

DELEGATED OFFICER REPORT



WOKINGHAM
BOROUGH COUNCIL

Application Number:	251862
Site Address:	Land at 78 Reading Road and to the rear of 80 Reading Road
Expiry Date:	24 February 2026
Site Visit Date:	02/10/2025
Proposal: Full application for proposed change of use to provide light industrial (Use Class E(g)) and internal and external storage and distribution (Use Class B8) on the site with associated parking.	

PLANNING POLICY

National Policy	National Planning Policy Framework (NPPF) National Planning Policy Guidance (NPPG)
Core Strategy (CS)	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
MDD Local Plan (MDD)	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
Joint Minerals and Waste Plan (JMWP)	DM1 - Sustainable Development DM2 - Climate Change – Mitigation and Adaptation
Wokingham	SS1 – Sustainable development principles

am Borough Local Plan Update (LPU)	SS5 – Development in the countryside CE1 – Design principles for efficient buildings CE2 – Environmental standards for non-residential development C1 – Active and sustainable transport and accessibility C2 – Mitigation of transport impacts and highway safety and design C3 – Active travel C4 – Green and blue infrastructure and public rights of way C5 – Parking and electric vehicle charging ER2 – Employment uses outside of Core Employment Areas ER3 Supporting the rural economy FD2 – Sustainable drainage NE1 – Biodiversity and geodiversity NE2 – Biodiversity net gain NE4 – Trees, woodland, hedges and hedgerows NE5 – Landscape and design NE6 – Valued landscapes NE7 – Sites of Urban Landscape Value DH1 – Place making and quality design DH2 – Safeguarding amenity HC5 – Environmental protection HC6 – Air pollution and air quality HC7 – Light pollution HC8 – Noise pollution HC9 – Contaminated land and water HC10 – Odor, fumes and dust
Other	Borough Design Guide Supplementary Planning Document CIL Guidance + 123 List

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 41386	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/2014/217	Retention of replacement building and retention of use of all buildings and hard-standing for Class B2 use (retrospective)	Refused 22 January 2015
193059	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.	Approved, 11 March 2020

CONSULTATION RESPONSES

Internal

WBC Environmental Health – No objections, subject to conditions.
WBC Drainage – No objections, subject to conditions.
WBC Highways – Further information requested.
WBC Growth & Delivery (Planning Policy) – No comments received.

WBC Landscape and Trees – No comments received.
WBC CIL – No comments received.
WBC Ecology – No comments received.
WBC Cleaner and Greener – No comments received.

External

Thames Water Utilities Ltd – No comments received.
South East Water – No comments received.

REPRESENTATIONS

Parish/Town Council	Finchampstead Parish Council – No objections.
Ward Member(s)	No comments received
Neighbours	The application was consulted to neighbours from 17/09/2025 to 09/10/2025. Objections were received from the following properties or organisations: • 113 Reading Road, Finchampstead, RG40 4RD • 80 Reading Road (Rear land), RG40 4RA • 78 Reading Road (Rear land), RG40 4RA • 52 Reading Road, Finchampstead, RG40 4RA • 88 Reading Road, Finchampstead, RG40 4RA • 90 Reading Road, Wokingham, RG40 4RA • 92 Reading Road, Finchampstead, RG40 4RA • 92a Reading Road, Finchampstead, RG40 4RA • 100 Reading Road, Finchampstead, RG40 4RA (The Firs) • 102 Reading Road, Finchampstead, RG40 4RA • 102 Reading Road (Ciendos), RG40 4RA • 103 Reading Road, Finchampstead, RG40 4RD • 105 Reading Road, Finchampstead, RG40 4RD (Five Oaks) • 111 Reading Road, Finchampstead, RG40 4RD • 1 The Rise, RG40 4RH • 4 The Rise, RG40 4RH • 10 The Rise, RG40 4RH (The White House) • 74 Reading Road, Wokingham, RG40 4RA (EMSA House) • 76 Reading Road, RG40 4RA • 82 Reading Road (Derwen Deg), RG40 4RA • 84 Reading Road (Downscombe), RG40 4RA • 87 Reading Road, RG40 4RD • 80a Reading Road, RG40 4RA • 18 Reading Road, Eversley, RG27 0RP • 21 Reading Road, Finchampstead (Eversley House), RG27 0RP The submissions raised the following issues: Principle of Development

- Site lies outside development limits in designated countryside.
- Industrial and storage/distribution use would urbanise semi rural land.
- Conflicts with Core Strategy CP11, NPPF 174–180, and NDP IRS4 / D2.
- Loss of rural character, green backdrop, and separation between settlements.

