infrastructure Requirements
	CP5	Housing mix, density and affordability
	CP6	Managing Travel Demand
	CP7	Biodiversity
	CP8	Thames Basin Heaths Special Protection Area
	CP9	Scale and Location of Development Proposals

	CP10	Improvements to the Strategic Transport Network
	CP13	Town Centres and Shopping
	CP14	Growth and Renaissance of Wokingham Town Centre
	CP15	Employment Development
	CP17	Housing delivery
Adopted Managing Development Delivery Local Plan 2014	CC01	Presumption in Favour of Sustainable Development
	CC02	Development Limits
	CC03	Green Infrastructure, Trees and Landscaping
	CC04	Sustainable Design and Construction
	CC05	Renewable energy and decentralised energy networks
	CC06	Noise
	CC07	Parking
	CC08	Safeguarding alignments of the Strategic Transport Network & Road Infrastructure
	CC09	Development and Flood Risk (from all sources)
	CC10	Sustainable Drainage
	TB05	Housing Mix
	TB07	Internal Space standards
	TB08	Open Space, sport and recreational facilities standards for residential development
	TB12	Employment Skills Plan
	TB15	Major Town, and Small Town/District Centre Development
	TB16	Development for Town Centre Uses
	TB21	Landscape Character
	TB23	Biodiversity and Development
	TB24	Designated Heritage Assets
Supplementary Planning Documents (SPD)	BDG	Borough Design Guide – Section 4
		DCLG – National Internal Space Standards
		Wokingham Town Centre Masterplan Supplementary Planning Document (April 2010)

		Sustainable Design and Construction Supplementary Planning Document (May 2012)
		Affordable Housing Supplementary Planning Document (July 2013)
		Wokingham Town Centre and Langborough Road Conservation Areas Study
		Wokingham Town Centre Design and Delivery Strategy (2013)

PLANNING ISSUES

Description of Development:

1. The application seeks to provide an amended design to an existing planning permission on the site (refer principle of development below). The proposal is for the demolition of existing buildings on the site (Southgate House, existing Carnival Pool and an electrical substation between the pool and Wellington Road) and erection of a three storey residential block comprising 55 no. one and two bedroom apartments, together with associated landscaping, parking, access and drainage. The remaining leisure elements of the wider scheme would continue to be developed pursuant to the original permission. As with the previous scheme, vehicular access to the site is via Wellington Road, with parking facilities split provided partly on site, with an element catered for within the adjacent multi-storey car park.

Principle of Development:

2. The National Planning Policy Framework has an underlying presumption in favour of sustainable development which is carried through to the local Development Plan. The Managing Development Delivery Local Plan (MDD) Policy CC01 states that planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise.
3. The application site is situated in the centre of Wokingham - a Major Development Location offering a wide range of facilities and services together with a choice of modes of transport to access them - and the town is capable of accommodating major new development (Core Strategy Policy CP9 and MDDL Policy CC02).
4. While the majority of the housing delivered in the Borough during the plan period will be within the four Strategic Development Locations, Core Strategy Policy CP17 establishes that approximately 550 new homes will be on identified sites within Major Development Locations. This is a sustainable town centre location, suitable for residential use. Furthermore, MDDL Policy SAL08 identifies residential as one of the uses that may be appropriate as part of the mixed use development of the Carnival site.
5. The principle of a leisure-led, mixed use development on this site is consistent with Development Plan policy and Masterplan SPD, and has previously been established through extant planning permission 172012. Consideration of various planning

issues was previously undertaken though detailed assessment of this planning application – see link: [November 2017 planning committee, agenda item 55](#). The amendments within the current application are limited to the elevational design, siting and architecture of the residential block. As such, assessment of the current application focuses on the character and appearance of the residential development, its relationship with the surrounding area and practical elements of the design pertaining to access, parking and other WBC planning policy standards.

Character of the Area:

6. Core Strategy Policies CP1 and CP3 require proposals to maintain or enhance the high quality of the environment and contribute to a sense of place, while avoiding detriment to heritage features. Policy CP14 relates specifically to Wokingham Town Centre and requires development to retain and enhance the historic market town character of the town, conserving and enhancing historic quality and interest and improving existing public space. The Masterplan SPD reinforces this, requiring new development to achieve the highest quality of architecture and urban design, be sustainable and enhance the market town character of Wokingham.
7. The application site is located a short distance to the south of the Wokingham Town Centre and Langborough Road Conservation Areas; the proposals have the potential to affect their character. The Planning (Listed Buildings and Conservation Areas) Act 1990 establishes a statutory duty to consider the effect on heritage assets: development should preserve or enhance the character of the Conservation Area. This is reinforced by MDDL Policy TB24. The Masterplan SPD identifies the application site as falling within the Elms Field Character Area and identifies an opportunity to redevelop the area as a leisure quarter.

Design

8. The main revisions to the scheme pertains to the elevations and landscaped areas around the building. The most prominent change is that the overall height has decreased by c.2-3m. Despite an increase in floor area of approximately 130sqm, the revised proposals comprise the same number of units - 55 one and two bed residential apartments within a three storey linear block; as per the scheme approved under planning application 172012. In addition, the scheme provides 22 grade external parking spaces (33 additional allocated spaces to be provided in the multi-storey car park), secure cycle spaces, and ancillary plant and refuse storage areas; again, as per the scheme approved under planning application 172012. The principle, scale and quantum of development does not therefore materially differ from that already accepted and approved under the extant planning consent.
9. The building consists of a three-storey, dual-aspect building with a flat roof. The façade design is considered to be complimentary to the existing and emerging context, with scale, proportion, fenestration and details inspired by traditional Georgian/Victorian terraces. The building is made up of a simple palette of materials and applied in a manner consistent with historical and local precedent. Red bricks are the primary building material and will complement the similar approach used within the leisure centre building. A base of reconstituted stone reference more traditional design, whilst painted metal in balustrades and feature elements such as the main entrance create a more contemporary feel.

10. The building has an elongated, terraced form, intended to provide a sense of enclosure and to define the space of the promenade. It would be 82 metres in length, 15-19 metres wide and with a flat roof at 11.5 – 12.5 meters in height (depending on the adjacent ground level). The relatively large scale and mass of the proposed building would be effectively broken up through a three-storey glazed atrium, bridging the northern and southern sections of the structure and establishing a focal point within the elevation. To further break up the length of the two wings, shadow gaps (indentations within the elevation) are introduced to the central portions to create a rhythm similar to that of traditional terraces.
11. Like the consented scheme, the footprint is cranked around a central point (in this case, the atrium), which also serves as a main entrance to the building in both the west and east elevations. The centralised position of the entrance ensures all residents will enter by via the same means, resulting in a grander appearance. A resident lounge is provided at ground floor, with centralised post boxes and two lifts located off the main lobby. The new entrance has a more direct relationship with the foyer of the leisure centre to the east; as a result, improved opportunities are afforded to rationalise hard and soft landscaping around this focal point within the masterplan. Bin and cycle storage have been incorporated within the building envelope, with the design allowing refuse vehicle access to this area through a lockable door. Further cycle storage would be provided in an external building to the west.
12. The proposals are considered to be an improvement over the original residential scheme and represent high quality design that retains and enhances the character of Wokingham Town Centre, in keeping with Core Strategy policies CP1, CP3, CP14 and the Masterplan SPD.

Landscape and Trees:

13. The site is also situated on an identified Green Route, designated due to the positive contribution made by the trees and other vegetation that line it. Core Strategy Policy CP3, and MDDL Policy CC03 require development to protect and enhance the Borough's Green Infrastructure, incorporating high quality landscaping as an integral part of the scheme.
14. An important aspect of the original scheme was the proposal for a pedestrian boulevard connecting the public car park and leisure hub to the wider town centre to the north. The siting of the residential block is consistent with this element of the design; as before, the boulevard will provide a physical and visual link that extends the green character of the Elms Field park into the leisure hub site. New tree planting is proposed along this link together with planted swales, forming part of the SUDS strategy for the site. Seating would also be incorporated, creating an attractive space that encourages people to linger and giving it a wider function than simply a corridor for movement.
15. A majority of the existing trees along the north-western boundary with the Pavilions can be retained, with some poor specimens removed to make way for new tree planting. Additional tree planting is also proposed along the access road. Planning conditions are recommended to require submission and approval of an appropriate landscaping scheme and management plan to ensure high quality public realm. Subject to these conditions, the site will deliver a significant increase in overall tree cover.

Residential Amenities:

16. In addition to the overarching requirement for good design, Core Strategy Policy CP3 requires that development should not harm the amenity of adjacent sites.

Separation distances between dwellings

17. To maintain acceptable levels of privacy, the Borough Design Guide establishes minimum separation distances (10 metres front-to-front across the street and 22 metres back-to-back) whilst acknowledging that greater separation (15 metres front-to-front and 30 metres back-to-back) may be desirable between buildings with three or more storeys. Conversely development in more urban, town centre settings or with a more intimate character may require a tighter, more compact layout.

18. To the north-west of the site is Outfield Crescent; a recent development of two and three-storey houses and flats. The buildings along the boundary with the application site are three-storey flats, which overlook the public footpath and – currently – the bowling alley beyond, providing natural surveillance and therefore improving the safety of the path. Hence, these flats do not enjoy the level of privacy normally associated with the rear of a building and are more appropriately treated as fronts. The same applies to the flats within the proposed development.

19. The closest point the separation would be the corner of 45-67 Outfield Crescent (flats with windows facing the application site) where the separation from the proposed building would be c.24 metres apart. The separation distances comfortably exceed the recommended front-to-front separation between flats of three-or more storeys, achieving an appropriate balance between the privacy of occupants and surveillance of the public realm within an urban context. The separation between the proposed dwellings and the mixed use sports and community building would be 16 meters at the closest point. As such, the relationship between the proposed dwellings and surrounding development, including existing dwellings would be acceptable.

Internal space standards

20. MDDL policy TB07 establishes that new dwellings should meet minimum internal space standards, although the standards set out in the policy have been superseded by the Technical housing standards – nationally described space standard.

21. The standards range are 50m² for a one-bedroom / two-person flat, 61m² for a two-bedroom / three-person flat and 70m² for a two-bedroom / four-person flat. The proposed dwellings would all comply with these standards.

External amenity space

22. The Borough Design Guide establishes that dwellings should have access to some form of amenity space, preferably in the form of a private or communal garden.

23. The ground floor flats benefit from a small private garden/patio area. Although both sides of the building would be publicly accessible, hard and soft hedge landscaping will provide a buffer, protecting the privacy of residents. All residents will benefit from convenient access to nearby public open amenity space at Elms Field, immediately to the north of the development.

Access and Movement:

24. Access to the site via Wellington Road is largely unchanged from the previous scheme. As before, parking is provided along the length of the access road. In the new proposal bays line both sides of the street. The road would be a semi-private residential street, reinforced by it being a 'no through route' with bollards preventing onward movement to the multi-story car park. The site is located close to good public transport links.

25. The development will provide 22 parking spaces along the access road, with a further 33 allocated within the Carnival Pool multi storey car park. Further visitor and unallocated provision is catered for in the multi-storey. As such, the scheme complies with WBC parking standards. Recommended condition 18 requires the submission of a residential parking management plan for approval.

26. Cycle parking facilities are provided both within the building and in an external store. Visitors will be able to use the Sheffield stands located next to the leisure centre and close to the residential entrance. Recommended condition 14 requires further details of the specification for these facilities.

Electric vehicle charging

27. In accordance with existing Policy CC07 and emerging guidance, electric vehicle charging points are required in new residential development. Recommended condition 13 requires an electric vehicle charging strategy to be approved prior to the commencement of development.

Thames Basin Heaths Special Protection Area

28. The Thames Basin Heaths Special Protection Area (SPA) was classified on 9 March 2005 under the European Birds Directive due to its importance for heathland bird species. Accordingly, under regulation 61 of the Conservation of Habitats and Species Regulations 2010, the Local Planning Authority must decide whether any project, alone or in combination with others, would be likely to have a significant effect upon the SPA.

