

12-14 Kentwood Hill, Tilehurst, Reading, RG31 6DE

Planning, Design & Access Statement

September 2025



 **MOMENTUM**



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1. Introduction

- 1.1 This Planning, Design and Access Statement is submitted in support of a full planning application for the following development at 12-14 Kentwood Hill, Tilehurst, Reading, Berkshire, RG31 6DE:

Planning application for a change of use from a social club to a church (place of worship), roof extension to the existing rear extension and alterations to existing rear extension including fenestration alterations, insertion of velux rooflights and provision of replacement slate roof to match existing

- 1.2 The location of the site is shown on the site location plan at Figure 1.

**Figure 1: Site location plan:
Source Land
Insight**



- 1.3 This Planning, Design and Access Statement presents the proposals in the context of the key relevant planning policy considerations and is set out under the following headings:

- Existing Site & Planning History
- Proposed Development
- Planning Policy Context
- Planning Considerations
- Conclusion

- 1.4 This report should be read in conjunction with submitted planning drawings and the following reports:

- Environmental Noise Survey and Acoustic Assessment by Pulsar Acoustics
- Highways Technical Note and Parking Survey by Paul Basham Associates
- Site Location Plan, Existing and Proposed floor plans, elevations, sections and block plan by Ian Hunt Associates



2. Site and Surrounding Area

- 2.1 The site comprises a detached part single, three-storey building on a rectangular shaped 0.07 ha plot on the south side of Kentwood Hill in Tilehurst, Reading, Berkshire.
- 2.2 The building fronting Kentwood Hill Road is three storeys in height and has two front bay windows at ground floor level along with two front gable ends facing the street. It is a period property believed to have been constructed in the Victorian era. The building has some later extensions to the rear at ground floor level. A collection of outbuildings is also located to the rear together with some external courtyards. An external metal staircase is attached to the building's western elevation and provides pedestrian access from the ground to the first floor.
- 2.3 The original building is finished in red brick and has a tiled roof. Its later extension and outbuilding are finished in a mix of materials including render and brick.
- 2.4 The building is currently vacant. It was previously in use as the 'Tilehurst Club' which was a social club. The building is currently in a dilapidated condition and poor state of repair both internally and externally.
- 2.5 Pedestrian access to the site is available from Kentwood Hill to the north. There is currently no vehicular access or car or cycle parking available at the site.
- 2.1 With regards to topography, the site is generally flat.
- 2.2 Existing boundary treatment comprises a mix of metal and timber fencing.
- 2.3 A site location plan and some site photographs are provided below.

Figure 2: Aerial View (Google Maps)



Figure 3: Photograph showing front (north) elevation of existing building



**Figure 4: Photograph
of rear extension**



**Figure 5: Photograph
of rear courtyard**



- 2.4 The surrounding area is predominantly residential in character. Kentwood Hill is approximately 1km in length and links School Road to the southwest with Oxford Road to the northeast. It contains a predominantly two-storey semi-detached and terraced residential properties of a mix of ages and designs. In terms of its immediate surroundings:
- To the east, the site lies adjacent to a row of two-storey terraced dwellings (16 to 22 Kentwood Hill) and their rear gardens. The nearest property to the application site is 16 Kentwood Hill.
 - To the west, the site lies adjacent to a substation and its associated metal fencing.
 - To the south, the site lies adjacent to a garage block beyond which lies a mix of terraced and semi-detached dwellings on Kentwood Close (52 to 64 Kentwood Close).
 - To the north, the site fronts onto Kentwood Hill on the opposite side of which lies trees and open space (the Victoria Recreation Ground).
- 2.5 The site is in Flood Risk Zone 1 (low flood risk) and there are no locally or statutorily listed buildings on or in the immediate vicinity of the site. It is not in a Conservation Area.
- 2.6 The site is sustainably located approximately 50m to the east of the 'Tilehurst Triangle District Centre' boundary which contains a range of shops, services and facilities. According to Local Plan policy L1, the Regional Centre (Reading) occupies the highest level of the town centre hierarchy, with District Centres falling just below this followed by Major Local Centres and Local Centres. The site is also only 0.8miles (a 19-minute walk or a 7-minute cycle) from Tilehurst train station. The site is therefore considered to have very good of access to public transport.
- 2.11 A review of the Council's adopted Policies Map (see Figure 6 below) indicates that the site does not have any site-specific designations.
- 2.12 Regarding surrounding designations, a '**Local Green Space and Public Open Space policy EN7**' applies to Victoria Recreation Ground and Kentwood Hill Allotments to the north (see area in green in map extract below). The '**Tilehurst Triangle district centre**' lies to the west of the site (see black line in map extract below).
- 2.13 The site is not in an area covered by a Neighbourhood Plan.