Officer comment: Please refer to the Principle of Development, Character of the Area and Tree and Landscape sections of this report.

Character of the Area

- Proposal out of keeping with predominantly residential road.
- Industrial activity would erode the semi-rural identity of Finchampstead.
- Concerns about long term precedent for further industrial creep.

Officer comment: Each planning application is considered and assessed on its own individual merits and level of acceptability.

Residential Amenity Impacts

- Increased noise.

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.

- HGV movements, loading/unloading, engines, reversing beepers.
- Long operating hours causing prolonged disturbance.

Officer comment: the operating hours would be restricted in the event of any approval.

- Light Pollution
- Floodlighting required for operations, particularly problematic in winter.

Officer comment: External lighting is not permitted as part of this proposals.

- *Back gardens* and bedrooms would be illuminated at night.
- Air Quality / Dust / Odours
- Waste handling, vehicle movement, and potential asbestos related activities.
- Dust drift from storage/distribution operations.
- Loss of tranquillity, inability to enjoy gardens, loss of privacy.

Officer comment: Please refer to the neighbouring amenity section of this report.

Highway Safety and Traffic

- A327 already heavily trafficked, dangerous, and site access is narrow.
- Documented history of accidents and near misses cited by residents.

Officer comment: The Transport Statement notes that no collisions have been recorded at the site access itself. Across the survey area, a total of six incidents occurred over the most recent five-year period. The PIA data does not identify any specific highway safety issues that would be worsened by the proposed development. Overall, the available data is considered insufficient to raise concerns on traffic safety grounds.

- Access track only 4.1–4.7m wide, unsuitable for HGV two way movement.

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. 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.

- Conflicts with NPPF 111, Core Strategy CP6, NDP GA1.

Officer comment: Please refer to the Highway access and parking section of this report.

Environmental Risks

- Pollution of soil, groundwater, and nearby green corridors.
- Asbestos and hazardous material concerns due to applicant's business type.
- Increased runoff due to historic illegal hardstanding.

Officer comment: Please refer to the Neighbouring Amenity section of this report.

Biodiversity and Habitat

- Loss of orchard and vegetation in past unauthorised works.
- Likely bat roosts, sensitive species in surrounding woodland.
- Failure to demonstrate required 10% Biodiversity Net Gain (IRS5 / CP7).

Officer comment: Please refer to the Trees and Landscape and Ecology sections of this report.

Enforcement History

- Long record of unauthorised industrial activities.
- Non-compliance with past enforcement and court orders.
- Residents express no confidence that conditions would be followed.

Inconsistencies in Submitted Documents

- Noise assessment monitored in misleading locations

Officer comment: The monitoring locations were selected to reflect noise levels experienced at nearby residential receptors, taking account of the main existing sound sources, namely traffic on Reading Road and commercial activity in the adjacent yard. Although noise levels within the site itself may be slightly lower, these would not accurately represent conditions at the nearest dwellings, which are closer to those sources. The chosen positions are therefore considered appropriate and robust.

- Transport Statement underestimates vehicle activity.
- Operating hours differ between Noise Report, Transport Statement, and Application Form.
- Statements about historic lawful use are factually disputed.

APPRAISAL

Site Description and Proposed Development:

The application site occupies a backland area 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.

Planning permission for proposed change of use to provide light industrial (Use Class E(g)) and internal and external storage and distribution (Use Class B8) on the site with associated parking.

This application is a resubmission of a previously approved scheme granted in March 2020, under ref: 193059 which permitted a change of use to light industrial (formerly Use Class B1) and internal and external storage and distribution (Use Class B8) with associated parking. That permission was not implemented and has since lapsed.

The current application therefore seeks to re-establish that consent under the updated Use Classes Order.

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. 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.

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

Countryside

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.