29. Core Strategy Policy CP8 and paragraph 4.45, build on the Thames Basin Heaths Delivery Framework, establishing that developments of 50 or more dwellings, between 5km and 7km of the SPA can have a significant effect. This impact can be avoided and mitigated through provision of Suitable Alternative Natural Greenspace (SANG) and Strategic Access Monitoring and Management (SAMM).

30. The application site is between 5-7km of the SPA and 55 dwellings are proposed. The residential element of the development will therefore be Community Infrastructure Levy (CIL) liable and the Council will give priority to funding provision of SANG at Rooks Nest Wood (MDDL Policy SAL05 refers). In addition, the applicant is required to contribute towards Strategic Access and Management (SAMM, which is not infrastructure and hence falls outside CIL) at the following rates:

30 no. one-bedroom dwellings @ £101.69/dwelling.....	£3,050.70
25 no. two-bedroom dwellings @ £132.93/dwelling	£3,323.25
Total	£6,373.95

31. This commitment would usually take the form of a S106 agreement but, in this case the Council is the applicant. A payment covering this amount has previously been transferred to the Local Planning Authority for SAMM, in conjunction with the original planning permission. Further SAMM contributions are not therefore required.

Infrastructure Impact Mitigation

32. Core Strategy policy CP4 requires that infrastructure, services, community and other facilities are improved to meet the requirements of new development, taking into account cumulative impact. Mitigation is secured through the Community Infrastructure Levy (CIL). The Council's charging schedule establishes a rate of £365/m² for residential development.

33. The applicant has opted to contribute towards the council's My Journey initiative rather than implement their own residential travel plan. A contribution of £24,750 (£450 per dwelling) has been transferred to the Local Planning Authority for this purpose.

Affordable Housing

34. Core Strategy Policy CP5 establishes that a proportion of new homes on developments of more than 5 dwellings (net) or on sites of 0.16 hectares should – subject to viability – be affordable. The proportion varies depending on the size of development, whether the land was previously developed and location. For a development of 15 dwellings or more (net) or on a site of at least 0.5 hectares, on previously developed land, in a Major Development Location the requirement is 30% affordable dwellings. For the net gain of 55 dwellings are proposed, this equates to 17 dwellings.

35. The requirement to provide affordable housing is subject to viability and the NPPF emphasises that development should be deliverable. The previous application (172012) was accompanied by a financial appraisal which was reviewed by an independent financial advisor, acting on behalf of the Local Planning Authority, which found that the scheme could not support affordable housing.

36. The current application is likewise supported by an updated viability appraisal, taking into account Gross Development Values, income, build costs and other factors, at current market rates. The updated appraisal assumes a significantly lower return than would normally be acceptable to a private developer (a situation that the Council – as applicant - has accepted in order to deliver development that will benefit the town centre).

37. Again, an independent advisor instructed on behalf of the Local Planning Authority has confirmed that, just as before, the project lacks commercial viability and is therefore unable to provide Affordable Housing (either on site or by way of a commuted sum). As such, the LPA is not seeking to secure the provision of affordable housing on this development.

Other planning issues:

38. The following planning considerations were considered in conjunction with the original planning application 172012:

Flooding and Drainage

Environmental Health
Sustainable Design and Construction
Employment Skills
Dwelling Mix
Loss of Employment Floor Space
Provision of Public Open Space
Site Accessibility and Servicing
Traffic Generation
Wellington Road Environmental Improvements
Ecology and Ecological Mitigation
Thames Basin Heaths Special Protection Area
Archaeology
Infrastructure Impact Mitigation

39. Due to the similarity of the revised scheme, this report does not seek to revisit these issues in detail. Assessment is provided in the original planning committee report [[link, see item 54](#)]. As the development would be implemented under a new planning permission it is recommended that, where relevant to the residential phase, conditions associated with the original consent are reapplied (conditions in officer recommendation refer).

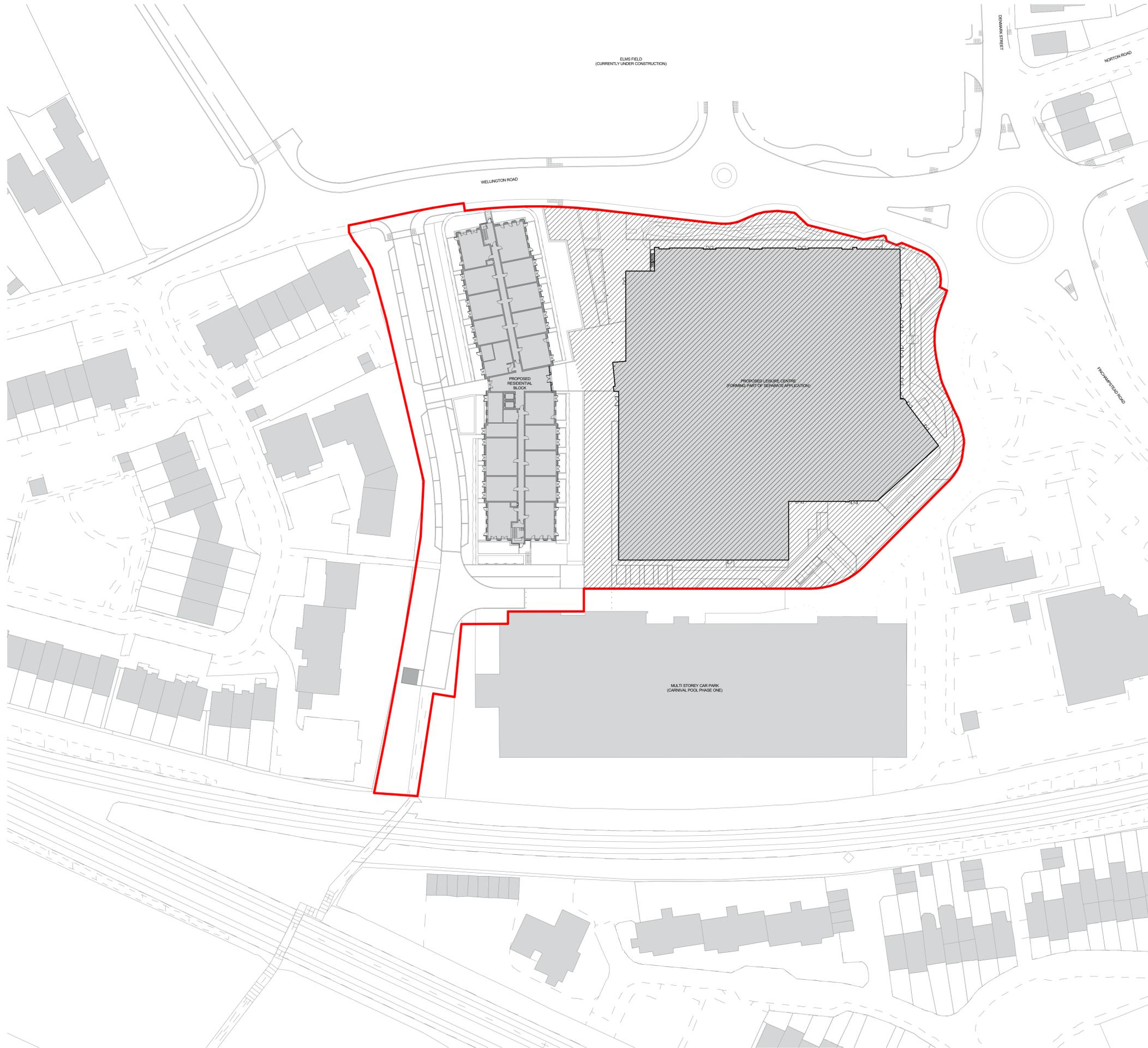
The Public Sector Equality Duty (Equality Act 2010)

In determining this application the Council is required to have due regard to its obligations under the Equality Act 2010. The key equalities protected characteristics include age, disability, gender, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief. There is no indication or evidence (including from consultation on the application) that the protected groups identified by the Act have or will have different needs, experiences, issues and priorities in relation to this particular planning application and there would be no significant adverse impacts upon protected groups as a result of the development.

CONCLUSION

The proposed development is consistent with the development plan objective of providing mixed-use leisure quarter centred on the Carnival site as part of the growth and renaissance of Wokingham Town Centre. The proposed re-design is considered an improvement over the original residential scheme, complies with the Council's adopted planning policies and can therefore be supported.

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P01	ISSUED FOR PLANNING	09/01/20	CM	SG
Rev	Description	Date	By	Chk
Revisions				
Project				

CARNIVAL PHASE II SITE

Client



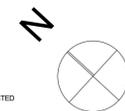
Title

PROPOSED SITE PLAN

Drawing No.	Revision
CP2-HLM-ZZ-00-DR-A-001002	P01

Scale @ A1	Drawn
1:500	IB
Date	Checked
14/08/19	HLM

KEY
 RED LINE BOUNDARY
 REPLACEMENT LEISURE BUILDING TO BE CONSTRUCTED PURSUANT TO PERMISSION 172012



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E01 - WEST ELEVATION

1:200



E02 - EAST ELEVATION

1:200



E03 - SOUTH ELEVATION

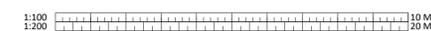
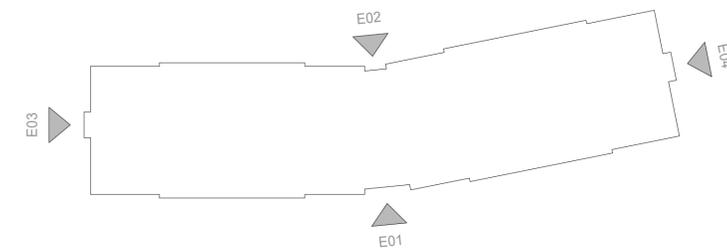
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E04 - NORTH ELEVATION

1:200

- MATERIALS KEY**
- Ⓐ RED BRICK
 - Ⓑ STONE COPING/CORNICHE
 - Ⓒ PATTERNED STONE SPANDREL
 - Ⓓ STONE BASE WITH PATTERNED STONE DETAIL
 - Ⓔ STONE SURROUND TO WINDOWS
 - Ⓕ PPC METAL DOORSET/WINDOW WITH VENT OVER
 - Ⓖ PPC METAL BALUSTRADE
 - Ⓗ PPC METAL CURTAIN GLAZING TO STAIRWELL
 - Ⓘ PPC METAL CURTAIN WALL TO ENTRANCE
 - Ⓛ PPC METAL LOUVRE DOOR



145

Rev	Description	Date	By	Chk	Revision
P01	ISSUED FOR PLANNING	09/01/20	CM	SG	

Revisions

Project

CARNIVAL PHASE II SITE

Client



Title

PROPOSED SITE ELEVATIONS

Drawing No. Revision

CP2-HLM-02-SE-DR-A-002001 P01

Scale @ A1 Drawn

1:200 CM

Date Checked

06/12/19 CM



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- 1Bed/2Person
- 2Bed/3Person
- 3Bed/5Person
- Plant
- Store

GROUND FLOOR LEVEL

1:200

147



- 1Bed/2Person
- 2Bed/3Person
- 3Bed/5Person
- Plant
- Store

FIRST FLOOR LEVEL

1:200

Rev	Description	Date	By	Chk	Suitability
P01	ISSUED FOR PLANNING	09/01/20	CM	SG	

**CARNIVAL PHASE II
LEISURE CENTRE**

Client

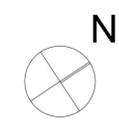


Title

**PROPOSED GA PLAN
GROUND AND FIRST
LEVEL**

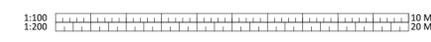
Drawing No.	Revision
CP2-HLM-02-ZZ-DR-A-001001	P01

