

Date: 07 January 2020
Application: 192637



WOKINGHAM
BOROUGH COUNCIL

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Pre-application Response Letter

Application Number: 192637

Site Address: Land at Eversley Road, Arborfield, RG2 9PJ

Expiry Date: 1 November 2019

Proposal: Pre-application advice for the proposed construction of a PFS comprising, forecourt and canopy with 8 fuel pumps, new store and car wash in addition to parking, air and water servicing, ATM, outdoor seating, bicycle parking, landscaping and access and associated works.

Dear Julian Sutton

I refer to your pre-application submission which was made valid on 4 October 2019. This letter highlights the issues identified with the proposal and provides further information on the key points. This is supplemented by information set out in appendices including relevant policies and guidance, planning history, consultee responses, validation requirements and notes on section 106 agreements and the Community Infrastructure Levy (CIL).

For your information, the content of this letter and its enclosures have not been subject of third party consultation with the neighbours, parish council or other local interest groups and, as such, the advice is provided without prejudice to the determination of any future planning application. We strongly advise that you carry out your own public consultation prior to the submission of an application. This enables the local community to be involved where there is a genuine opportunity to influence development. Demonstration of consultation through a Statement of Community Involvement would be useful at the application stage.

Proposal:

I understand you are also discussing an alternative location with my colleague Connor Corrigan, adjacent to the Arborfield Relief Road roundabout however for the purposes of this formal response, note I am commenting on the location further along on the A327. The application relates to an unmade 0.4ha site on the western side of the A327 (Eversley Road). It follows another recent pre-app for a similar scheme which was positioned at a future roundabout intersection of the A327 and the Arborfield Cross Relief Road (ACRR) on the western outskirts of the Arborfield Garrison (172869). The scheme is similar but has been moved to the north, away from the proposed roundabout junction with the new relief road, to be positioned on the existing A327. Existing surrounding land uses comprise farmland to the west and existing residential development across the A327 to the east and south, which forms part of the larger residential development in the Arborfield Garrison SDL area.

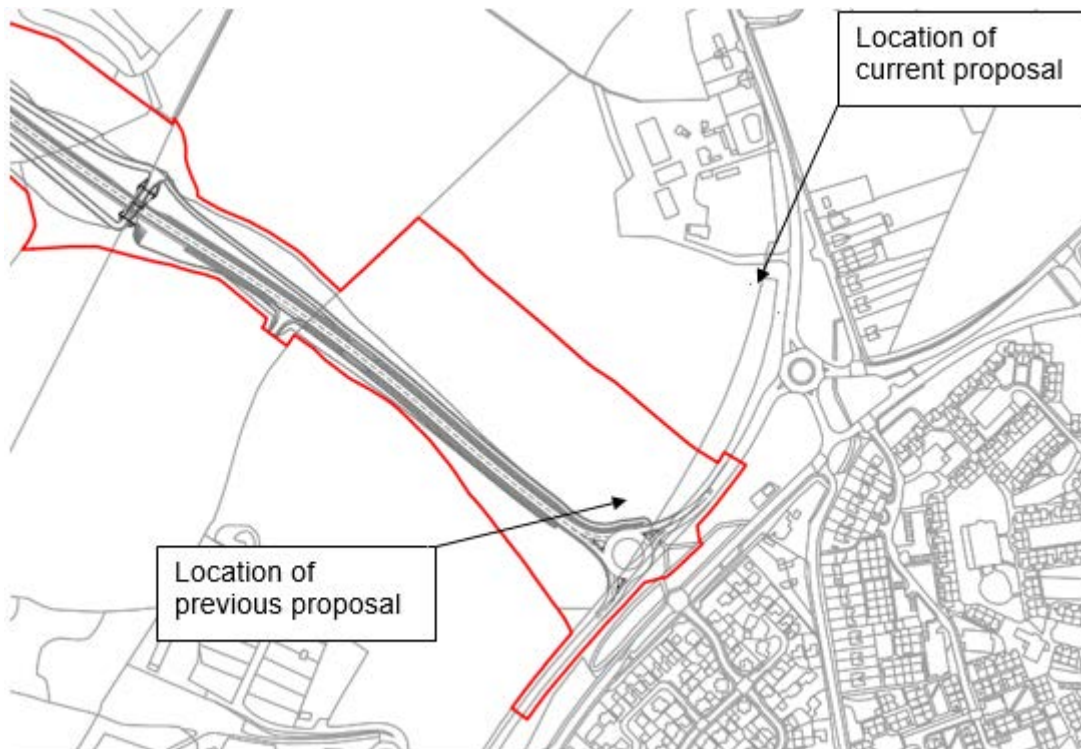
The proposal involves the construction of a new petrol station with canopy, convenience store, ATM, outdoor seating, bicycle parking, car wash (automatic and jet wash) and 27 parking spaces. A new access/egress would be formed on to the A327.

Regarding the previous pre-app for a new petrol station, it is noted that an initial pre-app response was issued by the local Planning Authority, which indicated that the proposal was likely to be acceptable in principle. However, further advice was provided by Connor Corrigan, the Service Manager for the Wokingham Strategic Development Locations by email and this indicated that the proposal would unlikely be acceptable in principle. This was primarily due to the location being sited where the Council are constructing the new road and at that time this would prejudice its delivery. This is discussed further in the 'principle' section of this letter. However it is understood that now the road is under construction and due to be completed in 2020 there may be opportunity to revisit this location. As advised above, I am not commenting on this proposal and I note you are in discussions with Connor Corrigan regarding this.