Figure 6: Extract from the adopted Reading policies map



Planning History

- 2.12 The site does not have any planning history according to the Council's website.



3. The Proposal

3.1 This application seeks full planning permission for the following:

Planning application for a change of use from a social club to a church (place of worship), roof extension to the existing rear extension and alterations to existing rear extension including fenestration alterations, insertion of velux rooflights and provision of replacement slate roof to match existing

3.2 In summary, this involves:

- the change of use of the social club to a church (place of worship).
- The proposal includes ancillary facilities such as office space, toilets, store rooms and a creche/nursery.
- The following external changes are proposed to the existing rear extension of the building in connection with the change of use:
 - Extension the roof of the existing rear extension by raising the eaves level by approximately 1050mm.
 - Construction of new slate covered roof on the proposed roof extension to match existing.
 - Insertion of Velux roof lights into the proposed roof extension.
 - Insertion of new white aluminium framed double glazed feature window to gable end at ground floor level on the south elevation.
 - Fenestration alterations including installing white UPVC framed french windows at ground floor level on the side elevations of the extension to match existing; blocking up a door and replacing it with white UPVC framed window,
- The proposed new roof will be finished in slate to match existing, and the new walls associated with the raised eaves will have a render finish externally to match existing.
- In terms of cycle parking, cycle parking spaces for 13 cycles are proposed in connection with the change of use.
- The site will continue to provide 3 informal car parking spaces at the front of the property with additional on street parking available in the wider area such as along Kentwood Hill and Kentwood Close.

2.7 The applicants comprise a well-established local church group called Berachah International Christian Fellowship. The following statement explains the need for the new premises:

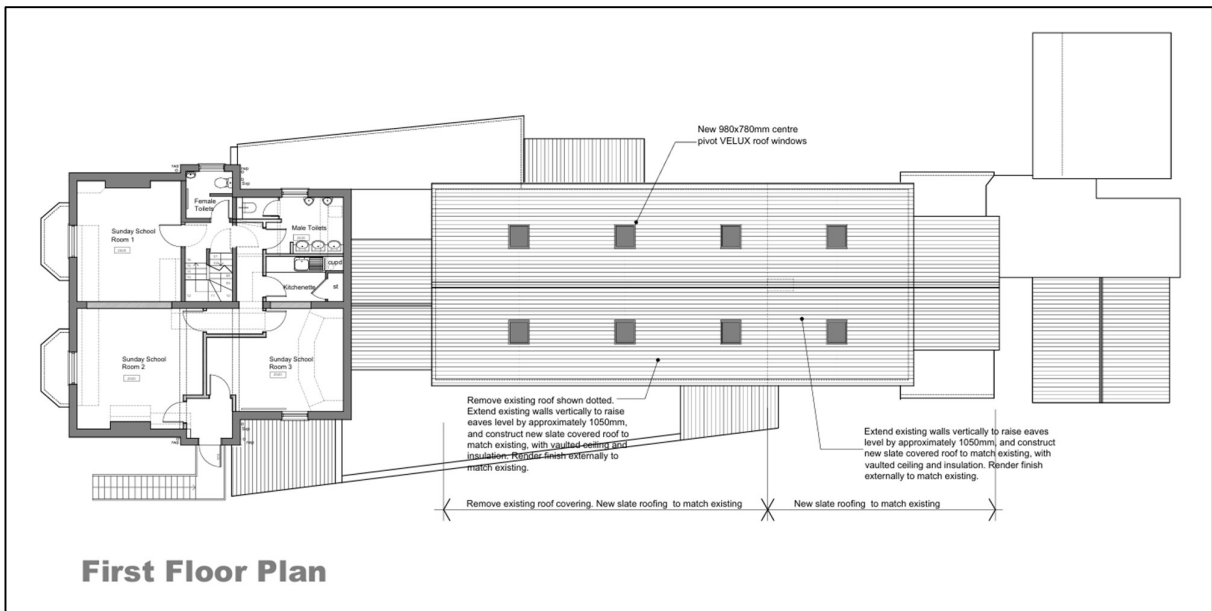
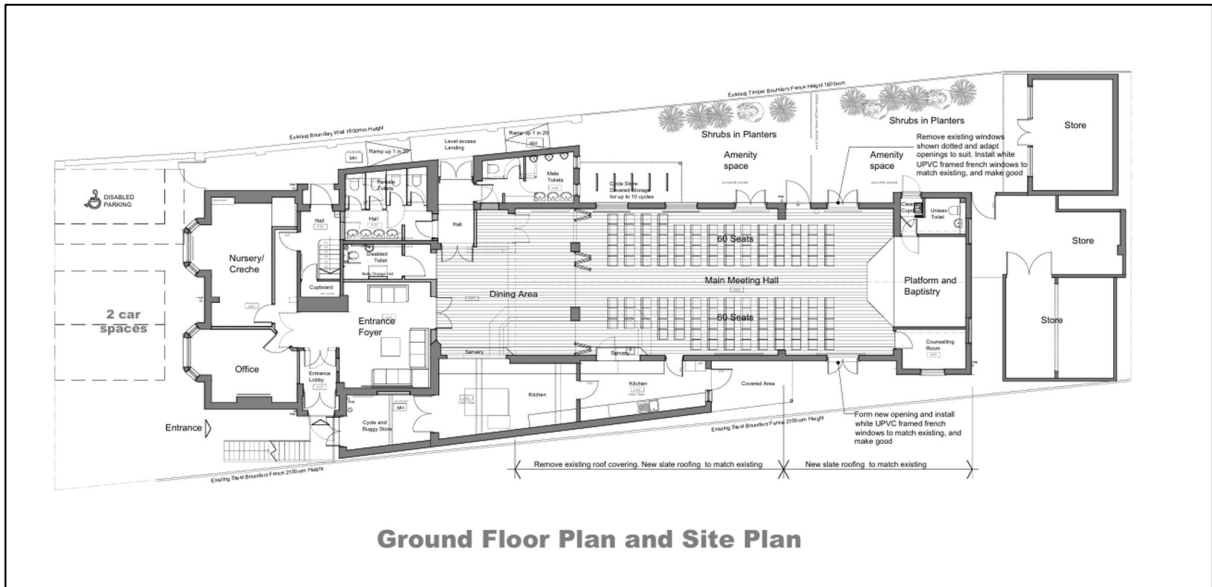
We have been operating in the Reading area since 2003, holding our church services in various locations across the town. Since 2012, we have been based at Providence Chapel, where we gather in a loft conversion hall. However, this space presents several ongoing challenges. It is very limited in size, making it difficult to accommodate our congregation of around 80 members, including Sunday school children.