Scale @ A1	Drawn
1:200	BBWH
Date	Checked
08/03/2019	CM



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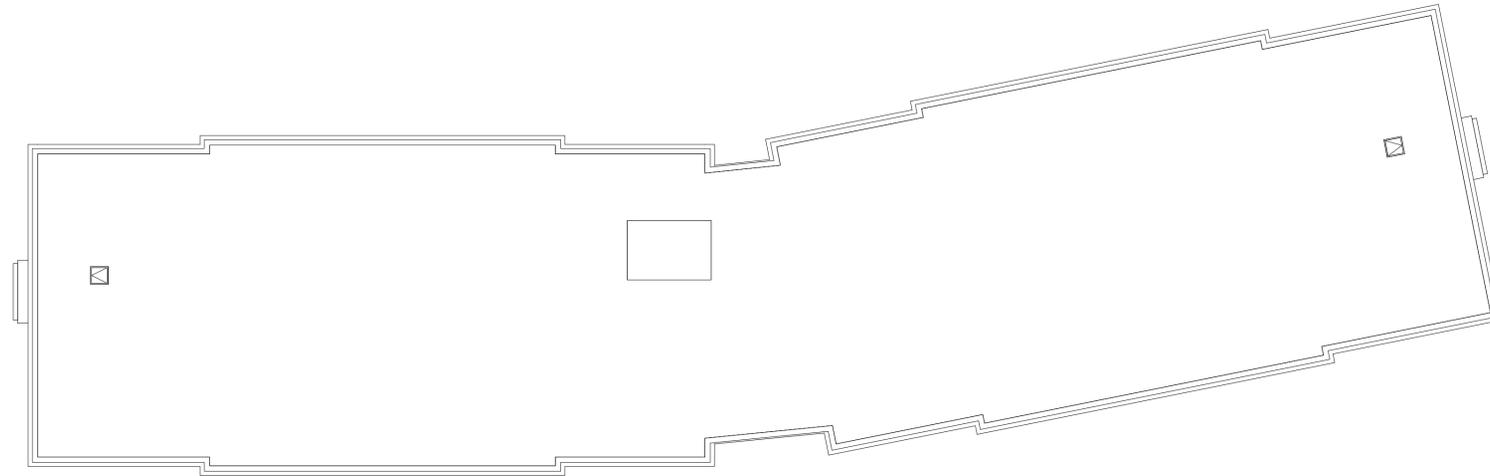


- 1Bed/2Person
- 2Bed/3Person
- 3Bed/5Person
- Plant
- Store

SECOND FLOOR LEVEL

1:200

149



- 1Bed/2Person
- 2Bed/3Person
- 3Bed/5Person
- Plant
- Store

ROOF LEVEL

1:200

Rev	Description	Date	CM	By	SG	Chk
P01	ISSUED FOR PLANNING	09/01/20	CM	By	SG	Chk

Revisions Suitability

Project

CARNIVAL PHASE II LEISURE CENTRE

Client



Title

PROPOSED GA PLAN SECOND AND ROOF LEVEL

Drawing No. Revision

CP2-HLM-02-ZZ-DR-A-001002 P01

Scale @ A1 Drawn

1:200 BBWH

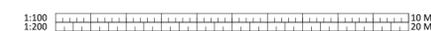
Date Checked

08/03/2019 CM



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Rev	Description	Date	By	Chk	Suitability
T05	ISSUED FOR PLANNING	09/01/20	CM	SG	

CARNIVAL PHASE II SITE

Client



Title

PROPOSED LANDSCAPE MASTERPLAN

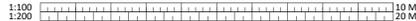
Drawing No. **CP2-HLM-ZZ-00-DR-L-00002** Revision **T05**

Scale @ A1	Drawn
1:500	IB
Date	Checked
01/05/19	HLM

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Agenda Item 99.

Application Number	Expiry Date	Parish	Ward
200191	20/03/2020	Woodley	South Lake Ward

Applicant	Mr and Mrs J Kalsi
Site Address	314 Kingfisher Drive, Woodley, RG5 3LH
Proposal	Householder application for the proposed erection of a two storey side extension, new driveway and dropped kerb.
Type	Householder
PS Category	21
Officer	Brian O' Donovan
Reason for determination by committee	<p>The application has been listed by Borough Councillor Blumenthal on the following grounds:</p> <ul style="list-style-type: none"> - The proposed driveway in the front garden is not in keeping with the character of the area as Kingfisher Drive was designed so parking was acceptable at the rear of properties - The proposal would set a negative precedent

FOR CONSIDERATION BY	Planning Committee on Wednesday 11 th March 2020
REPORT PREPARED BY	Assistant Director – Place

SUMMARY
<p>The application is before Committee as it has been listed by Councillor Blumenthal.</p> <p>The proposal for a two-storey side extension and the formation of a new driveway would respect the existing characteristics of the host property and would be acceptable in relation to the character of the surrounding area. It has been demonstrated that no part of the development would have a detrimental impact on the amenity of neighbouring occupiers nor in terms of highways safety and parking provision. It is therefore recommended that this application is approved as it would accord with the NPPF and development plan policies for Wokingham Borough.</p>

PLANNING STATUS
<ul style="list-style-type: none"> • Major Development Location – Woodley • Landscape character assessment area

RECOMMENDATION
<p>That the committee authorise the GRANT OF PLANNING PERMISSION subject to the following Conditions and Informatives:</p> <p>Conditions:</p> <p>1. Timescale The development hereby permitted shall be begun before the expiration of three years from the date of this permission.</p> <p>Reason: In pursuance of s.91 of the Town and Country Planning Act 1990 (as amended by s.51 of the Planning and Compulsory Purchase Act 2004).</p>

2. Approved Plans

This permission is in respect of the submitted application plans and drawings numbered 093.001.A, 093.002.A, 093.003.A, 093.004.A, 093.005 and 093.996.A received by the local planning authority on 24/01/2020. The development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

Reason: For the avoidance of doubt and to ensure that the development is carried out in accordance with the application form and associated details hereby approved.

3. External Materials

The materials to be used in the construction of the external surfaces of the extension hereby permitted shall be of a similar appearance to those used in the existing building unless other minor variations are agreed in writing after the date of this permission and before implementation with the Local Planning Authority.

Reason: To ensure that the external appearance of the building is satisfactory. Relevant policy: Core Strategy policies CP1 and CP3.

4. Parking to be Provided

No part of any building(s) hereby permitted shall be occupied or used until the vehicle parking space has been provided in accordance with the approved plans. The vehicle parking space shall be permanently maintained and remain available for the parking of vehicles at all times.

Reason: To ensure adequate on-site parking provision in the interests of highway safety, convenience and amenity. Relevant policy: Core Strategy policies CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

5. Visibility Splay

Prior to the occupation of the development the proposed vehicular access shall have been formed and provided with visibility splays shown on the approved drawing number 093.001.A. The land within the visibility splays shall be cleared of any obstruction exceeding 0.6 metres in height and maintained clear of any obstruction exceeding 0.6 metres in height at all times.

Reason: In the interests of highway safety and convenience. Relevant policy: Core Strategy policies CP3 & CP6.

6. Access surfacing

No building shall be occupied until the vehicular access has been surfaced with a permeable and bonded material across the entire width of the access for a distance of 10 metres measured from the carriageway edge.

Reason: To avoid spillage of loose material onto the highway, in the interests of road safety. Relevant policy: Core Strategy policy CP6.

7. Gates

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no gates or barriers shall be erected at, or within 10 metres of, the vehicular access onto the highway.

Reason: To ensure that vehicles do not obstruct the highway whilst waiting for gates or barriers to be opened or closed, in the interests of road safety. Relevant policy: Core Strategy policies CP3 & CP6.

8. External materials - Hardstanding

Excepting site clearance and groundworks, no further development shall take place until details of the materials to be used in the formation of the driveway have first been submitted to and approved in writing by the local planning authority. Development shall not be carried out other than in accordance with the so-approved details.

Reason: To ensure that the external appearance of the site is satisfactory.
Relevant policy: Core Strategy policies CP1 and CP3

Informatives:

1. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development as set out in the NPPF.

2. The Head of Highways at the Council Offices, Shute End, Wokingham [0118 9746000] should be contacted for the approval of the access construction details before any work is carried out within the highway (including verges and footways). This planning permission does NOT authorise the construction of such an access or works.

PLANNING HISTORY		
Application Number	Proposal	Decision
193172	Householder application for the proposed erection of a two storey side extension and new driveway following changes to fenestration	Application Withdrawn – 16/01/2020
080352	Proposed erection of single storey front extension, plus provision of entrance ramp.	Approved – 17/04/2008
F/2001/4538	Proposed single-storey rear extension	Approved

CONSULTATION RESPONSES	
WBC Highways	No objections subject to conditions
WBC Trees and Landscape	No comments received.

REPRESENTATIONS

Town/Parish Council: No comments received.

Local Members: Listing request from Cllr Blumentahl on the following grounds:

- The proposed driveway in the front garden is not in keeping with the character of the area as Kingfisher Drive was designed so parking was acceptable at the rear of properties
- The proposal would set a negative precedent

Neighbours: Seven letters of objection received from the occupants of nos. 318, 322, 334 and 336 Kingfisher Drive were received on the following grounds:

- The proposal would not be in keeping with the character of the area, in particular the dropped kerb and creation of hardstanding to the front of the property
- Cause a pedestrian safety issue with cars crossing the footpath following the creation of the access whilst also causing pedestrian safety issues during the construction process with children and parents regularly use this area for access to South Lake and the play park
- Cause a highway safety issue by creating an obstruction, reversing onto a busy road between parked cars and permission would be required for a dropped kerb. It would also create issues for emergency vehicles and disabled and older people
- It will reduce the amount of on street parking which is regularly under pressure due to the proximity to South Lake, schools and shops and for general visitors parking to residents of Kingfisher Drive
- The car park would create a loss of privacy to neighbouring properties by being overlooked from vehicles
- Would have a detrimental impact upon the nature conservation of the area
- The reference to No.3 Kingfisher Drive as a precedent would not be applicable to this site as it is a disabled person access and the layout of the street is different
- Potentially blocking access to maintenance vehicles entering the park which could cause a potential road safety issue
- Loss of trees is unacceptable, certainly in relation to the fight against climate change
- This application was rejected at planning committee on 7th January and there are no alterations to this scheme
- The two storey extension would affect the amount of light received from no. 336 and the views from this property of the trees and park
- The application has no trees or shrubs above fence level so it would be in keeping with the open country feel
- Use of photos with number plates not blanked out is an invasion of privacy
-

(Officer's note: the impact upon the character of the area, upon neighbouring residential amenities, landscape and trees and highways safety and parking provision will be addressed below in relevant section of this report.

In relation to comments noting the inclusion of photographs with car registration plates this is not a material planning consideration however this matter has been raised internally. In relation to the comments stating this application has been rejected at Planning Committee on 7th January, it should be noted that the previous application was not brought to Planning Committee but was withdrawn by request of the applicant.

PLANNING POLICY		
National Policy	NPPF	National Planning Policy Framework
Adopted Core Strategy DPD 2010	CP1	Sustainable Development
	CP3	General Principles for Development
	CP6	Managing Travel Demand
	CP9	Scale and Location of Development Proposals
Adopted Managing Development Delivery Local Plan 2014	CC01	Presumption in Favour of Sustainable Development
	CC02	Development Limits
	CC03	Green Infrastructure, Trees and Landscaping
	CC04	Sustainable Design and Construction
	CC07	Parking
	TB21	Landscape Character
Supplementary Planning Documents (SPD)	BDG	Borough Design Guide – Section 4

PLANNING ISSUES
<p>Description of Development:</p> <ol style="list-style-type: none"> 1. The proposal is for the erection of a two-storey side extension and the creation of two-off street car parking spaces which is facilitated by a dropped kerb to the south of the site off Kingfisher Road. The proposed two-storey side extension would extend the full depth of the main body of the property and would extend to the existing ridge and eaves lines. The proposed two-storey side extension would extend to a width of 3.1m and would be set-in from the southern boundary by 3.6m. The proposed two-storey side extension is to be constructed in materials to match the existing. 2. The proposed formation of a new driveway is to be facilitated by the creation of a 6m wide vehicle crossover to the south of the application site on Kingfisher Drive. This would see the creation of driveway in the form of hardstanding to the side/front of the property which would enable the parking of two vehicles. The proposed driveway would be constructed in red/blue multi block paving. 3. It should be noted that this planning application is a resubmission of a similar scheme, which was recently withdrawn under planning reference 190530. This application was withdrawn as the incorrect certificate had been signed and the red-line on the site location plan was outlined incorrectly. <p>Principle of Development:</p> <ol style="list-style-type: none"> 4. The National Planning Policy Framework has an underlying presumption in favour of sustainable development which is carried through to the local Development Plan. The Managing Development Delivery Local Plan Policy CC01 states that planning applications that accord with the policies in the Development Plan for Wokingham

Borough will be approved without delay, unless material considerations indicate otherwise.

