

Agenda Item 105.

Development Management Ref No	No weeks on day of committee	Parish	Ward	Listed by:
163385	8/13	Finchampstead	Finchampstead South	WBC application/Major application

Applicant Location Sarah Dukes. Wokingham Borough Council.
Longmoor Lake, California Country Park. Nine Mile Ride. Finchampstead. RG40 4HU. **Postcode** RG40 4HU

Proposal Full planning application for the installation of vehicle overrun strips along the access road, formalisation of the existing car park and the construction of new car parks creating a total of 301 bays including disabled and public carrier vehicle bays, the removal of 73 trees and the planting of 85 trees, and erection of the tensile tent canopy adjacent to the Café, with associated provision for street furniture, lighting and landscaping, replacement of underground pumping station, upgrading of power supply with associated distribution boxes.

Type Major All other developments
PS Category 006
Officer Katie Herrington

FOR CONSIDERATION BY Planning Committee on 1st March 2017
REPORT PREPARED BY Head of Development Management and Regulatory Services

SUMMARY

The proposal forms part of a wider objective to improve the facilities within the park.

The application proposes to upgrade the infrastructure within the park, including formalising and extending the car parking facilities, new street furniture and improvements to the access road, in response to the increasing demand for use of the park.

The proposal forms part of a wider strategy to improve the parks facilities (not all of which is covered by this application). The current infrastructure within the park is not meeting current demands despite the introduction of a one way system. The principle issue insufficient parking capacity within the Country park to accommodate such demand during busy periods which include Saturdays and during the school holidays. The issue is that on some days the access into the park is being closed due to the existing car parking being full, resulting in vehicles parking on the nearby road network. Visitor demand into the site is likely to increase. The site is located within close proximity to the Arborfield SDL development and demand for the park is projected to increase as a result of this and the rise in the population of Wokingham generally.

The proposal increases the capacity of the car park to better accommodate demand during these busy periods and plans for the increased parking demand as a result of the neighbouring SDL development and increase in the population generally. The proposal does this by improving the access road by resurfacing it and providing vehicle over-run strips to allow vehicles to more easily pass each other.

The proposal formalises and increases the size of the existing car parking areas to the rear of the Café/restaurant and the eastern car park, and proposed a new car park and an overflow car park to the south.

The car park currently located to the side of the café is removed and replaced with a hard and soft landing scheme. A canopy is proposed to the side of the Café that would cover additional outdoor seating.

PLANNING STATUS

- SSSI 500M
- Badger Sett Consultation Zone
- SPA 5KM and &KM
- Public open Space
- Countryside

RECOMMENDATION:

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

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).
2. This permission is in respect of the submitted application plans and drawings numbered ASA-406-DR-001 Rev E, ASA-406-DR-002 Rev C, ASA-406-DR-003 Rev B, ASA-406-DR-005 received by the local planning authority on 16/02/2017. 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. The materials to be used in the construction of the external surfaces of the extension hereby permitted shall be those as stated on the approved plans.
Reason: To ensure that the external appearance of the building is satisfactory. Relevant policy: Core Strategy policies CP1 and CP3
4. Prior to commencement of the approved car park details of a drainage system for the site shall be submitted to and approved in writing by the local planning authority. The details shall include:
 - A 40% assessment for climate change to be included within the calculations to ensure that flood risk on or off site is not increased.*Reason: This is to ensure that the development does not increase flood risk on or off site.*
5. Prior to the commencement of development of the proposed car park, full details of both hard and soft landscape proposals shall be submitted to and approved in

writing by the local planning authority. These details shall include, as appropriate, proposed finished floor levels or contours, means of enclosure, car parking layouts, other vehicle and pedestrian access and circulation areas, hard surfacing materials and minor artefacts and structure (e.g. furniture, play equipment, refuse or other storage units, signs, lighting, external services, etc). 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.

All hard and soft landscape works shall be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a timetable approved in writing by the local planning authority. 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 (and TB06 for garden development)

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

7. Prior to the completion of the car park hereby permitted details of secure and covered bicycle storage/ parking facilities for the users of the park shall be submitted to and approved in writing by the local planning authority. The cycle storage/ parking shall be implemented in accordance with such details as may be approved within 3 months of the first use of the new car park development hereby permitted, 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. Relevant policy: NPPF Section 4 (Sustainable Transport) and Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

8. Details of the proposed street furniture (tables and chairs, 'bar', bollards and lighting columns) shall be submitted to and approved in writing by the local planning authority. The stated street furniture shall be implemented in accordance with such details as may be approved.