Assessment of Proposal & Key Issues:

Relationship with Arborfield Cross Relief Road

The previous pre-app relied on the approval of the Arborfield Cross Relief Road. The current proposal has been moved further to the north. The relief road was approved under application number 172209 on 23/01/2018 and was varied under application number 181802 on 03/09/2018. The below plan shows the proposed location of the road, including its junction with the A327 and the location of the current proposal and previous proposal:



Principle of Development:

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.

Policy CP4 of the CS requires the provision of infrastructure, services and community facilities relative to the scale of the development and Policy CP9 states that the scale of development must reflect the existing or proposed levels of facilities, services and accessibility. The proposal is close to the Arborfield Garrison SDL and the increase in traffic levels forecast through Arborfield Cross as a result of development across the Borough has led to the construction of the relief road. There are few fuel stations in the area, however in this instance, the site is located outside settlement limits within the countryside. As such, policy CP11 of the Core Strategy is relevant to the proposal. This policy does not normally permit development outside of development limits except if it:

- 1) *Contributes to 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; and*
- 2) *It does not lead to excessive encroachment or expansion of development away from the original buildings; and*
- 3) *It is contained within suitably located buildings which are appropriate for conversion, or in the case of replacement buildings would bring about environmental improvement...*

The NPPF supports the growth and expansion of all businesses in rural areas. However this would represent a new business. The documents submitted with this application submit that the proposal should be viewed as a community facility, due to the fact that many fuel stations are closing down. Community facilities are listed in CP1 of the Core Strategy.

The proposal would result in the expansion of new development, into the Countryside and away from any existing buildings. Therefore the principle of development in the countryside is generally considered unacceptable. However the Council recognises that there is a need for such a use in the local area. The current location however is considered inappropriate due to its siting as it is likely to draw traffic off the Arborfield Relief Road and through Arborfield Village, which is contrary to the objectives of the relief road. A location closer to or off the ARR is likely to be more acceptable.

Policy TB16 of the MDD states that applications for retail uses over 500m² will need to be accompanied by a sequential test and a retail impact test. However, given that the convenience store proposed would be less than 500m², these tests would not be required. TB18 relates to small rural units outside of development limits. This indicates that there should be no impact on the vitality or viability of retail centres, neighbourhood or village shops as a result of the provision of new units. , As such, any application should demonstrate that the proposed retail would not result in harm to the planned neighbourhood centre in the Arborfield Garrison SDL.

Character of the Area:

Notwithstanding the above conclusions, the proposal remains subject to Policy CP3 of the Core Strategy, which 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. In this case, it should relate appropriately to the countryside and should protect and enhance the landscape character of the area, particularly given its location on a green enhancement route.

This is outlined further in the following policies in the SPD:

- Policy NR1 states development should respond to key characteristics and features
- Policy NR2 states that proposals should improve the area
- Policy NR9 states that large floorplates must minimise impact upon the character of the area
- Policy NR10 states that car parking is to be unobtrusive and landscaped
- Policy NR11 requires that servicing be screened

Unlike the previous pre-app, no details have been submitted which properly outline the appearance of the proposal and therefore a definitive conclusion cannot be provided regarding the appearance of the site. This being said, it appears likely that the proposal would appear much like any other filling station and therefore it is assumed that the building will be single storey and the appearance is likely to be considered acceptable, notwithstanding the impact of the scheme on the open Countryside. Additionally, the previous pre-app considered the level of hardstanding proposed to be excessive and unacceptable. This is discussed further in the

'Highways' section of this report. Careful consideration would need to be given to illumination and any adverts.

Any full application should be submitted with details regarding the appearance of the scheme.

Landscaping and Trees:

Policy CC03 of the MDD Local Plan 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.

The Trees and Landscapes Officer has raised the following potential issues with the proposal:

- The extent of hard surfaces, amount of car parking (29 spaces as opposed to 32 previously proposed) increased size of shop in addition to other functions across the space.
- There are conflicts with existing trees and hedgerow and drainage ditch potentially.
- The proposed plan shows new planting, but it does not sufficiently replace the character of the existing shelterbelt or its density, looking tidier and managed as opposed to retaining the rural quality that is a key feature of the countryside in this area. Any scheme proposals should include the existing/remaining trees and hedges against the proposed and the proposed species and management to attain the character. More space is required or a review of the site boundaries in order to provide for additional landscaping to screen the development.

The site is located on Eversley Road, which is a nominated Green Enhancement Route. The supporting information states that '*The development proposals would facilitate the removal of several trees and an area of vegetation*' although the scheme layout submitted does include replacement tree planting, it does not reflect the character of the existing trees and hedgerows. A landscape design will be a condition of any planning permission which must consider existing landscape features (hedgerow or trees) and provide an appropriate landscape scheme consistent with its countryside location in accordance with Policies CC03 and TB21.

A full planning application will need to be accompanied by a Landscape and Visual Appraisal, Tree Survey and Arboricultural Impact Assessment. It should incorporate appropriate space around the site to retain the existing vegetation and to provide for landscape enhancements to minimise the landscape and visual impacts of the scheme.