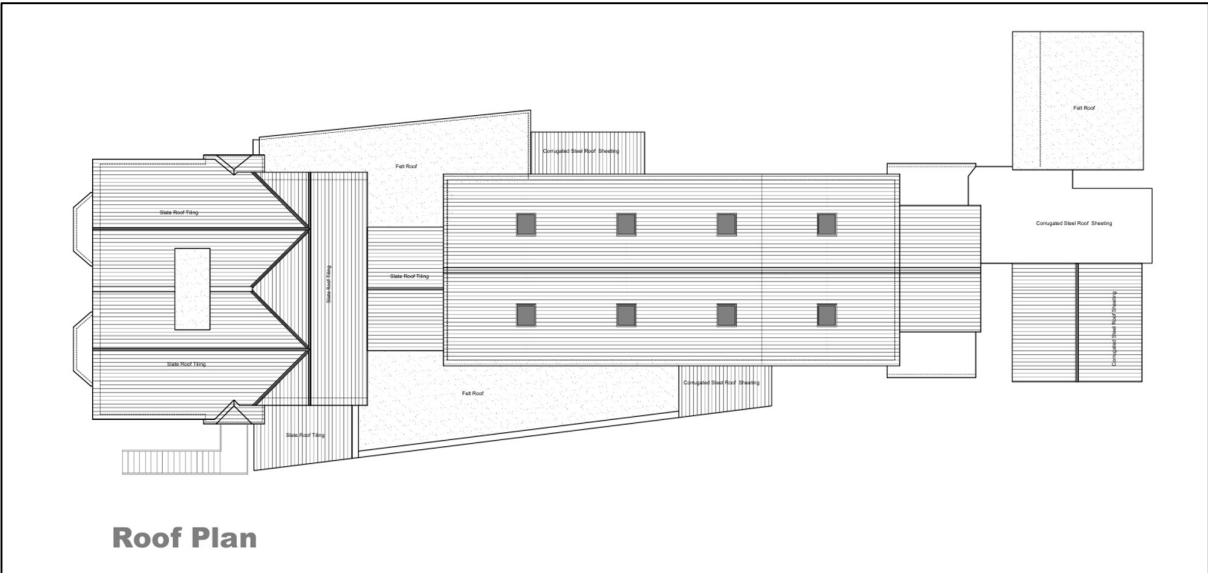
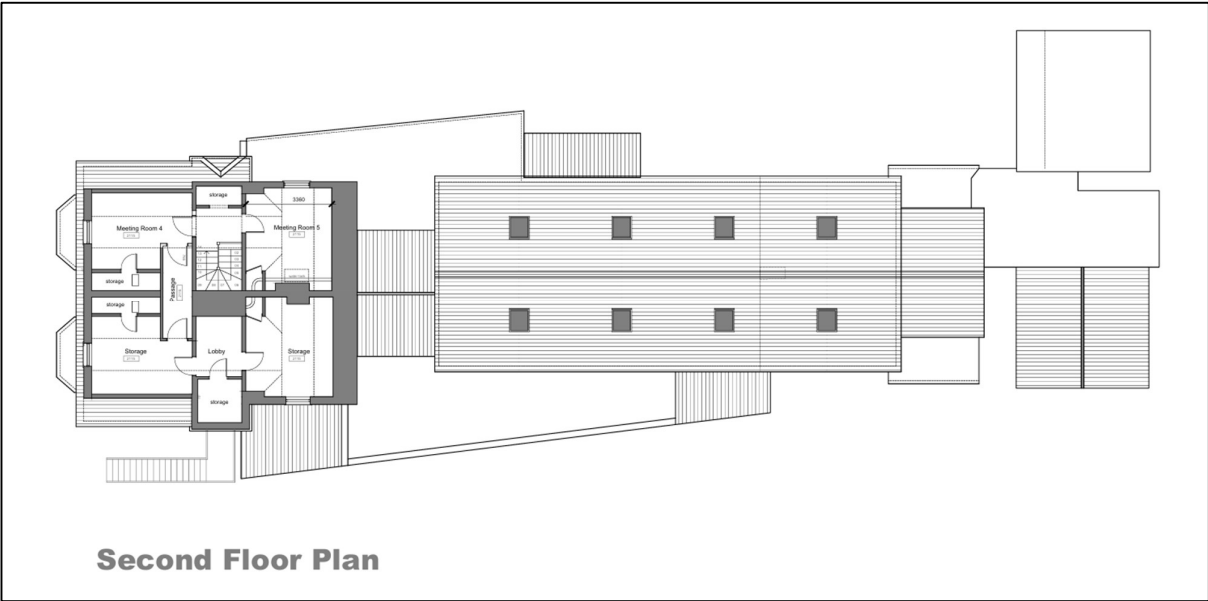
There is no kitchen or dining area, and all our activities must be conducted within a small, confined space, which restricts both our worship and fellowship. This lack of adequate facilities is the primary reason we are seeking new premises. In a more suitable building, we also hope to extend our outreach by supporting the local community—for example, by providing evening meals on a designated day each week, subject to the premises being fit for purpose.