It is maintained that a Class B8 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.

Specifically, paragraph 85 of the NPPF seeks to create conditions in which businesses can invest, expand, and adapt, placing significant weight on supporting economic growth and productivity while taking into account both local business needs and wider opportunities for development. Paragraph 88 further supports the sustainable growth and expansion of all types of business in rural areas, both through the conversion of existing buildings and the construction of well-designed new buildings.

As explored within the previously approved application 193059, the planning history is material to the assessment. The land was historically used for turkey rearing until 1993, with several agricultural buildings (Buildings 1–7). By 1993, Building 4 was granted permission for Class B1 use (plumbing/electrical office/depot), establishing a lawful commercial use. Conditions limited hours, external storage, vehicle sizes, and required landscaping; these were partially amended on appeal, confirming lawful B1 use with minimal restrictions.

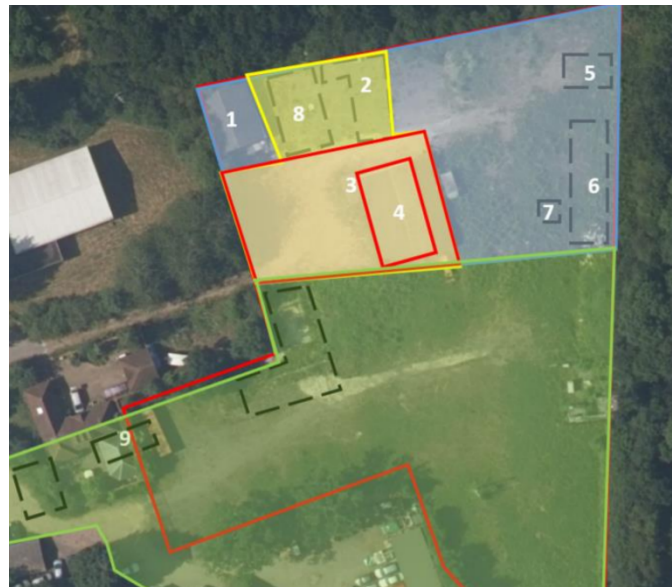


Figure 1 - Past and present uses within the wider landholding

Between 1993 and 1999, applications to expand the B1 use were refused, including one appeal. Circa 2000, an unauthorised waste transfer station operated but ceased by 2005 following enforcement action.

In 2008, permission (F/2008/2064) was granted for Class B8 use in Buildings 3 and 4 to store minibuses (max eight, 3.5 tonnes each), with conditions controlling hours, vehicle numbers, landscaping, and external impacts. Building 2 was demolished and replaced but later removed via enforcement action. Attempts to increase vehicle storage or intensify B8 use were refused.

By 2014, applications to retain Building 2 and regularise B2 use were refused, and enforcement notices were upheld.

The current proposal seeks to use Buildings 1, 3, and 4 for Class E(g) use and utilise the surrounding curtilage for limited Class B8 open-air storage and vehicle parking.

The buildings are lawful structures, and the Class B8 use of Buildings 3 and 4 remains subject to conditions limiting unauthorised changes of use. The proposal does not materially intensify the established use: the additional 132m² of B1 floorspace is modest, the external B8 storage is reduced compared with previous minibuss storage, and parking/access areas are consistent with existing arrangements.

The lawful baseline and historic planning decisions demonstrate that Class B1 use in this location is appropriate and compatible with neighbouring residential and countryside character. The limited scale, separation of floorspace, and ability to control hours, use, and external storage via condition ensure no unacceptable amenity impacts.

Overall, accounting for the existing lawful use, the proposal represents an appropriate increase in Class B1 (E(g)) floorspace, a negligible change in external Class B8 storage, and a modest and entirely reasonable intensification of the site within an appropriate countryside and residential context. It aligns with Policy CP11, which seeks to maintain environmental quality, and is consistent with the NPPF, including paragraphs 85 and 88, in supporting the sustainable growth and expansion of rural businesses.

Due to the flexibility of Class E, a planning condition limiting the use specifically to Class E(g) is recommended to ensure that the development remains compatible with the surrounding area and residential amenity. On this basis, the principle of the development is considered acceptable in principle.