Heritage and Conservation:

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that development must ensure the preservation of any nearby listed building, including its setting, Paragraphs 192-196 of the NPPF requires consideration of the harm to the significance of a designated heritage asset and Policy TB24 of the MDD Local Plan requires the conservation and enhancement of Listed Buildings, Historic Parks and Gardens, Ancient Monuments and Conservation Areas, including their views and setting.

The proposed building is approximately 70 metres from Ducks Nest Farm (house), a grade 2 listed building. This does not appear to have been discussed in the details submitted with this application. The NPPF requires applicants to describe the significance of any heritage assets affected and therefore this should be done in full if a full application is submitted.

Under paragraph 194 of the NPPF states that any harm to, or loss of, the significance of a designated heritage asset from its alteration or destruction, or from development within its setting), should require clear and convincing justification. The NPPF defines under Annex 2 : Glossary, the setting of a heritage as being:

'The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.'

The listed farmhouse sits within a large plot, with a historic barn to its north and extensive gardens to the south of it. Ducks Nest Farm site itself is bound on its eastern, road side, boundary by a high dense conifer hedging with hedging and trees along its southern boundary with the site. As such the listed farmhouse is presently well screened from the highway, especially when approaching from the south. A complex of industrial buildings lies directly to the west that is accessed by means of a road to the highway that lies between the proposed site for the petrol station and the Ducks Nest Farm. The listed farmhouse sits within a large plot, with a historic barn to its north and extensive gardens to the south of it. Whilst a complex of industrial buildings lies to the west that is accessed by means of a road to the highway that lies between the proposed site for the petrol station and the Ducks Nest Farm.

The Council's Conservation Officer is of the view that due to the dense screening to the boundaries of the farm, the proposed filling station would be unlikely to harm the setting/significance of the farmhouse. However, it is noted that screening cannot be fully comprehensive and the Conservation Officer has highlighted that should the screening be lost, illumination of the petrol station and inter-visibility between the two buildings could result in some less than substantial harm. However, due to the distance maintained, any harm would be in the 'lower reaches' of less than substantial. They have recommended that screening is incorporated into the current scheme in order to prevent potential future harm should the screening be removed at Ducks Nest Farm. However, this could not be reasonably required seeing as the existing screening already exists. This therefore involves weighing up the harms against the benefits of the proposal. While the Conservation Officer has indicated that any harms are unlikely

to outweigh the benefits of the proposal, given that there is no policy support for this scheme and the impact on the significance of the heritage asset has not been adequately described, it is not considered that the potential harm has been adequately explored to reach this conclusion. Therefore, while the potential harms identified are modest, further details would need to be submitted with any full application in order to fully weight the benefits against the harms. This is especially evident as the full appearance/height of the filling station has not been identified.

Neighbour Amenity:

Policy CP3 of the Core Strategy aims to protect neighbouring amenity and R23 of the Borough Design Guide SPD requires that extensions relate to neighbouring properties.

Due to the distance maintained between the proposed development and neighbouring properties, it is not considered that the proposal would result in harmful overbearing or overlooking impacts or loss of light to neighbouring residential properties. However, nearby Ducks Nest Farm and Rickman Close are sufficiently close to be affected by light spill and noise from the forecourt and car wash/plant. The Environmental Health Officer has indicated that they have concerns regarding this and therefore measures to prevent harm should be outlined in any full application submitted. A comprehensive construction method statement should also be submitted.

Highway Access and Parking Provision:

Policy CC07 and Appendix 2 of the MDD Local Plan stipulates minimum off street parking standards, including provision for charging facilities.

The Council's Highways Officer has indicated that the required number of parking spaces for the scheme is 22. The proposal includes 25 ordinary parking spaces (not including disabled or electric vehicle charging spaces), which is in excess of the required standard. This excess of hardstanding further harms the character of the countryside and should be reduced to be in line with the standard.

A Transport Assessment has been submitted with this application, however the Council's Highways Officer has indicated that further information is required. Any full application would need to be submitted with the following:

- Calculations of the likely trips from this site. Appropriate site/s in a similar location would need to be used to calculate the trips from this site. The selection of the site/s would need to be agreed by highways prior to assessment being undertaken.
- Electric vehicle charging bays are welcome.
- Cycle parking (both for staff and customers) will need to be in line with Borough standards. Long term parking will need to be in a secure, sheltered and accessible location separate from the short term parking.
- Location of delivery parking and the number of deliveries would need to be submitted.
- Detailed design of the accesses would need to be carried out. This would need to include swept path analysis, visibility splays and a Road Safety Audit Stage 1 (with designer comments).

- Highways would recommend that due to its location, a right hand turn lane on the A327 would need to be provided.
- A swept path analysis has been provided for a fuel tanker and a rigid vehicle. These would need to be on separate plans to ease assessment. Highways would recommend that every effort is made to ensure that any swept path does not significantly cross the centre line.
- In addition a swept path for a refuse vehicle is needed.
- Pedestrian access would need to be assessed and provision made for pedestrian access.
- Due to its location, a construction method statement and a lighting strategy would be required.

For future parking calculations, the parking calculator can be found at <http://www.wokingham.gov.uk/planning/planning-policy/evidence-topics/>

Ecology:

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.

The application site consists mainly of agricultural land, which is likely to be of low ecological value. However, an area of trees and vegetation would be removed and as such, there is a risk that the proposals may affect protected species and or priority habitats and an ecological assessment comprising an extended Phase 1 Habitat and Protected Species Scoping Survey (and any phase 2 surveys identified during preliminary surveys as being required) would need to be submitted with any full planning application.