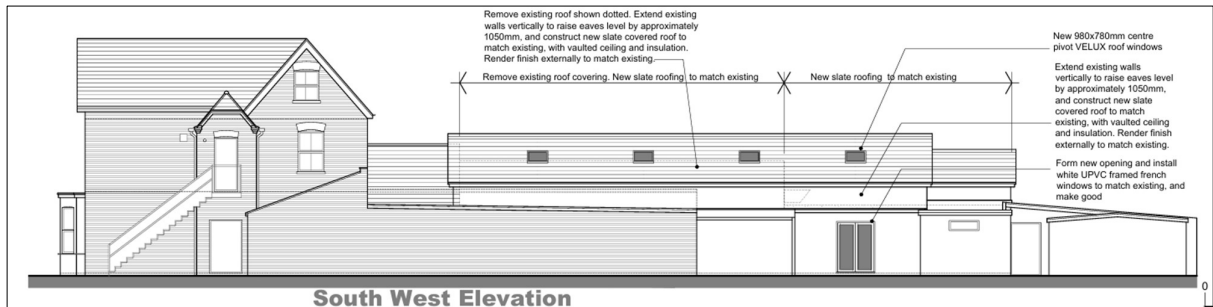
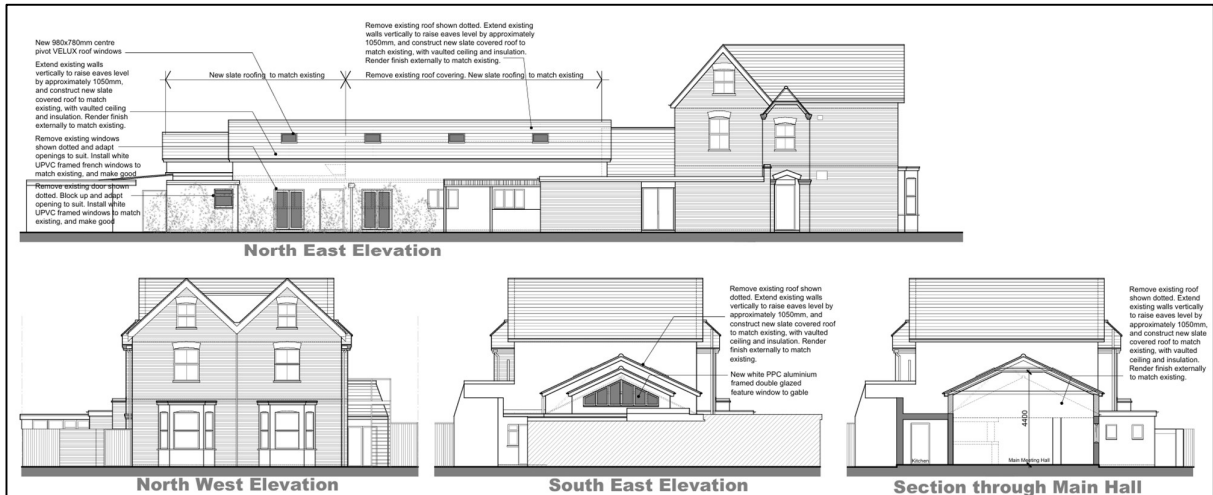
2.8 The applicants propose to operate the application site as follows:

- Hours of business - The applicant has confirmed that the proposed place of worship will operate services on Tuesday evening (approximately 30 adults), Thursday evening (approximately 55 adults), Friday evening (approximately 55 adults) as well as Sundays with roughly 60-80 adults including 15 children aged 2-14 years old. 60 seats will be provided accommodate the maximum anticipated demand. The services will occur during the following hours:
 - Tuesday (19:00-21:00)
 - Thursday (19:00-21:00)
 - Friday (19:00-21:00)
 - Saturdays 15:00h to 17:00h (Every other Saturday)
 - Sunday (10:00-16:00).
- Servicing and deliveries – Servicing and deliveries to the facility will continue to be undertaken from Kentwood Hill as existing.

3.3 Extracts of plans accompanying this full planning application are provided below.









4. Planning Policy Context

- 4.1 The relevant development plan for the purpose of the application proposal comprises the following:
- The Reading Borough Local Plan (adopted 2019)
- 4.2 The following national policy and guidance are material planning considerations:
- National Planning Policy Framework (2024)
 - MHCLG Planning Practice Guidance (2024)
 - MHCLG National Design Guide (Updated January 2021)
- 4.3 The following Supplementary Planning Documents (SPD) and other guidance is also relevant:
- Revised Parking Standards and Design SPD (2011)

Emerging Local Plan

- 4.4 The Council is carrying out a 'Partial Update' to the Local Plan. A public consultation on the Pre-Submission Draft of the Partial Update to the Local Plan was carried out in November and December 2024. The update currently carries limited weight in decision making.