Sustainability

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.

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.

The site exhibits limited sustainability credentials. However, when taking account of paragraph 89 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, no objection is raised.

Character of the Area:

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.

The proposal does not include any extensions or alterations to the existing buildings, and as such, would not result in additional harm to the character of the countryside. The only external elements are a small waste area and limited outside storage, which are typical of a light industrial use and would not appear out of place within the site.

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.

The proposal includes widening the access road and its junction with Reading Road, which would have a modest urbanising impact and alter the frontage of the existing dwelling at 78 Reading Road. In the interests of safety, accessibility, and visual amenity, conditions would require soft landscaping, pedestrian access, and street frontage fencing as part of any approval.

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 set back from Reading Road and located alongside the existing buildings, creating no sense of encroachment. Any visual impact would be mitigated through the implementation of a landscaping condition.

Neighbouring Amenity:

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.

The site adjoins residential properties to the west, including the immediately adjacent dwelling at 80A Reading Road. The proposed use has the potential to generate some noise in proximity to these receptors, primarily from vehicle movements and the use of larger vehicles along the access road, including the section running to the north of 80A Reading Road.

A Noise Assessment (by Clarke Saunders Acoustics, July 2025) was submitted in support of the application. This considered three of the closest receptors: 78 Reading Road (in the applicant's ownership), 80A Reading Road, and 82 Reading Road. Based on a BS 4142 assessment and consideration of site context, the report

concludes that the proposed change of use is not expected to give rise to adverse sound impacts at nearby sensitive receptors. Noise levels at other properties along Reading Road would be lower due to increased separation distances and the benefit of screening.

With regard to traffic-related noise, the submitted Noise Assessment (with reference to the supporting Transport Statement, Ref: 028.0055/TS/3) confirms that the proposed use would have a negligible impact on traffic flows along the A327 / Reading Road. On that basis, no material change in highway traffic noise levels is expected to arise from the operation of the site.

On this basis, the Council's Environmental Health Officer raises no objection to the proposal.

In line with the previous permission, it is considered necessary to impose conditions restricting external activities to daylight hours only, prohibiting the installation of amplified music on the site or affixed to any building, and limiting the operating hours, in the event that planning permission is granted.

Overlooking, Loss of Light and Overbearing:

Given that no alterations are proposed to the existing buildings and having regard to the nature of the proposed use and the adequate separation distances to neighbouring residential properties, the proposal would not give rise to overlooking, loss of light, or overbearing impacts.

Light Spill

The proposal does not include any external lighting. In the interests of protecting the character of the countryside, neighbouring amenity and local wildlife, a condition is recommended to prohibit the installation of external lighting without the prior written approval of the Local Planning Authority.

Contamination

There is no known contamination on the site. Although non-residential activities have previously taken place, the proposed change of use does not alter the nature of past uses and therefore does not introduce any additional contamination risk. The Council's Environmental Health Officer advises that, if contamination is discovered during site clearance, groundwork, or construction, a full contamination risk assessment should be carried out, and, if necessary, a remediation method statement submitted. A suitable condition will be attached to any approval to secure this.

Other matters:

A Class E(g) use comprises activities that can be undertaken in a residential area without giving rise to unacceptable impacts by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit. Processes are therefore only permissible where they would not be detrimental to surrounding amenity. In this case, no objection has

been raised by the Council on any of these grounds.

The proposed Class E(g) use would be confined to the interior of the buildings, thereby preventing any external emission of smoke, soot, ash, dust or grit. The associated parking and manoeuvring areas are predominantly hard surfaced and are not expected to generate adverse dust. Given the nature of the use and the separation distances to the nearest residential properties, it is also unlikely that the development would give rise to harmful levels of vibration, odour or fumes.

Highway Access and Parking Provision:

Access and Visibility

The site access connects to the A327 Reading Road, which has a 40mph speed limit requiring visibility splays of 2.4m x 120m in both directions. Initial concerns were raised by the Council's Highways Officer over the adequacy of existing splays, noting that prior approvals relied on wet-weather adjustments and anticipated traffic speed reductions. Updated guidance in DMRB CA185 now specifies that all speed measurements must be taken in dry weather, and the most recent survey indicates that northbound speeds have only marginally decreased (by 0.3mph). In addition, the site is expected to be accessed predominantly by larger vehicles, which increases the importance of visibility and safety.