Surveys should be carried out by suitably experienced ecologists who are a member of a professional organisation such as the Chartered Institute of Ecology and Environmental Management and / or are licensed or accredited by Natural England to survey protected species.

An Extended Phase 1 Habitat Survey is a standardised technique for environmental audit and involves classifying and if required mapping habitats on and adjacent to the application site. The survey is then 'extended' and any features or habitats that are likely to be of importance for notable or protected species, and or prove to be a constraint to development are investigated further and described.

If these surveys showed that the site contains habitats suitable for protected species further surveys for species such as bats would need to be carried out.

Paragraph 99 of the government Circular 06/05: Biodiversity and Geological Conservation - Statutory Obligations and Their Impact Within The Planning System (this document has not been revoked by the National Planning Policy Framework) states that:

"It is essential that the presence or otherwise of protected species, and the extent that they may be affected by the proposed development, is established before the planning

permission is granted, otherwise all relevant material considerations may not have been addressed in making the decision. The need to ensure ecological surveys are carried out should therefore only be left to coverage under planning conditions in exceptional circumstances, with the result that the surveys are carried out after planning permission has been granted."

Flooding:

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. It is therefore likely to be considered acceptable in terms of Policy CC09.

Drainage:

Policy CC10 of the MDD Local Plan requires sustainable drainage methods and the minimisation of surface water flow. Foul drainage will discharge into an existing foul network while surface water runoff will be managed via SuDS. Council's Drainage Engineer has reviewed the proposal and raises no objection, subject to full details of the drainage system being submitted with any application received. This should include:

1. Calculations indicating the Greenfield runoff rate from the site.
2. BRE 365 test results demonstrating whether infiltration is achievable or not.
3. Use of SuDS following the SuDS hierarchy, preferably infiltration.
4. Full calculations demonstrating the performance of soakaways or capacity of attenuation features to cater for 1 in 100 year flood event with a 40% allowance for climate change and runoff controlled at Greenfield rates, or preferably better.
5. 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.
6. If connection to an existing surface water sewer is proposed, we need to understand why other methods of the SuDS hierarchy cannot be implemented and see confirmation from the utilities supplier that their system has got capacity and the connection is acceptable.
7. Groundwater monitoring confirming seasonal high groundwater levels.
8. A drainage strategy plan indicating the location and sizing of SuDS features, with the base of any SuDS features located at least 1m above the seasonal high water table level.
9. Details demonstrating how any SuDS for this development would be managed throughout the lifespan of the development and who will be responsible for maintenance.

The Flood Risk and Drainage Officer has indicated that due to the type of development, it could cause pollution. Therefore, any application should be submitted along with pollution prevention measures, such as petrol interceptors and silt traps that will be put in place to ensure that watercourse pollution is effectively managed.

Runoff from the jet wash area should have a separate collection point which

discharges to a foul sewer network, in agreement with the utilities provider.

Summary:

In summary, the proposal is likely to be considered unacceptable in principle in this location. And further details are needed to properly assess the potential impacts on the character of the area. Further details are required regarding trees and landscapes, heritage impacts, neighbouring amenity, highways, ecology and drainage. The scheme is considered to /conflict with national and local policy and therefore is not acceptable in its present form.

Submitting a Planning Application

If you wish to submit an application, please use the Planning Portal: <https://www.planningportal.co.uk/>.

All planning applications submitted to Wokingham Borough Council MUST be accompanied by a Community Infrastructure Levy Planning Application additional information form which can be obtained from the planning portal: https://ecab.planningportal.co.uk/uploads/1app/forms/cil_questions.pdf - please submit through the Planning Portal with your application. If a planning application is not accompanied by a correctly completed form it will be made invalid in accordance with the Local List and it will delay the application process.

Please use the information available on the council website to assist you with ensuring the plans and documents submitted meet our validation requirements <http://www.wokingham.gov.uk/planning/planning-applications/planning-application-checklist-local-list>. Further information is provided below regarding this but you should refer to the Local Validation List 2019.

The application process at Wokingham Borough Council is shown here: <http://www.wokingham.gov.uk/planning/planning-applications/submit-a-planning-application/>. You do not need to contact us during the determination period.

It is also possible you may require building regulations approval for the proposed development; please see the Council's website regarding this <http://www.wokingham.gov.uk/building-control/>.

The council positively and pro-actively engages with applicants through the paid pre-application advice service. To ensure that applications are processed as efficiently and timely as possible, during the assessment of an application there will not normally be an opportunity to revise the plans or submit further information. If information is missing or incomplete the application will be refused. Site and project specific planning advice is only provided through formal paid pre application advice.

This concludes the pre-application process and I trust that this informal advice is of use to you. Please be aware that it is given without prejudice to any future decision that the Council may take. We are not able to offer follow up meetings and therefore any significant changes to the scheme would require a new pre-application request to be made.