National Planning Policy Framework 2024

- 4.5 The National Planning Policy Framework (NPPF) was updated in December 2024. Section 8 (Promoting healthy and safe communities) seeks to achieve healthy, inclusive and safe places. Paragraph 98 states to provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:
- (a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;*
- (b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;*
- (c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;*

(d) ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and(e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services

- 4.6 Section 9 (Promoting Sustainable Transport) requires transport issues to be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios. Paragraph 117 states that applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations

- 4.7 Paragraph 118 states all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

Reading Local Plan (adopted 2019)

- 4.8 The following Reading Local Plan (2019) policies are relevant to the proposal:

- 4.9 **CC1: Presumption In Favour of Sustainable Development** – The policy states that a positive approach to considering development proposals will be taken that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF). Where

appropriate, the Council will work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible.

- 4.10 **CC2: Sustainable Design and Construction** – requires proposals for new development, including the construction of new buildings and the redevelopment and refurbishment of existing building stock, will be acceptable where the design of buildings and site layouts use energy, water, minerals, materials and other natural resources appropriately, efficiently and with care and take account of the effects of climate change
- 4.11 **CC3: Adaptation to Climate Change** - requires developments to demonstrate how they have been designed to incorporate measures to adapt to climate change. Proposals involving both new and existing buildings shall demonstrate how they have been designed to maximise resistance and resilience to climate change.
- 4.12 **CC5: Waste Minimisation and Storage** – requires development to demonstrate measures to minimise the generation of waste in the construction, use and life of buildings and promote more sustainable approaches to waste management.
- 4.13 **CC6: Accessibility and the Intensity of Development** – requires the scale and density of development to be related to its level of accessibility by walking, cycling and public transport to a range of services and facilities, with the densest and largest scale development taking place in the most accessible locations. Development should create safe and accessible environments for all users.
- 4.14 **CC7: Design and the Public Realm** – requires all development to be of high design quality that maintains and enhances the character and appearance of the area of Reading in which it is located.
- 4.15 **CC8: Safeguarding Amenity** – requires development to not detrimentally affect the living environment of existing residential properties, in terms of privacy and overlooking, sunlight and daylight, visual dominance and overbearing effects, harm to outlook. noise and disturbance, artificial lighting, vibration, dust and fumes, smell and crime and safety. As well as immediate impacts, other aspects to which this policy applies will include matters such as hours of operation of businesses, and effects of traffic movements, particularly of heavy goods vehicles (HGVs). Proposals which would generate regular movements of HGVs on residential roads will not be acceptable.
- 4.16 **TR1: Achieving The Transport Strategy** - requires development to contribute appropriately to meeting the objectives of the most up-to-date Local Transport Plan. All development proposals should make appropriate provision for works and contributions to ensure an adequate level of accessibility and safety by all modes of transport from all parts of a development, particularly by public transport, walking and cycling.

- 4.17 **TR3: Access, Traffic And Highway-Related Matters** – the policy permits development where accesses and works to the highway comply with the adopted standards of the Transport Authority; the development would not have a material detrimental impact on the functioning of the transport network and the proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists.
- 4.18 **TR4: Cycle Routes and Facilities** - Developments will be expected to make full use of opportunities to improve access for cyclists to, from and within the development and to integrate cycling through the provision of new facilities. Development of new facilities for cycling, such as cycle hire points and cycle parking, will be acceptable.
- 4.19 **TR5: Car and Cycle Parking and Electric Vehicle Charging** - Development should provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport.
- 4.20 **OU1: New And Existing Community Facilities** - Proposals for new, extended or improved community facilities will be acceptable, particularly where this will involve co-location of facilities on a single site. New community facilities should be located where there is a choice of means of travel (including walking and cycling), and in existing centres where possible. Proposals involving the redevelopment of existing community facilities for non-community uses will not be permitted, unless it can be clearly demonstrated that there is no longer a need to retain that facility.

Relevant Supplementary Planning Documents (SPD) and other guidance

- 4.21 **Revised Parking Standards and Design SPD (2011)** - Provides guidance on the levels of parking required as part of new developments. As there are different land uses and densities in Reading, a zonal approach has been adopted.