Following the submission of an updated Transport Statement submitted on 21/11/2025, containing tracking for a 16.5 metre rigid vehicle and revised visibility splays. The applicant proposes a build-out adjacent to 70 and 72 Reading Road to prevent overtaking and improve access safety. The revised visibility splays are 2.4m x 72.9m to the carriageway edge and 2.4m x 92.8m to the centre line, accounting for the edge of the build-out. The principle of the proposed traffic calming measure is considered acceptable by the Highways Officer. As it involves a physical alteration to a classified A-road, a Stage 1 Road Safety Audit in accordance with DMRB GG119 will be required under a separate consent process.

Swept Path Analysis

The applicant has provided swept path analysis for a 16.5m articulated vehicle in both directions, demonstrating that large vehicles can safely enter, exit, and manoeuvre within the site. The Council's Highways Officer considers the swept path arrangements acceptable.

Parking

Initial comments raised concerns that the proposed disabled parking spaces did not fully meet the Council's standards. An updated Block Plan, received on 11/12/2026, has since been submitted showing wider disabled parking bays and the provision of an additional disabled space to address these concerns.

Electric Vehicle Charging Points

As non-residential buildings with more than 10 parking spaces, the proposal must

provide at least one EVCP, with a cable route for EVCP provision in a minimum of one-fifth of the remaining spaces, in line with the latest Building Regulations (Approved Document S). A suitable condition will be attached to any approval.

Cycle Provisions

The Transport Statement indicates provision for three long-term cycle parking spaces, which is welcomed. Full details of cycle parking, including layout and secure storage, will be secured by condition in the event of any approval.

Flooding and Drainage:

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.

Policy CC10 of the MDD requires the incorporation of sustainable drainage measures and the minimisation of surface water run-off. While on-site drainage arrangements would remain largely unchanged, the proposed access widening and additional parking areas would introduce further areas of hardstanding. Where new surfacing is proposed, it shall be constructed of permeable materials to prevent any increase in surface water run-off and associated flood risk. A suitably worded condition will be imposed to secure compliance with this requirement.

Landscape and Trees:

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 adjoins the designated Green Route along Finchampstead Road, which is characterised by a number of accesses serving residential properties to the rear of roadside dwellings, several of which accommodate commercial activities.

Part of the site has previously been remediated through enforcement proceedings and now comprises turf. The partially tree-lined boundary is to be retained, which assists in softening the visual impact of the existing buildings and the wider site. This should be further enhanced through a comprehensive scheme of soft landscaping.

Additional landscaping details are required in respect of the proposed widening of the access onto Reading Road, as the increased extent of hardstanding would introduce a more urbanising feature within the Green Route. Supplementary tree planting will therefore be necessary to mitigate this impact and preserve the character of the route. A suitably worded landscaping condition will be attached to any planning permission to secure these measures.

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 site lies within a habitat where bat roosts have previously been recorded and is adjacent to a strip of woodland. However, the areas directly affected by the proposal are of low ecological value and unlikely to impact protected species. No objections are raised regarding potential effects on foraging or commuting bats, or other wildlife in the adjacent woodland, particularly given that external lighting would be prohibited by condition if planning permission is granted.

Waste Storage:

Policy CC04 of the MDD requires adequate internal and external storage for the segregation of waste and recycling. The proposals are likely to generate a degree of waste therefore a suitably sized area has been provided within the site per the submitted block plan. A suitable condition will be attached to any approval to ensure compliance.

Community Infrastructure Levy (CIL):

When planning permission is granted for a development that is CIL liable, the Council will issue a liability notice as soon as practicable after the day on which the planning permission first permits development. Completing the assumption of liability notice is a statutory requirement to be completed for all CIL liable applications.

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 reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex or sexual orientation. 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.

RECOMMENDATION	
Conditions agreed:	Yes
Recommendation:	Approval
Date:	23 September 2025
Earliest date for decision:	9 October 2025

Recommendation agreed by: (Authorised Officer)	<i>MC</i>
Date:	02.03.2026