Yours sincerely,



Pp Stefan Fludger

Planning Officer

Appendix One – Relevant Policies and Guidance

The relevant policies associated with this proposal are as follows:

National Policy Core Strategy 2010 (CS)	National Planning Policy Framework (NPPF)
	National Planning Policy Guidance (NPPG)
	Policy CP1 – Sustainable Development
	Policy CP2 – Inclusive Communities
	Policy CP3 – General Principles for Development
	Policy CP4 – Infrastructure Requirements
	Policy CP6 – Managing Travel Demand
	Policy CP7 – Biodiversity
	Policy CP8 – Thames Basin Heaths Special Protection Area
	Policy CP9 – Scale and Location of Development Proposals
	Policy CP11 – Proposals Outside Development Limits
	Policy CP13 – Town Centres and Shopping
Managing Development Delivery Local Plan 2014 (MDD Local Plan)	Policy CC01 – Presumption in Favour of Sustainable Development
	Policy CC02 – Development Limits
	Policy CC03 – Green Infrastructure, Trees and Landscaping
	Policy CC04 – Sustainable Design and Construction
	Policy CC06 – Noise
	Policy CC07 – Parking
	Policy CC09 – Development and Flood Risk
	Policy CC10 – Sustainable Drainage
	Policy TB11 – Core Employment Areas
	Policy TB12 – Employment Skills Plan
	Policy TB15 – Major Town, and Small Town/District Centre development
	Policy TB16 – Development for Town Centre Uses
	Policy TB17 – Local Centres and Neighbourhood and Village Shops
	Policy TB18 – Garden Centres and Other Small Rural Units outside Development Limits
	Policy TB21 – Landscape Character
	Policy TB23 – Biodiversity and Development
	Policy TB24 – Designated Heritage Assets
Other	Borough Design Guide Supplementary Planning Document
	CIL Guidance + 123 List
	Affordable Housing Supplementary Planning Document
	Sustainable Design and Construction Supplementary Planning Document
	Arborfield Garrison SDL SPD

Appendix Two – Site History

The relevant planning applications associated with this site are as follows:

There is significant planning history at Ducks Nest Farm, however none is relevant to this application.

With regards the relief road the following applications are relevant:

SO/2015/1073 - Scoping Opinion to determine the content of an Environmental Impact Assessment for proposed ACRR, land west of Eversley Road - Determined 21 July 2015

172209 - Construction of a 2.3km ACRR (including shared use pathway) linking A327 Reading Road in the north and A327 Eversley Road in the south east, including two new roundabout junctions, a new staggered priority junction at Swallowfield Road and a new shared-use (non-motorised user) bridge. – Approved – 23/01/2018

181802 - Application to vary the following conditions of planning consent 172209 - 2. Approved details. The planning permission is for the construction of a 2.3 Arborfield Cross Relief Road. The proposed minor material amendment seeks to enlarge the red line boundary to allow for a) amended staggered priority junction design at Swallowfield Road, and b) greater visibility at the southern roundabout junction with A327 Eversley Road. Proposed minor material amendment to the archway profile of green bridge at Arborfield footpath 17. – Approved – 03/09/2018

Appendix Three – Consultee Responses

The relevant consultee responses are summarised below. Where indicated, responses are attached in full.

Conservation Officer:

MEMORANDUM

From:	Keith Frost Heritage Officer		
Service	Community Heritage & Green Infrastructure	Pre-App No:	192637
Address:	Land at Swallowfield Road, Arborfield, RG2 9PJ.		
Proposal:	Pre-application advice for the proposed construction of a PFS comprising, forecourt and canopy with 8 fuel pumps, new store and car wash in addition to parking, air and water servicing,		

	ATM, outdoor seating, bicycle parking, landscaping and access and associated works.
Site Visit Made:	No
Comments On Proposal	
<p>Ducks Nest Farm is a grade II listed building that lies approximately 75 metres directly north of the proposed site for a new petrol station.</p> <p>Under Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 local planning authority in considering whether to grant planning permission development which affects a listed building or its setting, 'shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.'</p> <p>As a listed building, Ducks Nest Farm (house) the property is for the purposes of the National Planning Policy Frameworks (the NPPF) considered to be a designated heritage asset, with the timber clad barn just north of the farmhouse whilst not listed in itself would be counted as being a non-designated heritage.</p> <p>Under paragraph 194 of the NPPF states that any harm to, or loss of, the significance of a designated heritage asset from its alteration or destruction, or from development within its setting), should require clear and convincing justification. The NPPF defines under Annex 2 :Glossary, the setting of a heritage as being:</p> <p><i>'The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.'</i></p> <p>Under paragraph 194 of the National Planning Policy Framework (the NPPF) states that any harm to, or loss of, the significance of a designated heritage asset from its alteration or destruction, or from development within its setting), should require clear and convincing justification</p> <p>The listed farmhouse sits within a large plot, with a historic barn to its north and extensive gardens to the south of it. Ducks Nest Farm site itself is bound on its eastern, road side, boundary by a high dense conifer hedging with hedging and trees along its southern boundary with the site. As such the listed farmhouse is presently well screened from the highway, especially when approaching from the south. A complex of industrial buildings lies directly to the west that is accesses by means of a road to the highway that lies between the proposed site for the petrol station and the Ducks Nest Farm. The listed farmhouse sits within a large plot, with a historic barn to its north and extensive gardens to the south of it. Whilst a complex of industrial buildings lies to the west that is accesses by means of a road to the highway that lies between the proposed site for the petrol station and</p>	

the Ducks Nest Farm.

As such presently, given the separating distance between the listed farmhouse and the site for the proposed petrol station and the dense vegetation to the # southern and eastern boundaries to Ducks Nest Farm it is thought the proposed petrol station would be unlikely to harm the setting of the designated heritage asset on that basis. However should the trees and shrubs could potentially lead be harm to the setting of the listed farmhouse if there is a result inter-visibility between the two. A situation that the illumination of the petrol station.