5. The site is located within the Woodley major settlement area and as such, the development should be acceptable providing that it complies with the principles stated in the Core Strategy. Policy CP3 of the Core Strategy states that development must be appropriate in terms of its scale of activity, mass, layout, built form, height, materials and character to the area in which it is located and must be of high quality design without detriment to the amenities of adjoining land uses and occupiers.

Character of the Area:

6. The proposal site is located within the residential neighbourhood of Kingfisher Drive in Woodley and is accessed to the front by a footpath off Kingfisher Drive. Other properties along in the immediate vicinity are two storey semi-detached houses with garages located at the rear. Neighbouring property no. 334 Kingfisher Drive located directly across the footway benefits from a two-storey side extension that was approved in 2010 (planning reference F/2009/2594 – extension includes dormer to enable first floor as property characteristics differ from application site).
7. The proposal site occupies a corner plot and is clearly visible from Kingfisher Drive main road. The extension is proposed to be located to the southern elevation of the host building adjacent to Kingfisher Drive and will be visible from public viewpoints. The proposed extension is to be set-in 3.6m from the adjacent public footpath to the southern boundary.
8. The Borough Design Guide states that any alteration and extension to an existing building should be well-designed, respond positively to the original building, contribute positively to the local character and street scene, and relate well to the neighbouring properties. It also recommends that where there is a regular pattern to the built form, with a repeated building type on a consistent building line and with consistent gaps, then any alteration or extension that is visible from the street should not unbalance the rhythm of the frontage. It also states that *“alterations or extensions should be clearly subservient to the form and scale of the original buildings in most situations, although there may be exceptions where it is more appropriate to design a seamless continuation”*. It also states that a gap should be retained between the building and the site boundary and this should be a minimum of 1m.
9. The proposed two-storey side extension would extend the full depth of the main body of the property and would extend to the existing ridge and eaves lines. The proposed two-storey side extension would extend to a width of 3.1m and would be set-in from the southern boundary by 3.6m. The proposed two-storey side extension is to be constructed in materials to match the existing.
10. It is considered that in this instance given that it is the side elevation of the property which is most conspicuous on the street scene, with a substantial separation, that a seamless continuation at roof level would be acceptable, and in keeping with other two storey side extensions along Kingfisher Drive such as Nos. 74 and 112. The proposed extension is to be a relatively modest width of 3.1m and would be set-in 3.6m from the adjacent footpath. It is considered that given the separation distance from the public realm and the fact that it is the side elevation which is

most prominent, a seamless continuation would not have a detrimental impact upon the streetscene given that the existing perception of the property would not alter dramatically. It should also be noted that the property directly opposite has been extended at ground and first floor in a seamless continuation form, as have Nos. 74 and 112 as identified above. Whilst it is acknowledged that these properties display different characteristics, the creation of this type of extension would create a degree of symmetry and balance on this section of Kingfisher Drive.

11. In relation to the proposed formation of a new driveway the proposal would see the creation of a vehicle crossover on main Kingfisher Drive highway across an existing footpath and verge and would require the removal of a section of existing boundary fence with additional hardstanding being installed to the front/side of the property.

12. The proposed vehicle crossover to the side of the properties is not a typical feature on the streetscene along Kingfisher Drive with the properties being accessed to the front by a pedestrian walkway and to the rear by way of a garage. The proposal would see the loss of a section of a landscaped garden to the front/side of the property and whilst this is regrettable, this could be carried out without planning permission and the majority of the soft landscaping to the front of the property is to be retained. A condition is to be included to ensure that appropriate materials are to be used for the hardstanding.

13. In relation to the other visual aspects of the proposed formation of the new driveway this would be in the form of a dropped kerb, a removal of a section of a grass verge and the removal of a section of boundary fence to the application site. The prevailing character of the area is that of vehicular parking to rear of the properties with the majority of the properties which are adjacent to the street retaining their side boundary treatment in its totality; however, planning permission would not be required to remove a section of this existing boundary treatment. The proposal would see the removal of a section of kerb and grass verge which is relatively modest in the context of the overall streetscene. Currently, there would be vehicles parked adjacent to this kerb which are visible in the streetscene and its removal would enable the visibility of vehicles parked adjacent to the property on the new hardstanding. It is considered in this regard that the proposed impacts of the proposal would not create such a detrimental impact upon the character of the area that it would constitute a reason for refusal. Specific highways issues are assessed in a proceeding section of the report. Therefore the proposal is considered to be acceptable in relation to design and character.

14. It follows that overall the proposal would be compliant with national and local planning policies, and so it is considered acceptable in this regard.

Neighbouring Amenity:

15. Overlooking:

The proposal would include windows to the ground and first floors of the southern, eastern and western elevation. As there is no properties located to the south of the application site there are no concerns in relation to the impacts of the fenestration to the southern flank. The closest property to the west of the proposed extension is located 35m away and the proposed extension does not extend beyond the existing rear elevation. Therefore the proposal would constitute a continuation of the existing

outlook and there are no concerns in this regard. In relation to the property directly opposite to the east there is a proposed separation from the proposed extension of 20m. The proposed extension would not extend beyond the existing main front elevation. Thus, the proposed outlook would be a continuation of the existing levels and it is considered that the impacts upon the adjacent property to the east would be within acceptable levels.

16. It is noted that concerns have been raised about potential overlooking from users of the vehicles proposed to be parked on the application site. The potential for overlooking to surrounding properties from users of vehicles is at a lower level than that of the users of the existing path and therefore there are no concerns in this regard.

17. Loss of Light:

As the proposed extension would not extend forward of the existing front elevation or beyond the existing rear elevation there would be no impacts upon the adjacent property to the north. As has been noted above, there are no properties located to the south and substantial separation distances to the adjacent properties to the east and west. Furthermore, in accordance with the BRE Sunlight/Daylight Guidance and R.18 of the Borough Design it is considered that there would be no infringement of the 45 degree line of sight would occur especially at first floor level, therefore no unacceptable impact would occur in this regard. It is noted that concerns have been raised in relation to loss of views from a neighbouring property to the south of the application site. It is considered that given the relatively modest width of the extension there would be limited impacts upon views towards South Lake from existing properties, which are not protected in any event, and Landscape Officers have also not expressed concerns in this regard. Thus, there are no concerns in this regard.

18. Overbearing:

19. The SPD also states that for two storey dwellings, the minimum separation distance from flank to boundary to limit sense of enclosure is 1 metre. The proposed two-storey side extension is to be set-in 3.6m from the southern boundary. In this regard there are no adjacent properties to the southern boundary however the substantial separation would ensure that the proposal does not have an overbearing impact upon the adjacent footpath to the south. Given that the separation to the adjacent properties is a minimum of 20m and the proposal does not extend beyond the front or rear elevation it is considered that the proposal would have an overbearing impact upon the adjacent properties. Thus, the proposal is not considered to have an unacceptable impact upon the residential amenity of the neighbouring properties.

Highways Access and Parking Provision:

20. The current scheme proposes the formation of a vehicle crossover from Kingfisher Drive across a grass verge and public footpath to the application site. The proposal would create a new driveway which would facilitate the parking of two vehicles in addition to the one space which is currently available to the rear of the property. The proposal would see the loss of approx. 1.25 of on-street car parking spaces however this would be counter-balanced by the provision of two additional spaces within the curtilage of the application site. Highways Officers are satisfied with the parking

provision. The proposal would not see the increase in the number of bedrooms from the existing (3 bedrooms) and therefore this is considered to be sufficient to adhere to the Council's Parking Standards.

21. In relation to highway and pedestrian safety it is noted that concerns have been raised from residents of neighbouring properties in this regard. However, Highways Officers have reviewed the submitted information and they have stated that they have no objections to the proposal from a highway safety point of view. They are satisfied that sight lines of 43m x 2.4m have been demonstrated and requested that a condition is included that this has been carried out prior to the occupation of the development. Conditions have also been included to ensure highway safety in the form of materials to be used (to ensure there is no spillage onto the highway) and the restriction of the use of gates (to ensure that there is no obstruction to the highway). It should be noted that Highways Officers have not expressed any concerns in relation to impacts upon the highway during the construction process, disabled pedestrians/road users, impacts upon emergency vehicles or maintenance vehicles to the park (issues raised by objectors) and therefore it is considered that the proposal would not have a detrimental impact upon highway and pedestrian safety.

Amenity Space for Future Occupiers:

22. The proposal would increase the footprint of the original dwelling. However, the remaining amenity space would be of a size that would accord with the Borough Design Guide and would be able to accommodate typical garden activities. Therefore, no harmful impact would occur in this respect.

Trees and Landscape:

23. The site is located within TPO woodland order 3/1951, however, the site visit confirmed that there are no trees of any significance within the application site and the proposal would not see the removal of any trees. Landscape Officers have not commented on the current scheme however they commented on the previously withdrawn scheme which was almost identical. They stated that they have no objections as no protected trees will be affected by the proposal. As a section of grassed area to the front of the property is to be lost to enable the driveway Landscape Officers have requested that a condition is attached to provide details of materials for the proposed hardstanding. Thus, a condition is to be attached and there are no concerns from a landscape and trees perspective.

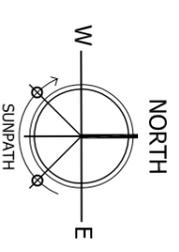
Community Infrastructure Levy (CIL)

24. The proposal would result in a residential development of under 100sqm and as such would not be CIL liable.

CONCLUSION

25. The proposal for a two-storey side extension and the formation of a new driveway would respect the existing characteristics of the host property and would be acceptable in relation to the character of the surrounding area. It has been demonstrated that no part of the development would have a detrimental impact on the amenity of neighbouring occupiers nor in terms of highways safety and parking provision. It is therefore recommended that this application is approved as it would accord with the NPPF and development plan policies for Wokingham Borough.

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PLANNING

Project
314 Kingfisher Drive, Woodley
Reading RG5 3LH

Drawing Title
Location & Block Plan

Date	Scale	Drawn by
23.05.19	As Noted@A3	SJ
Project No	Drawing No	Revision
093	001	A

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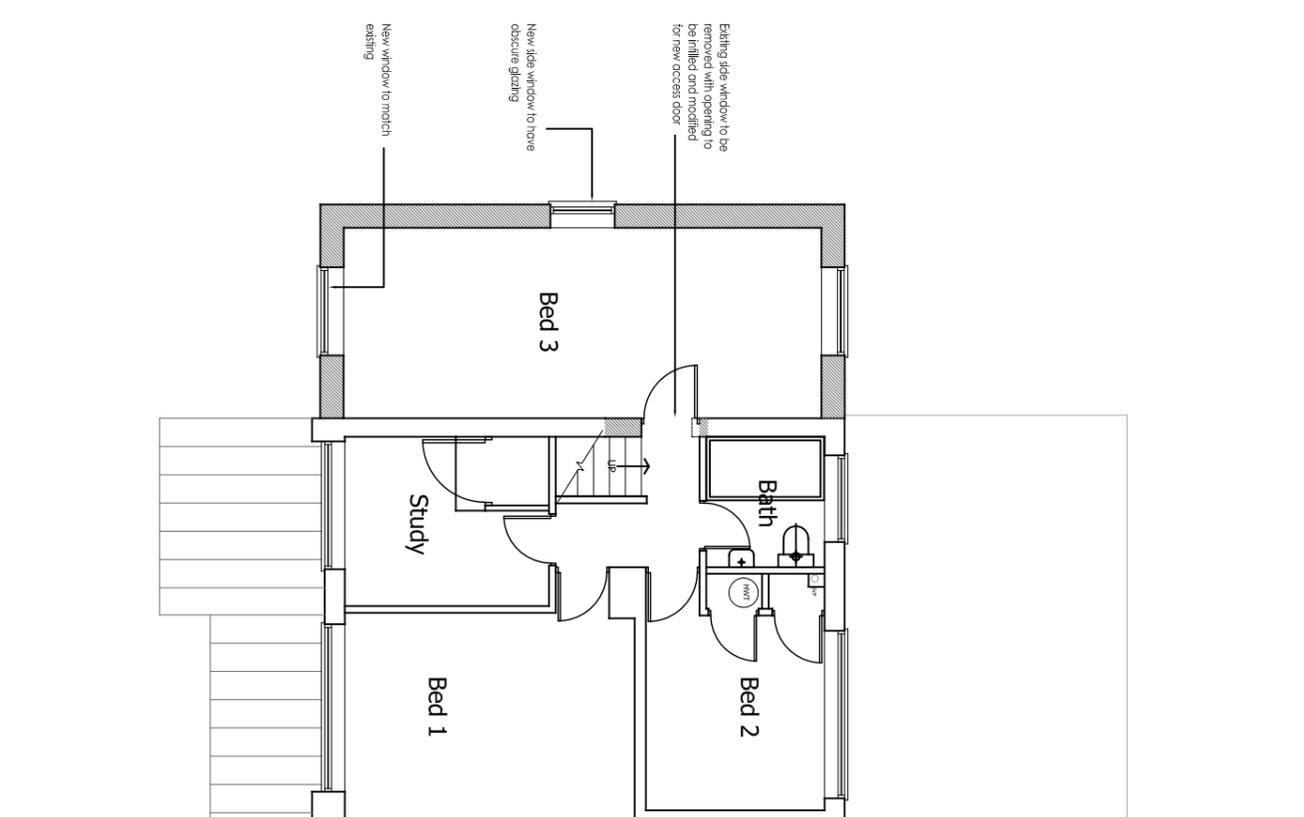