Reason: for clarity and in the interest of the character of the area. Relevant policy: NPPF Section 4 (Sustainable Transport) and Core Strategy policies CP1,

CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

9. Prior to any works commencing a detailed strategy for reptile and glow worm mitigation and compensation in line with the outline recommendations given in the submitted Ecological Assessment (Anthony Stiff Associates, Issue 01, November 2016) shall be provided to the local authority for approval. Once approved the strategy shall be implemented in full unless otherwise agreed by the local authority in writing.

Reason: To ensure that the proposal is in accordance with the Wildlife and Countryside Act 1981 (as amended), Section 41 NERC Act re. UK Biodiversity Action Plan Priority Species (Species of Principal Importance), and complies with Planning Policies for Wildlife including CP7 of the Wokingham Borough Core Strategy (2010), and the National Planning Policy Framework.

10. Prior to the installation of any lighting, a “lighting design strategy for biodiversity” for light sensitive species, that also considers the impact of lighting upon residential amenity shall be submitted to and approved in writing by the local planning authority. The strategy shall:
- a) Identify those 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
 - b) Show how and where external lighting will be installed so that it can be clearly demonstrated 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.
 - c) Clearly specify the type of lighting and lighting spread proposed to establish its potential impact upon residential amenity.
 - D) Specify hours of illumination.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. No other external lighting shall be installed without prior consent from the local planning authority.

Reason: To maintain favourable conservation status of the site for protected species and species of principal importance.

Informatives

1. 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.
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. This planning application has been the subject of positive and proactive discussions with the applicant in terms of:

- Amending plans relating to concerns with impact upon residential 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

F/2014/2293	Application for the erection of a single storey rear extension to provide enlarged kitchen (Retrospective). 2/12/2014
F/2003/8771	Proposed change of use of teaching building to use for visitor centre with catering services (A3). Approved. 20/06/2003.
29141	Approval of a single storey interpretation centre to replace demolished existing outbuildings.

SUMMARY INFORMATION

Site Area	3.42 Ha
Existing use	Country Park (D2)
Proposed use	No change. Country Park (D2)
Existing parking spaces	Approximately 150-180 bays (Informal/unmarked bays)
Proposed parking spaces	301 bays including 21 disabled bays and 4 coach bays
Cycle bays	42 Bays – 24 in the 'North car park' 18 bays in the lower car park.
Motorcycle bays	7
Trees proposed to be removed	73
Trees proposed to be replanted	80

CONSULTATION RESPONSES

Thames Water	No comments received.
WBC Biodiversity	No objection subject to condition 10 and 11.
WBC Environmental Health	No objection subject to condition 10.
WBC Drainage	No objection subject to condition 4
WBC Conservation & Listed Building	No comments received.
WBC Highways	No objection
WBC Tree & Landscape	No objection subject to conditions 5 and 6
WBC Waste Services	No comments received.

REPRESENTATIONS

Finchampstead Parish Council:

- Traffic calming measures on the access road are unclear (See **paragraph 17**)
- Areas for the new parking are currently used by the Scout Group and would

curtail their activities

- Letter from resident suggests that the Park boundaries are incorrect (*the site plan has been amended*)
- The Parish has concerns with the 'funky seating' and features planned for the area around the Café. (*The seating area is being dealt with by of **condition 8**, it is understood that the park and Parish are discussing the matter*)
- Extension of parking area close to the hut would create a safeguarding issue – require fencing or other means to ensure the safety of young people (see **paragraph 18**)
- Seek assurance that people dropping off and collecting young persons would be exempt from the parking charges (*Parking charges are not relevant to the determination of this application.*)

Local Members: No comments received

Neighbours: 19 objections;

- Boundaries are not drawn correctly (*the site plan has been amended*)
- Not been consulted – (*the green inline of the consultation map is drawn within a statutory specified distance and an advert is placed in the local newspaper*)

Impact upon residential amenity

- Issues of noise (day and night), privacy, lighting and wildlife (See **paragraph 30-39**)

Impact upon the users of the scout hut

- Proposed parking will take up the space (west of the hut) used by the scouts (See **paragraph 41**)
- Want less parking more green space can't parking be put to the east of the site away from scout hut? (*Officer comment : the committee can only consider the application before them*)
- Issues of safeguarding as people will be close to the scout hut
- Increased traffic would make safety more challenging (Scout hut). Require traffic calming measures by the scout hut.(See **paragraph 17**)

Ability for the park to accommodate increased visitor numbers

- Park facilities (café and playground) can't accommodate for proposed number of visitors.
- Shouldn't expenditure be better placed improving facilities? including activities to draw visitors to other parts of the site.
- No public toilets proposed – what happens when the café is shut?
- Beauty of the park is that you can move around it without being swamped by visitors.
- No improved planning for improved toilet facilities for number of to the park.
- Too many parking spaces for the activities (See **paragraph 15 and 16**)
- Money should be spent elsewhere (*Issues of funding is not relevant to the determination of this application*)

Officer comment: Further improvements of the facilities of the site do not form part of this application but are understood to be under consideration by the park.