In summary given the distance the listed building lies away from the proposed petrol station and the current level of screening between the two the proposal is not believed on that basis is not thought to harm the setting of the designated heritage asset.

Date:	06/01/2020	Signed:	Keith Frost
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Environmental health:

M E M O R A N D U M

From:	Elizabeth Gordon Environmental Control Officer	To (Case Officer):	Mr Stefan Fludger
Service	Public Protection Partnership	App No:	192637
Address :	Eversley Road, Arborfield, RG2 9PJ		
Proposal :	Pre app for proposed petrol filling station		
Site Visit Made:	No	<u>Flare No:</u>	87312

Summary Of Recommendations

- ☐ Recommend approval but with condition(s) & reason(s) **stated below**;
- ☐ Recommend approval with no conditions
- ☐ Recommend refusal for the reason(s) **stated below**;
- ☐ Request further information before determination as **stated below**.

Comments On Proposal

Please use this section to detail any positive, satisfactory or negative aspects of the proposals relating to planning matters. Any additional information or negotiations required can also be detailed in this section.

EH have to protect the amenity of nearby sensitive receptors at Duck's Nest Farm and Rickman Close. Therefore I would expect the following to be addressed in a full application:

CEMP

Create a comprehensive Construction Method Statement to include permitted hours of work, delivery times to site and dust and noise mitigation measures, for the duration of the build.

Noise Assessment

To address noise from deliveries, customers, car wash, jet washes, any air handling/condenser units and use of outside seating area.

N.B. Having dealt with several complaints about noise from jet washes I would expect restricted hours of use i.e. 07.30 -21.00.

Light nuisance

Create a lighting plan that prevents adverse light spill to Duck's Nest Farm and sensitive receptors in Rickman Close.

Many thanks

Conditions & Reasons (if required)

Please use this section to detail any conditions that are required to make this development acceptable in planning terms. All conditions should be accompanied by reasons.

Date:

17/12/19

Signed:

EJGordon

Trees and Landscapes:

MEMORANDUM

From:	Brigitte Crafer Landscape Architect		
Service	WBC Landscape and Trees	App No:	192637
Address:	Land at Swallowfield Road, Arborfield, RG2 9PJ.		
Proposal:	Pre-application advice for the proposed construction of a PFS comprising, forecourt and canopy with 8 fuel pumps, new store and car wash in addition to parking, air and water servicing, ATM, outdoor seating, bicycle parking, landscaping and access and associated works.		
Site Visit Made:	Yes/No		

Summary Of Recommendations

Comments On Proposal

The site is located adjacent to the A327 relief road and Green Route Enhancement Area, and just south of the entrance to Ducks Nest Farm. The site is in the countryside but just to the northern extent of the Arborfield Garrison SDL.

Located in the Wokingham District Landscape Character Assessment (WDLCA) - Area J2 Arborfield Cross and Barkham Settled and Farmed Clay; key characteristics are;

- An area of rural farmland interspersed with a fairly dense network of mixed traditional and modern settlements.
- Declining hedgerow structure showing gaps in many places or replaced by fences.
- Hedgerow trees in field boundaries and particularly along roads, shelterbelts and small farm woods are an important element in maintaining rural character.
- Shelterbelts and small farm woodlands are typical; Oak woodland, and hazel coppice.

It is a landscape of moderate quality and condition, and modest sensitivity. The landscape strategy is for enhancement of native hedgerow, woodland structure; species and diversity. Pressure for expansion and infill within and to the edges of settlements are leading to a loss of landscape features such as shelterbelts, hedgerows and woodland.

A previous application 172869 established the principle of development on a site just south of this one was acceptable, and I have no reason to dispute this subject to the receipt of an Arboricultural Implications Assessment and LVIA as the same concerns regarding impact of the proposed development on trees and landscape remain;

- Impacts upon existing trees and landscaping and insufficient landscape opportunities for enhancement and screening
- Excessive hard surfacing, which impacts upon the character of the countryside
- Potential issue of proximity to Ducks Nest Farm.

The previous pre-application advice concluded that despite the proposals being contrary to Policy CP11 of the CS, and although none of the exceptions apply, the establishment of a petrol station in this location in the countryside is acceptable in principle given its functional role in the road network. Although the new location, is closer to Ducks Nest Farm is sufficiently removed from this site in terms of visual impact on the Grade 2 listed building and for other reasons of safety, lighting, noise. An LVIA should include views of the farm in the list of viewpoint locations.

Policy CP3 of the CS, 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. In this case, it should relate appropriately to the countryside and should protect and enhance the landscape character of the area, particularly given its location on a green enhancement route.

The Wokingham Borough Design Guide also states the following;

- Policy NR1 states development should respond to key characteristics and features
- Policy NR2 states that proposals should improve the area
- Policy NR9 states that large floorplates must minimise impact upon the character of the area
- Policy NR10 states that car parking is to be unobtrusive and landscaped
- Policy NR11 requires that servicing be screened

Key issues affecting the nature of the proposals;

- The extent of hard surfaces, amount of car parking (29 spaces as opposed to 32 previously proposed) increased size of shop in addition to other functions across the space.
- There are conflicts with existing trees and hedgerow and drainage ditch potentially.
- The proposed plan shows new planting, but it does not sufficiently replace the character of the existing shelterbelt or its density, looking tidier and managed as opposed to retaining the rural quality that is a key feature of the countryside in this area. Any scheme proposals should include the existing/remaining trees and hedges against the proposed and the proposed species and management to attain the character. More space is required or

a review of the site boundaries in order to provide for additional landscaping to screen the development.