2 Block Plan
SCALE 1:500



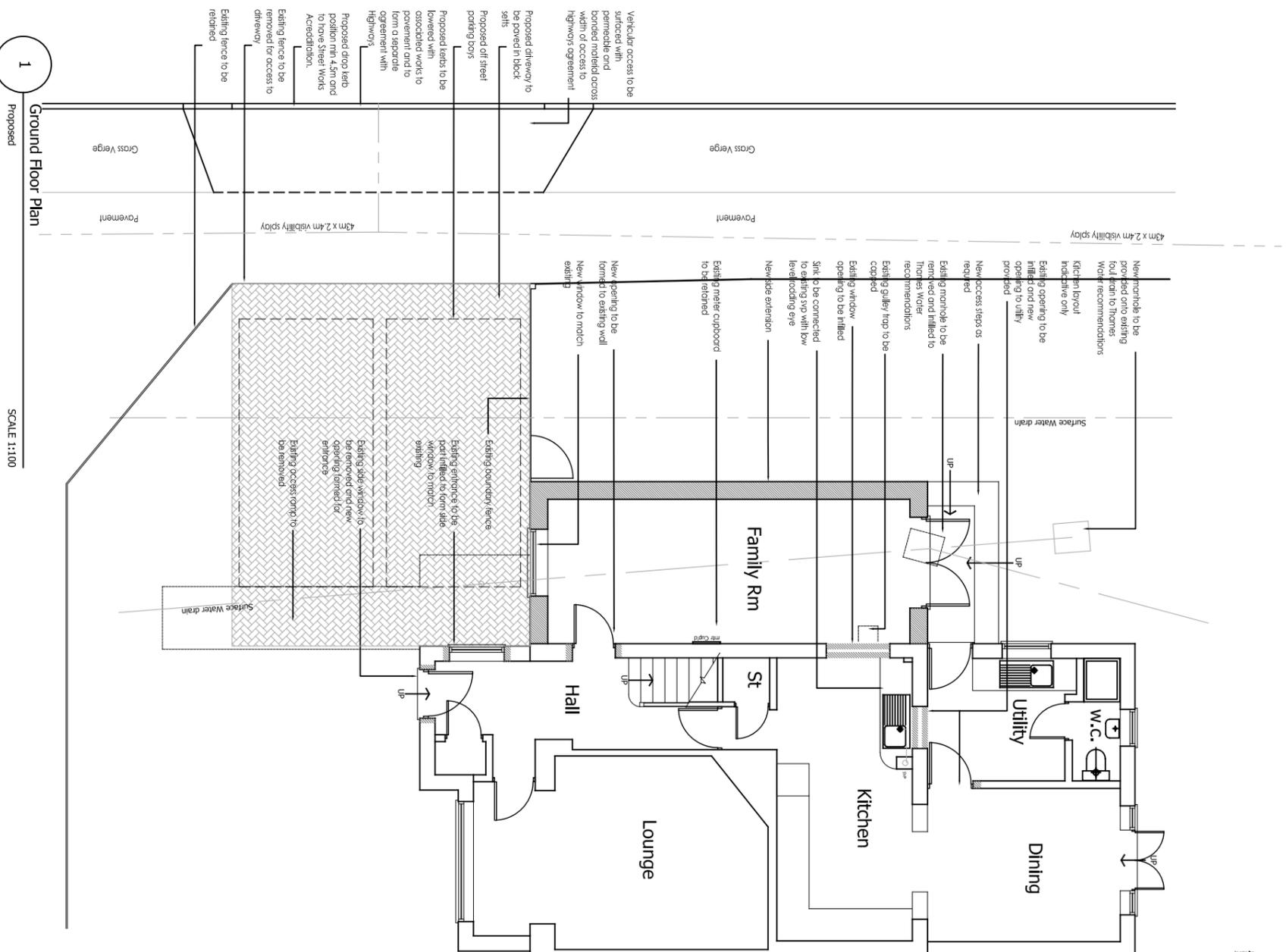
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2 First Floor Plan
 Proposed

SCALE 1:100



1 Ground Floor Plan
 Proposed

SCALE 1:100



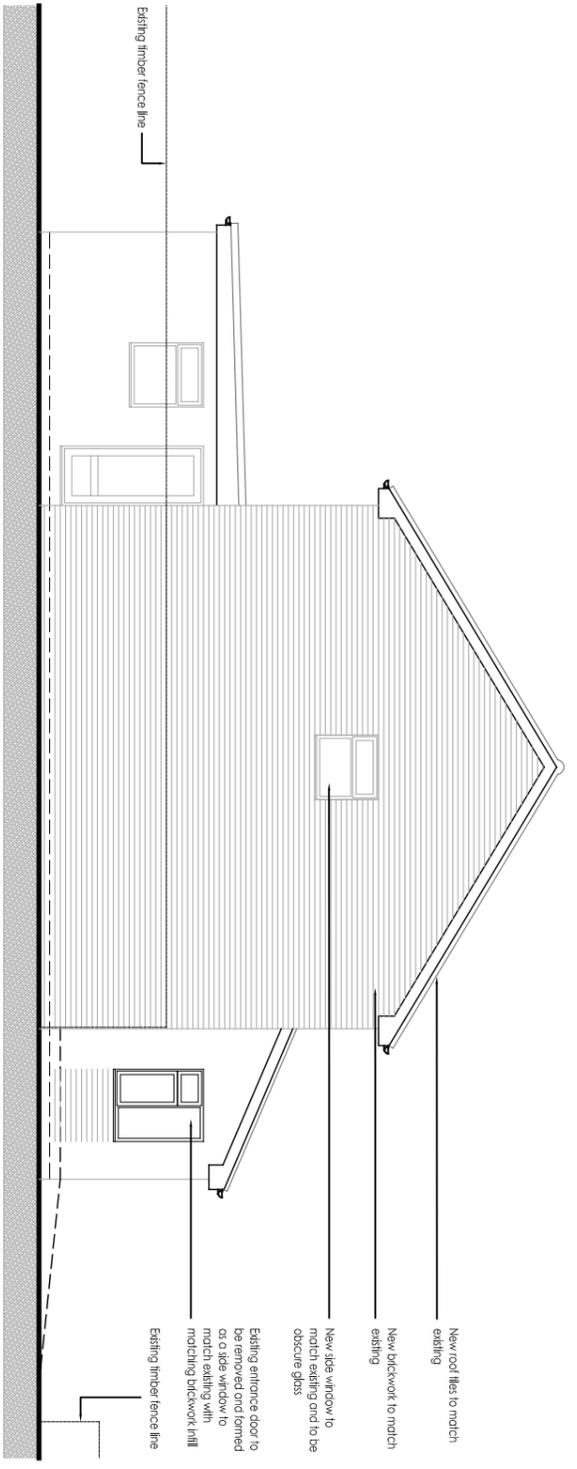
PLANNING

Project
 314 Kingfisher Drive, Woodley
 Reading RG5 3LH
 Drawing Title
 Proposed Ground, First Floor Plan

Date	05.11.19	Scale	As Noted@A3	Drawn by	SJ
Project No	093	Drawing No	004	Revision	A

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 07968 141918 info@adsj.co.uk www.adsj.co.uk

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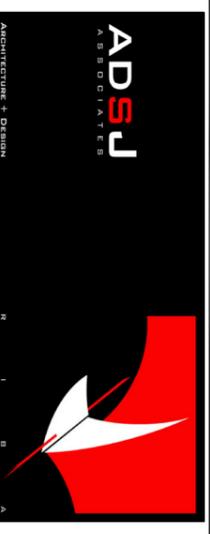
This drawing has been prepared without the benefit of a measured building survey or topographic information.



PLANNING

Project
314 Kingfisher Drive, Woodley
Reading RG5 3LH
Drawing Title
Proposed Elevations

Date	05.11.19	Scale	As Noted@A3	Drawn by	SJ
Project No	093	Drawing No	006	Revision	A



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Application Number	Expiry Date	Parish	Ward
193417	17/04/2020	Wokingham Without	Wokingham Without

Applicant	Martin Breddy
Site Address	Squires Garden Centre Heathlands Road Wokingham RG40 3AS
Proposal	Full application for the proposed erection of a single storey structure to form a kitchen with associated fridge/freezer unit plus extension of existing café terrace, installation of an infill canopy over rear entrance and erection of a new 2 metre high metal mesh fence to the southwestern part of the site boundary
Type	Full application
Officer	Baldeep Pulahi
Reason for determination by committee	Major application (site area > 1 hectare)

FOR CONSIDERATION BY	Planning Committee on Wednesday, 11 March 2020
REPORT PREPARED BY	Assistant Director – Place

SUMMARY
<p>The application site is located outside of settlement limits and is within the Countryside.</p> <p>The site is known as Squires Garden Centre on Heathlands Road and comprises a two storey building with pitched roof with green houses to the side and rear. There are two separate gates, one entrance and one exit, leading directly into the carpark and the surrounding area consists of a mixture of residential properties, commercial sites and Heathlands Farm to the east.</p> <p>The application seeks to enlarge the kitchen facilities associated with the existing garden centre café at the eastern side of the building and includes the erection of a single storey kitchen structure to the rear of the building with associated fridge/freezer unit, relocation and extension of the existing café terrace and enlargement of the internal restaurant space as well as the installation of an infill canopy over the northern/rear entrance to the retail part of the garden centre and erection of a new 2 metre high metal mesh fence to part of the southwestern boundary.</p> <p>The proposed alterations/additions are modest works with an acceptable volume increase which do not harm the character and appearance of the wider area and accord with local planning policy. No objections are raised by consultees, neighbours, the ward member or Parish Council. It is considered the proposal complies with the Council's Development Plan and is recommended for approval without any restrictive conditions.</p> <p>The application is before the planning committee as it is a major development as the red line site area is in excess of one hectare.</p>

PLANNING STATUS
<ul style="list-style-type: none"> • Countryside • Farnborough Aerodrome consultation zone • Special Protection Area – 5 and 7 km • Groundwater protection zone

- Landfill consultation zone
- Minerals consultation zone
- Nuclear consultation zone
- Contaminated land consultation zone

RECOMMENDATION

That the committee authorise the GRANT OF PLANNING PERMISSION subject to the following:

Conditions:

1. Timescale

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In pursuance of s.91 of the Town and Country Planning Act 1990 (as amended by s.51 of the Planning and Compulsory Purchase Act 2004).