Highway issues

- Money wasted on large and underused car park – should be promoting cycling instead. (See **paragraph 15-21**)
- Two-way system is dangerous compared to one way system. (See **paragraph 17**)
- No motorcycle bays (*7 motorcycle bays have been provided on the revised plans*)
- The access road will need improvement to accommodate additional traffic (**See paragraph 15 - 17**)
- Car park does not make good use of space needs to be conservative (See **paragraph 22 – 28**)
- There would be an increased impact upon the local highway (See **paragraph 15 - 16**)

APPLICANTS POINTS

- Over a number of years customer consultation has highlighted the need for improved and visitor welcome arrangements at the Country Park both in terms of condition and space availability.
- We do not have enough capacity within the Country Park for busy days it is not unusual to have to effectively close the country park access road during the summer season thereby introducing car parking onto the nearby road network. The situation is set to get worse with the growth of the population of the borough notwithstanding the efforts to promote sustainable transport.
- A survey carried out in 2008 shows that most people travel by car (73%). In this respect and there needs to be a car management plan: parking needs to be perceived to be safe and accessible while at the same time the impact of cars on amenity is reduced.

PLANNING POLICY

National Policy	NPPF	National Planning Policy Framework
Adopted Core Strategy DPD 2010	CP1	Sustainable Development
	CP2	Inclusive Communities
	CP3	General Principles for Development
	CP6	Managing Travel Demand
	CP7	Biodiversity
	CP9	Scale and Location of Development Proposals
	CP11	Development outside Development Limits.
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
	CC06	Noise
	CC07	Parking
	CC09	Development and Flood Risk
	CC10	Sustainable Drainage
	TB21	Landscape Character
Supplementary Planning Documents (SPD)	BDG	Borough Design Guide – Section 7

PLANNING ISSUES

Description of Development:

1. Such improvements to the infrastructure of the park forms part of a wider scheme to improve the facilities within the park which is not covered by this proposal.
2. The scheme is to enable the upgrading of the park infrastructure within California Country Park including formalising and increasing the parking provision on the site, improvements to the access road, new hard and soft landscaping and a tensile canopy over seating associated with the Café/ restaurant.
3. The existing car parking areas (east car park and north car park) are to be formalised and extended.
 - a. The East car park will have 33 spaces including 6 disabled bays.
 - b. The North car park will have 85 spaces including 6 disabled bays.
 - c. The parking area to the side/ front of the Café is to be removed and replaced as part of a seating area.
4. Two new car parks are to be formed to the west and the south of the site.
 - a. The lower car park would provide 98 parking spaces including 7 disabled bays and 4 mini-bus bays. An overspill park would provide an additional 76 spaces.
 - b. The mid car park would provide 19 spaces including 2 disabled bays.
5. There is an existing track leading to the west of the site linking to the staff parking area to the rear of the café/ restaurant. This track is proposed to be modernised to include paths, an asphalt road with 'over run' strips to allow vehicles to pass each other and traffic calming. The existing road currently heading north towards the lake would be pedestrianised.
6. The proposal would include a canopy that would extend to an area of seating by the café/ restaurant. The existing car park adjacent to the café is to be removed and instead a scheme of hard and soft landscaping, including seating, is proposed.

7. Lighting and servicing is proposed, this includes;
- a. Illuminated bollards lining the access from Nine Mile Rise and the roadway linking the car parks
 - b. Illuminated bollards around the café area
 - c. A 5 metre lighting post at the junction to the access
 - d. 5 metre lighting posts in the North car park
 - e. An electric substation and associated servicing improvements.

Principle of Development:

8. 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.
9. The site is located outside of the development limits in the countryside and therefore policy CP11 applies.
10. Policy CP11 states that in order to protect the separate identity of settlements and maintain the quality of the environment, proposals outside of development limits will not normally be permitted except within the listed exemptions.
11. Exemption 1 relates to where the proposal would contribute to diverse and sustainable rural enterprises within the borough or in the case of other countryside based enterprises and activities, it contributes and/or promotes recreation in, and enjoyment of, the countryside.
12. The proposal would contribute to and promote recreation in and enjoyment of the countryside. It would do this by enabling more people to enjoy the countryside which is achieved by improving the Infrastructure of the park. Such infrastructure including increasing the parking capacity of the car park (including an overflow car park), enhancing the access, improving the café/ restaurant area with a canopy and outdoor seating, providing picnic tables around the park, improving lighting and renewing the services (electric and water).
13. The demand for the use of the park is demonstrated through the data of visitor numbers in the Transport statement, which are during the school holidays and Saturdays is significantly higher than what the current parking arrangements could accommodate. In addition, the Arborfield SDL development is within close proximity to the site and it is projected that as a result visitor numbers would increase. Whilst improvement to the footpaths/cycle ways are proposed as part of a 'Greenway' which is currently under consultation (See Appendix 1) it is projected that most vehicle movements would be by car. The proposed car parking spaces relate to the projected demands of the park.
14. Therefore, in principle the proposal would comply with Core Strategy Policy CP11, subject to other material considerations as set out in the rest of this report.

Transport:

Impact upon the highway

15. California Country Park is experiencing issues with parking stress during the summer months to the extent that it is not unusual to have to effectively close the country park access road during the summer season, resulting in car parking onto the nearby road network.
16. The proposal would go some way to avoid this situation, but also improve the capacity of the park for its users. The proposal would therefore reduce the risk of congestion on the highway by improving the capacity of the car park. The council's highways officer has no objection to the proposal.

Concerns about highway safety

17. Concerns were raised with regard to the safety of the two-way system proposed and its proximity to the Scout Hut. The plans have been revised to show traffic calming measures around the vehicle access route to the car parks. In addition, the road is designed to encourage slower speeds. The winding nature of the access, the vehicle overrun strips and narrow width of the road, the changes in colour of road surface with the footpaths crossing the road are likely to control the vehicle speeds. The introduction of formal footpaths and designated roads and parking bays would improve highway safety beyond that which exists. As such the proposal would comply with policy CP6 of the core Strategy.

Issues of safeguarding

18. Concerns were raised that the proximity of the car park to the Scout Hut would result in issues of safeguarding. The scout hut is currently located in a public area which is accessible by foot and vehicle and is not fenced off in anyway. Therefore there would not be an increased issue with safeguarding as a result of the proposal.

Transport Sustainability

19. Some concerns were raised by residents and users of the park regarding the provision of parking within the proposal and the absence of a scheme to improve cycle / walking access into the park. Whilst substantial parking provision is provided for the park, there is a new 'Greenway' proposed that would provide pedestrian and cycle access through the site.
20. A new 'Greenway' (which is a continuous general traffic free multi user route) is currently under consultation that would link Finchampstead (the FBC Centre) to the homes in Arborfield Green (the former Arborfield Garrison) via California Country Park (See appendix 1 for further information).
21. The proposal also includes the provision of new cycle bays and pedestrian access through the site. The details of the cycle bays are dealt with by way of condition. As such the proposal would comply with Policy CP6 and CP3 of the core Strategy.

Character of the Area:

22. The development, due to its location within the park, would not have an impact upon the character of the street scene, but the proposal would have an impact upon the character of the Country Park and the verdant nature of the countryside.
23. Exemption 2 of Core Strategy Policy CP11 relates to development not leading to the excessive encroachment or expansion of development away from the original buildings.
24. The proposed tensile structure would project from the Café towards established areas including the Kiosk and existing parking area. The structure does not have sides and as such would be less visually intrusive. The canopy is a tensile structure that would not appear significantly out of keeping adjacent with the setting of the café/restaurant and the country park.
25. The proposed parking areas cover a larger area of the south and west of the site than the existing parking provision. The proposal has used a variety of materials and textures in order to both minimise the impact of the hardstanding/surfacing upon the otherwise rural and forested character of the country Park, whilst providing a suitable and all weather usable surface for vehicles and pedestrians.
26. The lower car park, middle car park, and eastern car park consist of a similar mix of materials. This includes a gravel grid, grass grids, and grassed areas and landscaping. The upper car park consists of block paving, granite setts, resin bound aggregates. The main access road is constructed of Asphalt with overrun strips of gravel grid.
27. Where possible, parking is located amongst the trees in gaps in their coverage to lessen the number of trees lost, but also the proposal incorporates the trees within the parking layout. As such, the proposal would comply with policy CP1, CP3 and CP11 of the Core Strategy.