Policy NR8 of the SPD requires high quality and simple materials and components chosen to complement and enhance the open countryside setting.

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.

The site is located on Eversley Road, which is a nominated Green Enhancement Route. The supporting information states that '*The development proposals would facilitate the removal of several trees and an area of vegetation*' although the scheme layout submitted does include replacement tree planting, it does not reflect the character of the existing trees and hedgerows. A landscape design will be a condition of any planning permission which must consider existing landscape features (hedgerow or trees) and provide an appropriate landscape scheme consistent with its countryside location in accordance with Policies CC03 and TB21.

A full planning application will need to be accompanied by a Landscape and Visual Appraisal, Tree Survey and Arboricultural Impact Assessment. It should incorporate appropriate space around the site to retain the existing vegetation and to provide for landscape enhancements to minimise the landscape and visual impacts of the scheme.

Conditions & Reasons (if required)			
N/A			
Date:	07.11.2019	Signed:	B. Crafer

Ecology:

MEMORANDUM

From:	Helen Craddock Ecologist	
Service	WBC Ecology Consultations	App No: 192637
Address:	Land at Swallowfield Road, Arborfield, RG2 9PJ.	
Proposal:	Pre-application advice for the proposed construction of a PFS comprising, forecourt and canopy with 8 fuel pumps, new store and car wash in addition to parking, air and water servicing, ATM, outdoor seating, bicycle parking, landscaping and access and associated works.	
Site Visit Made:	No	

Summary Of Recommendations

The proposals may affect protected species and or priority habitats and an ecological assessment, \comprising an extended Phase 1 Habitat and Protected Species Scoping Survey (and any phase 2 surveys identified during preliminary surveys as being required) will need to be submitted with the planning application.

Comments On Proposal

The pre-application site comprises a plot of what appears to be agricultural land adjacent to the A327. It is proposed to erect a new petrol station on the plot.

The majority of the site appears to be managed for agricultural purposes and is therefore likely to be of low ecological value. However, the eastern edge of the site comprises trees, scrub and grassland and possibly an outgrown hedgerow. The Planning Statement states:

"The development proposal would facilitate the removal of several trees and an area of vegetation."

As such, there is a risk that the proposals may affect protected species and or priority habitats and an ecological assessment, \comprising an extended Phase 1 Habitat and Protected Species Scoping Survey (and any phase 2 surveys identified during preliminary surveys as being required) will need to be submitted with the planning application.

Survey requirements

Surveys should be carried out by suitably experienced ecologists who are a member of a professional organisation such as the Chartered Institute of Ecology and Environmental Management and / or are licensed or accredited by Natural England to survey protected species.

Extended phase 1 habitat & protected species scoping survey

An Extended Phase 1 Habitat Survey is a standardised technique for environmental audit and

involves classifying and if required mapping habitats on and adjacent to the application site. The survey is then 'extended' and any features or habitats that are likely to be of importance for notable or protected species, and or prove to be a constraint to development are investigated further and described.

Phase 2 ecology surveys

If these surveys showed that the site contains habitats suitable for protected species further surveys for species such as bats would need to be carried out.

Planning policy

Paragraph 99 of the government Circular 06/05: Biodiversity and Geological Conservation - Statutory Obligations and Their Impact Within The Planning System (this document has not been revoked by the National Planning Policy Framework) states that:

"It is essential that the presence or otherwise of protected species, and the extent that they may be affected by the proposed development, is established before the planning permission is granted, otherwise all relevant material considerations may not have been addressed in making the decision. The need to ensure ecological surveys are carried out should therefore only be left to coverage under planning conditions in exceptional circumstances, with the result that the surveys are carried out after planning permission has been granted."

Conditions & Reasons (if required)			
N/A			
Date:	21/10/2019	Signed:	H. Craddock

Highways:

MEMOR A N D U M

From:	(Name) (Job title)		
Service	WBC Highways	App No:	192637
Address:	Land at Swallowfield Road, Arborfield, RG2 9PJ.		
Proposal:	Pre-application advice for the proposed construction of a PFS comprising, forecourt and canopy with 8 fuel pumps, new store and car wash in addition to parking, air and water servicing, ATM, outdoor seating, bicycle parking, landscaping and access and associated works.		
Site Visit Made:	Yes		

Summary Of Recommendations

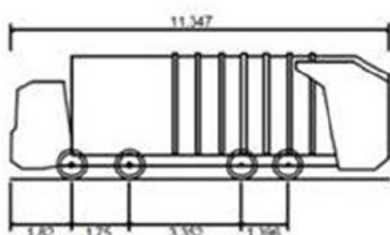
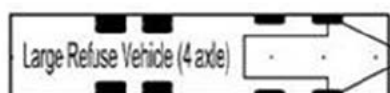
Comments On Proposal