2. Approved details

This permission is in respect of the submitted application plans and drawings numbered Existing Site Plan PL1901, Proposed Site Plan PL1902, Existing Elevations PL1903, Proposed Elevations PL1904, Existing and Proposed Elevations and Plan of New Fence PL1905, Existing Floor Plan PL1906, Proposed Floor Plan PL1907 and received by the local planning authority on 23/12/2019. 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.

Reason: For the avoidance of doubt and to ensure the development is carried out in accordance with the application form and associated details hereby approved.

3. Materials

The materials to be used in the extensions to the garden centre and the new boundary fencing are as specified on the approval drawings and application form

Reason: To ensure the appearance of the building and fencing is satisfactory.

Relevant policy – Core Strategy policies CP1 and CP3.

4. Drainage

No construction shall take place until details of the drainage system for the site have been submitted and approved in writing by the Local Planning Authority. The details shall include how the site currently drains and will be drained after proposed development with consideration to SuDS.

Reason: This is so prevent increased flood risk from surface water run-off. Relevant policy: NPPF Section 10 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Core Strategy Policy CP1 and Managing Development Delivery Local Plan Policies CC09 and CC10.

5. Landscaping

Prior to the commencement of the development, there shall be submitted to and approved in writing by the local planning authority a scheme of landscaping and boundary treatments and fencing, which shall include additional tree planting and a new hedgerow. The tree planting shall include species such as Oak, Scots pine, Hornbeam infilled where appropriate along the Heathlands Road frontage. The new hedge shall comprise native and mixed species found in the locality, including prickly plants such as Blackthorn, Hawthorn, Holly and planted to the rear of the tree screen. The boundary fencing is to be located behind the new hedgerow, consist of green mesh materials and comprise a 300mm gap between the bottom of the fence and ground level.

Planting shall be carried out in accordance with the approved details in the first planting and seeding seasons following the occupation of the building(s). Any trees or plants which, within a period of 5 years from the date of the planting (or within a period of 5 years of the occupation of the buildings in the case of retained trees and shrubs) die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species or otherwise as approved in writing by the local planning authority.

Reason: To ensure adequate planting in the interests of visual amenity and to ensure the protection of existing trees and the free movement of wildlife through the site. Relevant policy: Core Strategy policies CP1, CP3 and CP7 and Managing Development Delivery Local Plan policies CC03, TB21 and TB23.

Informatives:

1. The applicant is reminded that should there be any change from the approved drawings during the build of the development this may require a fresh planning application if the changes differ materially from the approved details. Non-material changes may be formalised by way of an application under s.96A Town and Country Planning Act 1990.
2. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development as set out in the NPPF.

RECENT PLANNING HISTORY		
Application Number	Proposal	Decision
F/2004/1098	Proposed erection of a horticultural plant shade for the protection of plants & shrubs.	Approved 03/11/2004
153311	Four advertising signs and four directional signs	Approved 22/02/2016
161461	Full application for the reconfiguration of car park including formally laying out an additional 27 spaces and the relocation of compost area.	Approved 20/07/2016
192349	Application for advertisement consent for 4 no. non-illuminated directional hoardings and 1 no.	Approved 22/10/2019

	double-sided information hoarding at the accesses to the site onto Heathlands Road.	
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CONSULTATION RESPONSES	
WBC Environmental Health	No objections
WBC Drainage	No objections subject to conditions
WBC Highways	No objections
WBC Ecology	No objections
WBC Green Infrastructure	No comments received
WBC Landscape and Trees	No objections subject to conditions
WBC Cleaner and Greener	No comments received
WBC Sports Development (Planning Policy)	No comments received
South East Water	No comments received
Thames Water Utilities Ltd	No comments received

REPRESENTATIONS	
Wokingham Without Parish Council	No objection
Ward Members	No comments received
Neighbours	No comments received

APPLICANTS POINTS
<ul style="list-style-type: none"> • A new fence is proposed as the existing fence on the south west boundary is mostly missing and damaged- further to this it is a weak security area which encourages trespass and crime • The installation of a canopy is to cover the main entrance into the garden centre building as this area currently is not covered and is uncomfortable and unwelcoming for customers. The proposed canopy will match the existing canopies at the site. • The existing food preparation and pot wash facilities for the café/restaurant are inadequate and the restaurant staff are working in confined spaces not fit for purpose which can become unsafe and prevent staff from offering the best service • The proposed kitchen structure will accommodate efficient food preparation and separate pot wash facilities that will provide the staff with safer and better working environment. • To gain the lost café terrace space taken up the proposed kitchen structures it is proposed the café terrace will be extended approximately 7 metres to the south.

PLANNING POLICY		
National Policy	NPPF	National Planning Policy Framework
Adopted Core Strategy DPD 2010	CP1	Sustainable Development
	CP3	General Principles for Development
	CP6	Managing Travel Demand
	CP7	Biodiversity
	CP8	Thames Basin Heaths Special Protection Area
	CP9	Scale and Location of Development Proposals

	CP11	Proposals outside development limits (including countryside)
Adopted Managing Development Delivery Local Plan 2014	CC01	Presumption in Favour of Sustainable Development
	CC02	Development Limits
	CC03	Green Infrastructure, Trees and Landscaping
	CC04	Sustainable Design and Construction
	CC07	Parking
	CC09	Development and Flood Risk (from all sources)
	CC10	Sustainable Drainage
	TB18	Garden Centres and Other Small Rural Units outside Development Limits
	TB21	Landscape Character
	TB23	Biodiversity and Development
Supplementary Planning Documents (SPD)	BDG	Borough Design Guide

PLANNING ISSUES

Description of Development:

1. The proposal includes the erection of a single storey structure to form a new kitchen with associated fridge/freezer unit on the eastern side of the site plus the relocation of the existing café terrace (including a net reduction of 18m²), a 104m² increase in the restaurant seating area within the garden centre building and relocation of the soft play area.
2. The proposed single storey structure would be 10.1 metres deep, 6.1 metres wide and 2.6 metres high. The associated fridge would be 3.6 metres deep 2.4 metres wide and 2.1 metres high. The freezer would be 1.8 metres deep 1.8 metres wide and 2.1 metres high. The proposed single storage structure with the associated fridge and freezer would be constructed in materials to match the existing café.
3. The proposal also includes the installation of an infill canopy over rear entrance and erection of a new 2 metre high metal mesh fence. The infill canopy would be installed to cover an area between the main entrance and into the garden centre building. The proposed fence would be located on the south west boundary of the site. It would be 2 metres high and would span across the boundary for 15 metres. The proposed fence would be constructed of mesh material and would be positioned behind the existing hedging on the boundary.

Principle of Development:

4. The National Planning Policy Framework has an underlying presumption in favour of sustainable development which is carried through to the local Development Plan. The Managing Development Delivery Local Plan (MDD) Policy CC01 states that planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise.

Location in the Countryside

5. The site is located outside of settlement boundary and within the countryside. Policy CP11 of the Core Strategy would not normally permit development proposals outside of development limits except where:
 1. It contributes to diverse and sustainable rural enterprises within the Borough or in the case of other countryside based enterprises and activities, it contributes or promotes recreation in and enjoyment of the countryside and
 2. It does not lead to excessive encroachment or expansion of development away from the original buildings
 3. It is contained within suitably located buildings which are appropriate for conversion or in the case of replacement building would bring about environmental improvement or
 4. In the case of residential extensions does not result in inappropriate increases in scale from or footprint of the original building
 5. In case of replacement dwellings the proposal must
 - a. Bring about environmental improvement or
 - b. Not result in inappropriate increases in the scale for of footprint of the original building
 6. Essential community facilities cannot be accommodated within development limits or through the reuse/replacement of an existing building
 7. Affordable housing on rural exception sites in line with Policy CP9
6. In this case the proposal would contribute towards a sustainable rural enterprise within the borough and would not lead to excessive encroachment or expansion of development away from the original buildings.
7. It is also consistent with Paragraph 83 of the NPPF, which states that decisions should enable the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings, the development and diversification of agricultural and other land-based rural businesses and the sustainable rural tourism and leisure developments which respect the character of the countryside.

Rural Retail

8. Policy TB18 of the Core Strategy states that proposals for the expansion of retail development outside development limits may be permitted where it is demonstrated that it is connected to or adjacent to the primary holding, it is economically related to the primary holding and is ancillary to the primary existing use and that there would be no adverse impact on the vitality or viability of retail centres, neighbourhood or village shops within the locality.
9. The proposal involves a 138m² increase in the café use, as a result of the kitchen extension and relocation of the soft play area into an existing storage area. The rest of the garden centre comprises of 1775m² of retail floorspace, 935m² of outdoor greenhouses and 675m² of storage and stock room. At 545m², the café and soft play area represents 13% of the rest of the garden centre i.e. the garden centre buildings on the site, including of retail space, greenhouses and back of house which is comfortably within the scope of being ancillary. It also remains connected to the main garden centre use and would not pose any adverse impact upon the viability of other cafes in the locality, including in terms of the relationship with the

Holme Grange Craft Village, which includes Class A3 cafés. It would therefore be acceptable in terms of Policy TB18.

Sustainability

10. Policies CP1, CP6 and CP11 of the Core Strategy permit development where it is based on sustainable credentials in terms of the promotion of sustainable transport. The site is not sustainably located in terms of proximity to public transport. However, the increase in floorspace is modest and as it retains an ancillary form. Moreover, most customers visiting the café will have already visited the retail section of the garden centre and as such, there is likely to be a minimal increase in additional car movements.

Character of the Area:

11. The site currently comprises a two storey building with pitched roof with greenhouses to the side and rear. There are two separate gates, one for entrance and one for exit, leading directly into the carpark.
12. The proposed single storage structure with the associated fridge and freezer would be located within the garden centre grounds at the rear of the site. As such, it would not be visible from the public highway. It is also modestly proportioned in terms of height and volume and in relation to the existing garden centre building. Therefore the development would not cause harm to the character and appearance of the wider area.
13. The proposed infill canopy would be installed to cover an area between the main entrance and into the garden centre building. The design of the canopy would match the existing canopies on site and would not be visible from outside the perimeter of the garden centre, therefore there is no adverse effect on the character and appearance of the wider area.
14. The proposed fence would be installed on the south west boundary of the fence and would be positioned near but not on the boundary, being behind the existing trees and hedging on the boundary. The design of the fence (including height and materials, which is conditioned as green weldmesh) would not cause harm to the character and appearance of the wider area.
15. Notwithstanding this, the Council's Landscape Officer has recommended that the fence be screened by vegetation with a 100mm gap between the base of the fence and the soil. There are opportunities for the existing tree screen to be enhanced by new tree planting such as Oak, Scots pine, Hornbeam etc with a new native hedge to the rear of the tree screen with species found in the locality such as prickly plants such as Blackthorn, Hawthorn and Holly, with the fence behind. This would necessitate a minor change to the location of the fencing as part of the submission of a planting plan as a pre-commencement condition in Condition 4.

Residential Amenities:

16. There are no immediate residential neighbours and there are no foreseeable amenity issues for neighbouring amenity and no objection is raised.

Access and Movement:

17. The indoors restaurant space will increase from 146m² to 250m² and the terrace seating will decrease from 117m² to 99m². Overall, the seating area will increase by 86m². There are also increases to the back of house kitchen area allowing for a more efficient kitchen arrangement associated with the café. Despite its ancillary nature of the café in relation to the main garden centre, this would represent an increase of 17.2 car spaces (at a rate of one space per 5m²).
18. The Council's Highways Officer has reviewed the proposal and raised no objection. There is an existing carpark to the western side of the garden centre consisting of 61 car spaces with an additional overflow carpark to the north, with the last enlargement approved by planning application 161461. The car park is sufficient to accommodate the likely parking generation of the café and existing demand. The additional floorspace relates to improved kitchen facilities as part of an existing café with an appropriate reallocation, rearrangement and increase in seating area. It is not envisaged that there will be any significant increase in footfall to the café, particularly given its ancillary nature and it is unlikely that it will result in any detrimental highway impact.
19. An existing delivery area is located to the eastern side of the garden centre, which is sufficient for delivery requirements. There are also no objections in terms of traffic generation with the existing access arrangements to Heathlands Road satisfactory.