Impact upon Trees

28. The proposal, in order to accommodate the proposed parking areas, involves the loss of some trees and replacement landscaping. The proposed car park would result in the removal of 73 trees and the planting of 85 replacement trees. The trees to be lost mostly consist of moderate to low category trees (34 in Category C and U, 17 in Category B/C, and 15 in Category B). The number of trees proposed to be replaced exceeds that lost which helps to partially mitigate the harm caused by the loss of these trees, but also that the landscape impact is reduced since more trees of a similar quality are being retained. The car parks have also been designed to fit within the trees where possible and designed to incorporate trees within the parking areas to help maintain the parkland character of the area.
29. The Council's Tree and Landscape officer has no objection to the proposal, but submitted landscape and planting plans require some alteration and therefore have been conditioned (See **condition 5 and 6**). The proposal would otherwise accord with policies CP1 and CP3 of the Core Strategy and TB21 of the

Managing Development Delivery Document.

Residential Amenities:

Overlooking, overbearing, and loss of light.

30. Some of the proposed parking bays of the lower car park would be located close to the units of the 'California Caravan Park'. The proposal has been revised to move some of the parking bays away from the boundary of the site. A native hedge and tree planting is proposed around this boundary in order to screen the car parking area from this residential area. Given such screening, there would be no loss of privacy and the proposal would not appear overbearing or result in a loss of light.

Pollution (noise, light and pollution)

31. Concerns were raised that the proposal would result in issues of noise, and light pollution.

Noise

32. Concerns were raised by the residents that the proposal would result in additional noise and light pollution.

33. The existing park car parks are open between 9 – 6pm Monday - Sunday. The restaurant which had a later opening is no longer in operation.

34. The North car park, accommodating 85 bays, is located next to the café/ restaurant and is likely to be used by the users of the restaurant given its proximity. The lower car park is located closest to residential units of the California Country Park Home site.

35. The lower car park has been revised to remove the bays closest to the residential unit's number 58, 59, and 60 to reduce the impact of the vehicles in terms of light and noise.

36. Plots 58 and 59 are located adjacent the overflow car park area. This is to be used in peak times as an overflow car park which is normally during the summer and is likely to be restricted to day light hours. It is considered that additional noise generated would be limited and would be partially dampened by the proposed boundary treatment. The proposal would not result in a significant adverse impact to residential amenity by way of noise.

Light pollution

37. The proposal includes lighting columns along the access road from Nine Mile Ride along the formalised road to the car parking areas and around the North car park and café area. The lighting along the access road from Nine Mile Ride and along the formalised access consist of bollards balled 'A' light spread that is concentrated close to that bollard and therefore would not result in light pollution to the residents. There is a lighting column labelled B at the junction close to the eastern car park. This is a 5 metre post top lantern with a wider light spread.

However, such light spread would not result in light pollution to the adjoining residential occupiers the lamp type can be secured by condition (See **condition 10**).

38. Issues of light pollution to the residents of the California Country Park Home site would be limited given the condition to limit the hours of illumination, and proposed landscaping.

39. As such there would not be a harmful impact. As such, the proposal would comply with policy CP1 and CP3 of the Core Strategy.

Ecology:

40. The proposal has been assessed by the council's ecologist. The submitted ecological survey has made outline recommendations for reptile and glow worm mitigation during construction, whilst broadly acceptable more information is required. This has been addressed by **condition 10**.

Other issues:

The scouts use of the area to be taken up by the car park

41. Concerns were raised that the proposal would take up some of the area currently used by the Scouts during their activities. This is an issue which falls outside the scope of planning for it relates to specific lease agreement between the Scouts group and the Country Park. However, it is understood that the Scouts use the area of grass to accommodate the car park informally and it does not cover part of their lease. The area is currently used as overflow car parking and all this project does is to formalise this use and to increase the capacity.

Drainage.

42. The proposal site is located within Flood Zone 1. The application was accompanied with a drainage/flood risk assessment. The Council's Drainage Officer has no objection to the proposal and the general principles within the flood risk/drainage report, but requires some additional information. This can be dealt with by way of condition (Condition 4).

Community Infrastructure Levy:

43. As the proposal is for the formal creation of a car park and other infrastructure, it would not constitute CIL liable development.

CONCLUSION

The application is considered to be acceptable in principle as it would result in a development that would promote recreation and enjoyment of the countryside. The proposal has been designed to not result in the harmful encroachment of development into the countryside, and has been designed to minimise its impact upon the character of the park.

The proposal seeks to improve its infrastructure in order to accommodate both existing demand and future demand of the park. The design of the parking and associated access road would not result in issues of highway safety. The proposal would not result in harm to residential amenity, would not result in harm to wildlife, and would not result in issues of surface water flooding.

As such, the proposal is considered to accord with local and national planning policy and is therefore recommended for approval.

CONTACT DETAILS

Service	Telephone	Email
Development Management and Regulatory Services	0118 974 6428 / 6429	development.control@wokingham.gov.uk

This page is intentionally left blank