Highway comments

1. Highways would require a transport assessment (TA) scoping report to be submitted for approval.
2. To calculate the likely trips from this site, an appropriate site/s in a similar location would need to be used to calculate the trips from this site. The selection of the site/s would need to be agreed by highways prior to assessment being undertaken.
3. It is proposed that there will be 20 parking bays for 427 sqm retail provision. To be in line with Borough parking standards there would need to be 22 spaces.
4. To provide less than this, highways would need to see parking utilisation study from similar sites to support any departure from standard.
5. Electric vehicle charging bays are welcome.
6. Cycle parking (both for staff and customers) will need to be in line with Borough standards. Long term parking will need to be in a secure, sheltered and accessible location separate from the short term parking.
7. Location of delivery parking and the number if deliveries would need to be submitted.
8. Detailed design of the accesses would need to be carried out. This would need to include swept path analysis, visibility splays and a Road Safety Audit Stage 1 (with designer comments).
9. Highways would recommend that due to its location, a right hand turn lane on the A327 would need to be provided.
10. A swept path analysis has been provided for a fuel tanker and a rigid vehicle. These would need to be on separate plans to ease assessment. Highways

would recommend that every effort is made to ensure that any swept path does not significantly cross the centre line.

11. In addition a swept path for a refuse vehicle using the dimensions below need to be submitted.
12. Pedestrian access would need to be assessed and provision made for pedestrian access.
13. Due to its location, a construction method statement and a lighting strategy would be required.



Large Refuse Vehicle (4 axle)	
Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to Lock Time	6.00s
Wall to Wall Turning Radius	11.330m

Conditions & Reasons (if required)

Please use this section to detail any conditions that are required to make this development acceptable in planning terms. All conditions should be accompanied by reasons.

Date:	17 th October 2017	Signed:	Gordon Adam
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Drainage:

MEMORANDUM

From:	Boniface Ngu Flood Risk & Drainage		
Service	WBC Drainage	App No:	192637
Address:	Land at Swallowfield Road, Arborfield, RG2 9PJ.		
Proposal:	Pre-application advice for the proposed construction of a PFS comprising, forecourt and canopy with 8 fuel pumps, new store and car wash in addition to parking, air and water servicing, ATM, outdoor seating, bicycle parking, landscaping and access and associated works.		
Site Visit Made:	No		

Summary Of Recommendations

Comments On Proposal

The site is located within flood zone 1 and we would have no objection to the principle of the development, as represented by the **Bayliss Design proposed site plan drawing SK10 B dated September 2019**.

From a drainage perspective, we would anticipate seeing a drainage strategy report that addresses the following:

1. Calculations indicating the Greenfield runoff rate from the site.
2. BRE 365 test results demonstrating whether infiltration is achievable or not.
3. Use of SuDS following the SuDS hierarchy, preferably infiltration.
4. Full calculations demonstrating the performance of soakaways or capacity of attenuation features to cater for 1 in 100 year flood event with a 40% allowance for climate change and runoff controlled at Greenfield rates, or preferably better.
5. 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.
6. If connection to an existing surface water sewer is proposed, we need to understand why other methods of the SuDS hierarchy cannot be implemented and see confirmation from the utilities supplier that their system has got capacity and the connection is acceptable.
7. Groundwater monitoring confirming seasonal high groundwater levels.
8. A drainage strategy plan indicating the location and sizing of SuDS features, with the base of any SuDS features located at least 1m above the seasonal high water table level.

9. Details demonstrating how any SuDS for this development would be managed throughout the lifespan of the development and who will be responsible for maintenance.

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.

We are mindful of the pollution potential of the proposed development and would also anticipate seeing the pollution prevention measures, such as petrol interceptors and silt traps that will be put in place to ensure that watercourse pollution is effectively managed.

Runoff from the jet wash area should have a separate collection point which discharges to a foul sewer network, in agreement with the utilities provider.

Conditions & Reasons (if required)

Please use this section to detail any conditions that are required to make this development acceptable in planning terms. All conditions should be accompanied by reasons.

Date:	11/10/2019	Signed:	Boniface Ngu
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Appendix Four – Validation Requirements

The documents required for validating any future planning application are as follows:

- – required document
- – possibly required document: these may either help determine an application or resolve the need to use a pre-commencement condition

Please note supporting information with regards to what details are required for each document are contained on the following page on the Council's website:
<http://www.wokingham.gov.uk/planning/planning-applications/planning-application-checklist-local-list/>

Standard Documents

Application form	●
Location Plan (1:1250) and Block Plan (1:500)	●
All plans to metric scale and to show existing and proposed	●
- Floor Plans	
- Elevation Plans	
- Roof Plans	
- Site Layout Plan	
Correct fee (where one is necessary)	●
CIL Form 0	●

Additional Documents

Biodiversity survey and report	●
Design and Access Statement	●
Flood Risk Assessment	●
Tree Survey / Arboricultural Statement	●
Water Course / Drainage Statement	●
Employment Skills Plan	○
Affordable Housing Statement	○
Land Contamination	○

Appendix Five – Legal Agreements and Community Infrastructure Levy

If your development requires a legal agreement pursuant to section 106 of the Town and Country Planning Act, this will need to be signed and completed prior to determination of any application. Templates of legal agreements are on line at <http://www.selectbusinessservices.co.uk/councils-and-public-bodies/legal-solutions/>. The cost of preparing and completing the agreement and its subsequent monitoring and enforcement will need to be covered. Typically, the charge for this will be £1,040.00 minimum (including a £40 Land Registry fee).

The CIL charge rate is calculated on the net additional floor space at £365 per square metre. Some exemptions may apply and it is advised to look at the following page regarding this: <http://www.wokingham.gov.uk/planning/advice-for-residents/community-infrastructure-levy-advice/>. A CIL form is required to make your application valid.