Flooding and Drainage:

20. The development is in Flood Zone 1 and whilst there will be increase in impermeable area the Council's Drainage Officer has no objection to the principle of the development. As no existing and proposed drainage details have been provided such details are to be secured via a planning condition.

Landscape and Trees:

21. The site is located in the countryside and in Landscape Character Area N1 'Holme Green pastoral Sandy Lowland' a landscape of moderate quality and sensitivity and a modest capacity for change. The landscape strategy is for enhancement of the existing character. The key issues affecting the landscape in this area is hedgerow loss and decline in hedgerow management as a result of the loss of small farms. The recommendations are to conserve the remaining hedgerows as important wildlife habitats and landscape features and promote management of hedgerows as coppice with Oak standards to form future timber trees. Reinstatement hedges in highly visible locations such as roadsides.

The Council's Landscape Officer raises no objection, subject to the aforementioned screening to the fence line, achieved via a Planting Plan secured via a planning condition. By ensuring that the fence does not extend to the ground, it would ensure that there is no adverse harm posed by groundworks on the root system of existing vegetation.

Environmental Health:

22. The area is listed as potentially contaminated on Council's inventory but given the minor scope of works, the WBC Environmental Health Officer has no objections to the proposal.

Ecology:

23. The site is located in habitat which matches that where bat roosts have previously been found in the borough and is surrounded by habitat suitable for use by foraging and commuting bats. However, the Council's Ecology Officer notes that it appears unlikely that the buildings would host roosting bats. Moreover, the habitats to be affected are of low ecological value and bats (and other protected species) are unlikely to be affected by the proposal and there are no objections on ecological grounds.

Thames Basin Heaths Special Protection Area:

24. Policy CP8 of the Core Strategy states that where development is likely to have an effect on the Thames Basin Heaths Special Protection Area (TBH SPA), it is required to demonstrate that adequate measures to avoid and mitigate any potential adverse effects are delivered. The subject property is located within 5km of the TBH SPA but the scope of the works are minor whereby there will be no foreseeable impact upon the SPA.

Community Infrastructure Levy:

25. The application is not liable for CIL payments because whilst it comprises additional retail floorspace, it is less than 100m² in area (The net increase of Class A floorspace irrespective of its specific use is 61m²).

The Public Sector Equality Duty (Equality Act 2010)

In determining this application the Council is required to have due regard to its obligations under the Equality Act 2010. The key equalities protected characteristics include age, disability, gender, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief. There is no indication or evidence (including from consultation on the application) that the protected groups identified by the Act have or will have different needs, experiences, issues and priorities in relation to this particular planning application and there would be no significant adverse impacts upon protected groups as a result of the development.

CONCLUSION

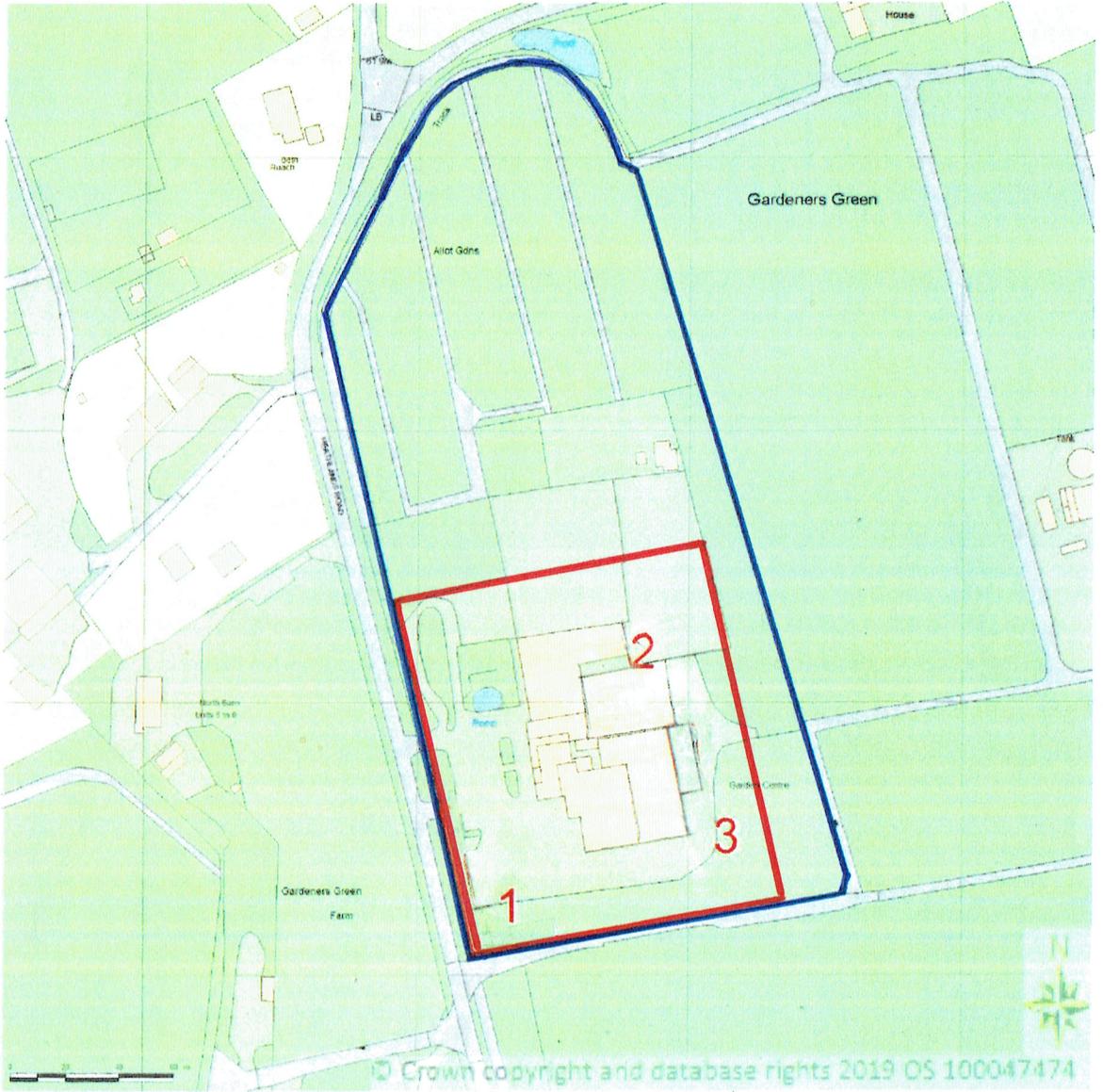
The proposal is considered to be acceptable in principle as it would contribute towards a sustainable rural enterprise and would not lead to excessive encroachment or expansion of development away from the original buildings within the countryside. The proposal would not have a harmful impact on the character and appearance of the wider area.

No harmful impacts would occur in regards to highways, drainage, landscape and trees, and environmental health. Therefore the proposal is considered to accord with local and national planning policy and is recommended for approval.

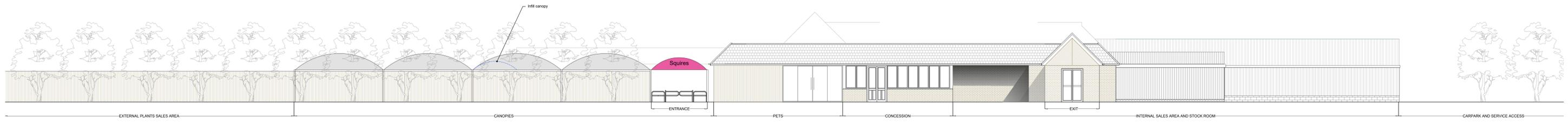
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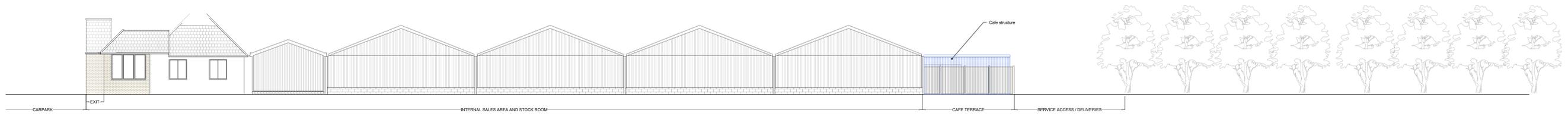
SITE LOCATION PLAN
AREA 16 HA
SCALE 1:2500 on A4
CENTRE COORDINATES: 482448, 166457



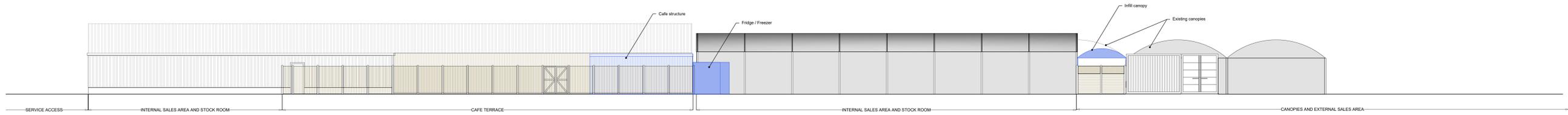
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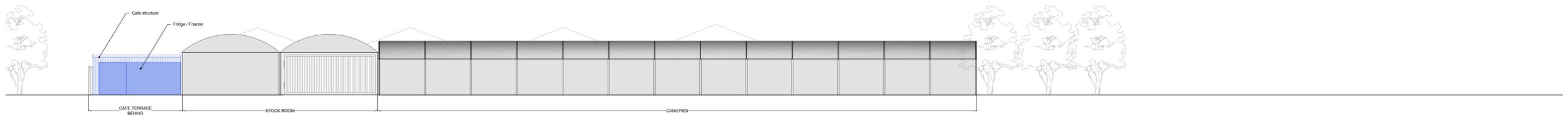
WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION

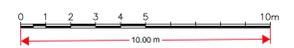


NORTH ELEVATION

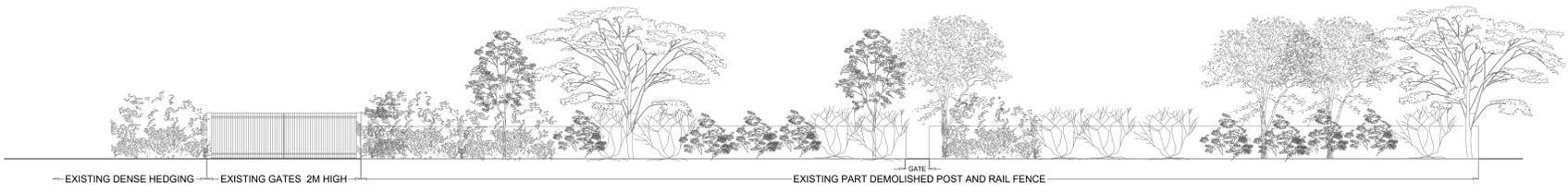
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SQUIRES GARDEN CENTRE PROPOSED IMPROVEMENTS
 PROPOSED ELEVATIONS

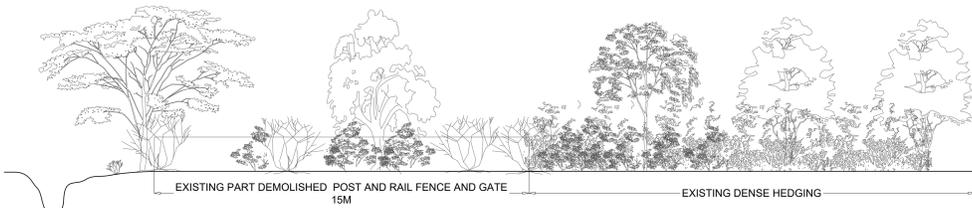
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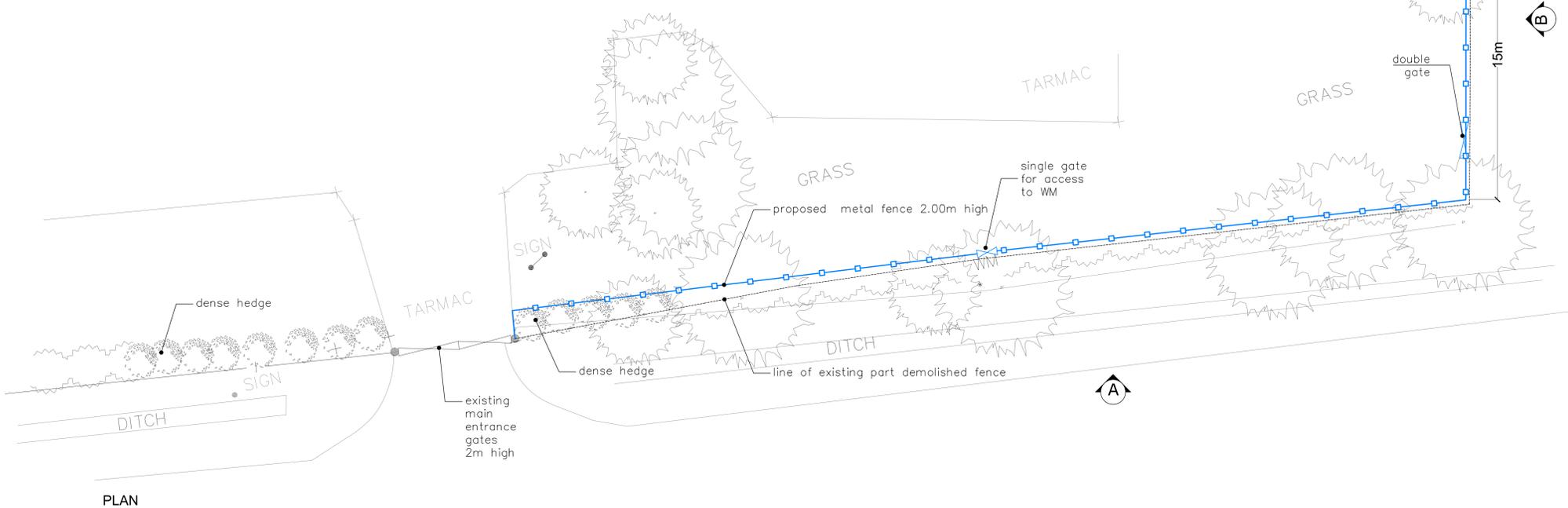
ELEVATION A (WEST) - EXISTING



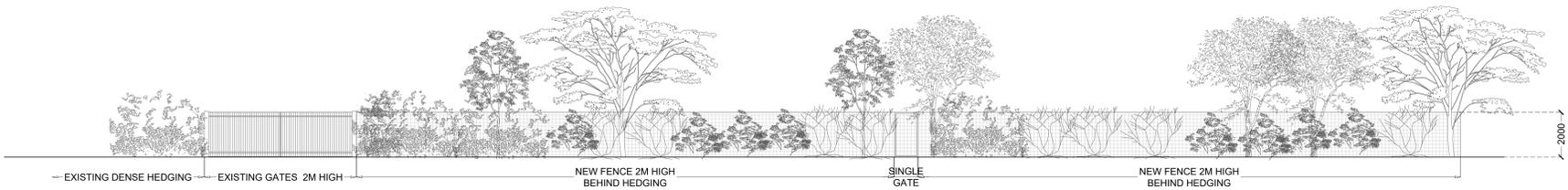
ELEVATION B (SOUTH) - EXISTING



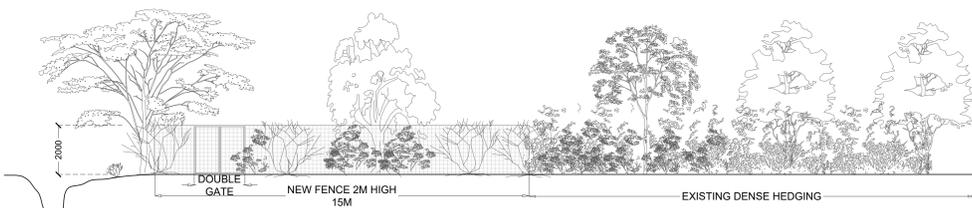
EXISTING VIEWS



PLAN



ELEVATION A (WEST) - PROPOSED



ELEVATION B (SOUTH) - PROPOSED



TYPE OF PROPOSED FENCE AND GATES



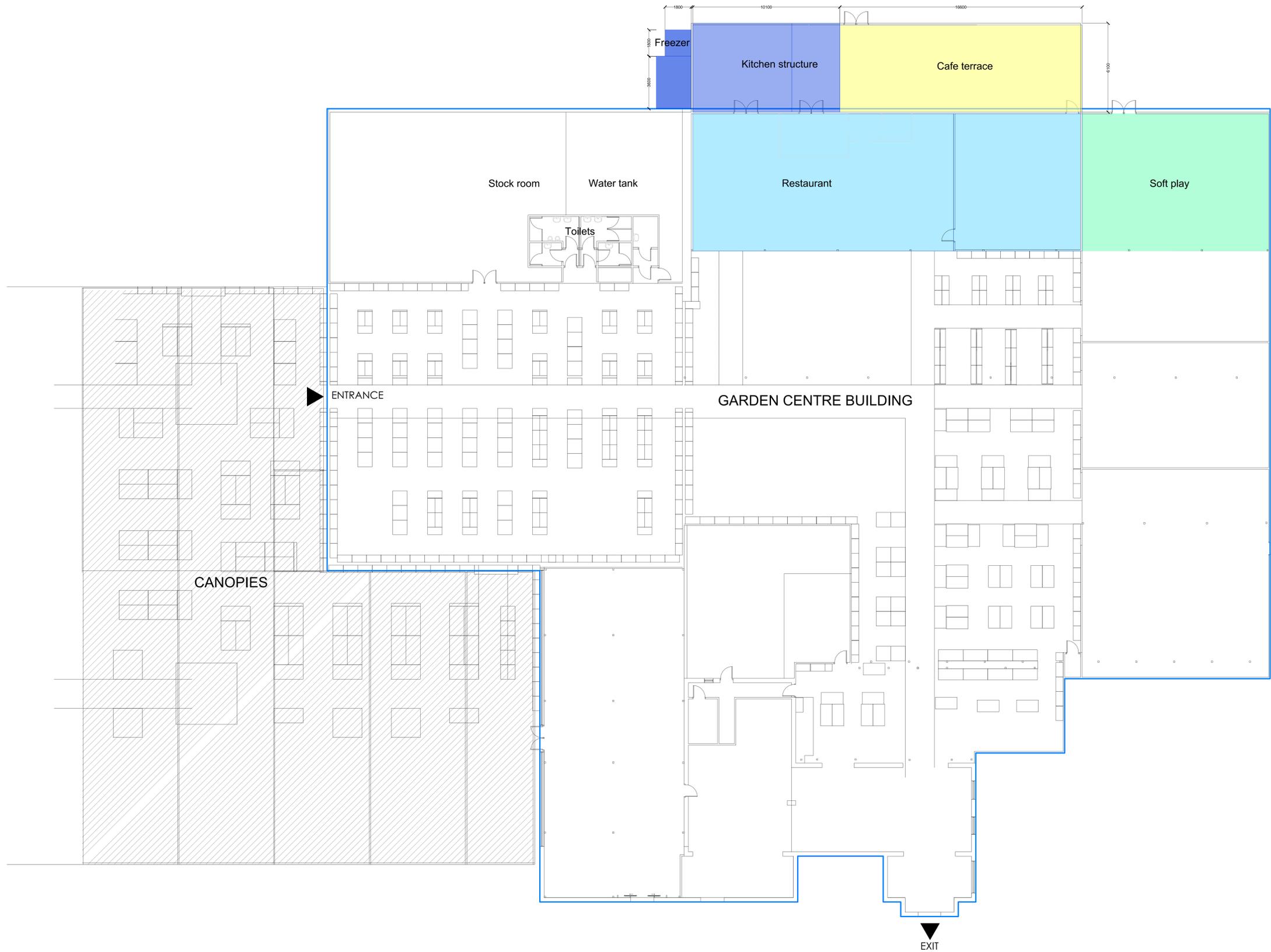
PROPOSED VIEWS

SQUIRES GARDEN CENTRE PROPOSED IMPROVEMENTS
PROPOSED FENCE

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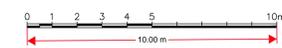


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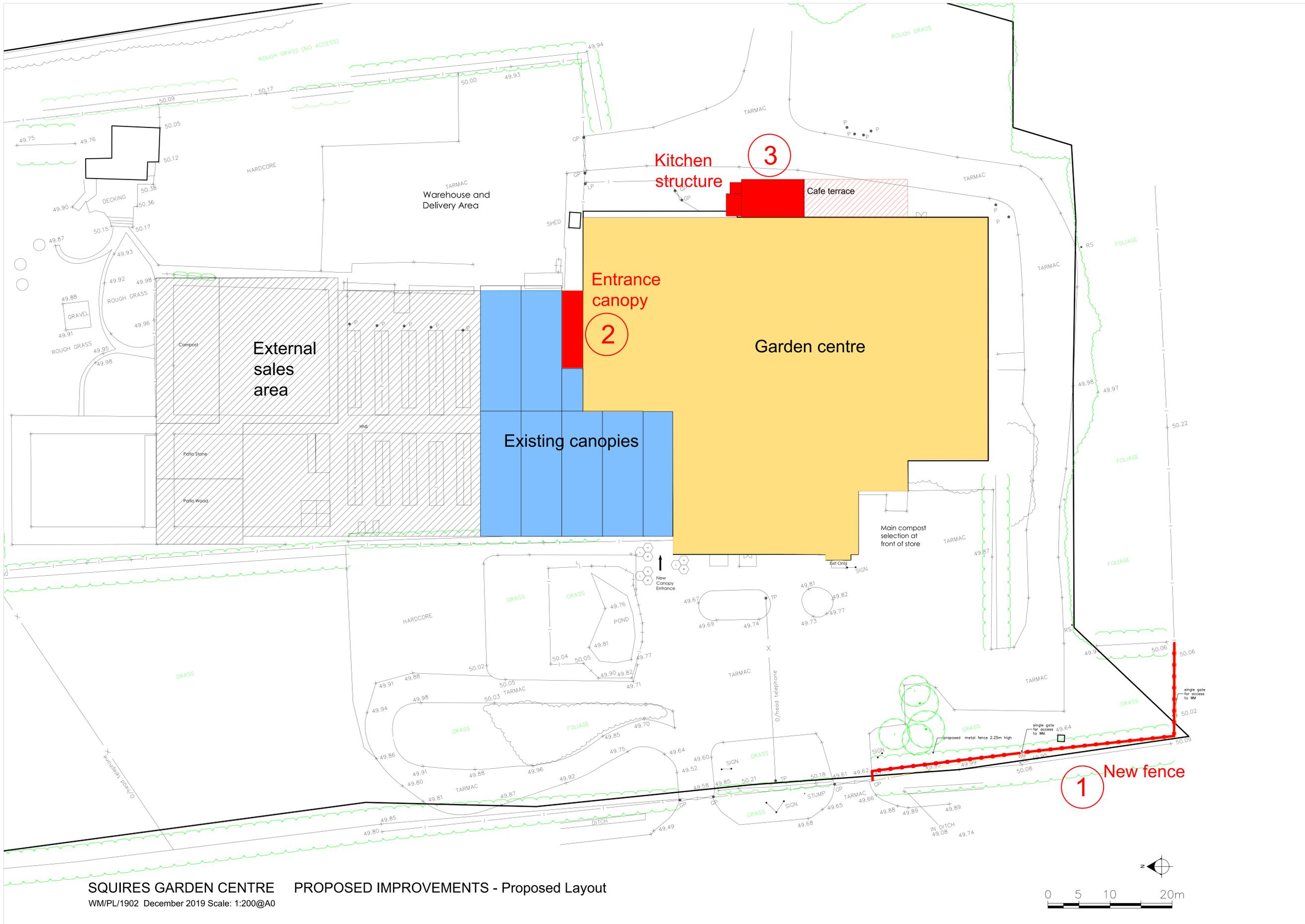


SQUIRES GARDEN CENTRE PROPOSED IMPROVEMENTS
 PROPOSED PLAN

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SQUIRES GARDEN CENTRE PROPOSED IMPROVEMENTS - Proposed Layout
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