5. Planning Considerations

- 5.1 This section considers the planning aspects of the proposals. The preceding sections have provided the context for this assessment of the planning merits of the proposed development. The proposals have been assessed in relation to the key planning policies set out in the previous sections and are considered in turn below.
- 5.2 This section assesses the proposals against the planning policy framework for the site and material considerations including the requirements of the outline planning permission. Consideration is given to the following planning issues, including:
- Principle of Development
 - Design and character impact
 - Residential amenity impact
 - Highways and parking impact

Principle of Development

- 5.3 Paragraph 98 of the NPPF requires local authorities to plan positively for the provision and use of community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments. They should also guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs.
- 5.4 Local Plan policy OU1 states that proposals for new, extended or improved community facilities will be acceptable, particularly where this will involve co-location of facilities on a single site. New community facilities should be located where there is a choice of means of travel (including walking and cycling), and in existing centres where possible. Proposals involving the redevelopment of existing community facilities for non-community uses will not be permitted, unless it can be clearly demonstrated that there is no longer a need to retain that facility.
- 5.5 The proposal has been assessed against the policy requirements of the NPPF and Local Plan policy OU1 and the principle of development considered to be acceptable for the following reasons:
- The site is currently vacant, and it is not currently contributing to the local area as a community facility. It is therefore not focal point to community life or community meetings. In contrast, the proposed place of worship would bring the site back into community use enabling it to contribute towards the local community. It will deliver a replacement

community facility which meets the needs of the local community, in particular, a well-established and supported church group.

- A 'place of worship' is categorised as 'community facility' in both the NPPF (at paragraph 98) and the Local Plan (2019), as confirmed by the supporting text for policy OU1 at paragraph 4.7.2 states *Community facilities mean different things to different people. The term could encompass health facilities, education and training facilities (at all levels), youth and community centres and meeting places, libraries, places of worship, civic and administrative facilities and recycling facilities and civic amenity sites.* As such, the proposed place of worship will allow the site to continue as a community facility.
- The former social club use of the site became unviable which subsequently resulted in its closure. This was largely due to a decline in membership numbers. Competition from more modern facilities within the locality have added to the difficulties in running the Club as well as the necessary cost of modernising the existing building. Clearly, the former social club is unviable and not in demand.
- Importantly the change of use will also result in refurbishment of the currently dilapidated building to facilitate its change of use. It is a rundown facility in need of modernisation. In contrast, the proposal involves refurbishing and upgrading the site and will deliver a more up to date and enhanced community facility than the previous social club. In doing so, it will enable the long-term viability of the site. The proposed refurbishment is also likely to introduce sustainability benefits in terms of energy efficiency, and it therefore will also positively accord with Local Plan policies CC2 and CC3.
- The proposed place of worship is in an area that it is intended to serve. Much of the church congregation are from the local area. Once operational, the proposal will therefore deliver a valued and well-supported community facility.
- Local Plan policy OU1 requires new community facilities to be located where there is a choice of means of travel (including walking and cycling), and in existing centres where possible Paragraph 4.7.5 states that *'these facilities should be located in areas that are well serviced by a choice of means of transport, including public transport, walking and cycling. The most appropriate location for community facilities will be in or on the edge of existing centres identified in the network in policy RL1, which will maximise access for the greatest number of people'*. The proposal accords with this policy requirement by being close (approximately 0.8 miles) to Tilehurst train station. In addition, it is on the edge of an existing centre identified in the network of policy RL1, due to it being located approximately 40m away from the Tilehurst Triangle District Centre boundary. As such, due to its proximity to public transport connections and Tilehurst Triangle District Centre, the proposed place of worship is sustainably and accessibly located.

- Bringing the currently vacant site back into community use will increase activity on the site which in turn will increase opportunities for natural surveillance and crime reduction.
- The applicant's intention is to support the local community—for example, by providing evening meals on a designated day each week, subject to the premises being fit for purpose.

5.6 As such, the proposal will positively address the requirements of paragraph 98 of the NPPF and Local Plan policy OU1 and the principle of the change of use is acceptable.

Design and character impact

5.7 The proposed external alterations are limited to changes to the existing rear extension at the building which is largely screened from public views from the front of the property and will not affect the principal front elevation of the building. The alterations to the rear extension are limited to raising the eaves height of the roof by approximately 1050mm and constructing a new slate roof to match existing. Some minor fenestration alterations are also proposed at ground floor level along with the insertion of a feature window to the gable end and the insertion of Velux roof lights in the new roof.

5.8 Given the minor nature of these changes and the limited height increase of the roof (by approximately only 1050mm), the proposal will not result in any undue increase in the scale, bulk, massing and height at roof level. Due to the limited nature of these changes, and with them being located in the rear part of the building, the development will also not significantly affect the character and design of the building.

5.9 The proposed roof extension will have the benefit of improving the insulation and energy efficiency levels of the building. The fenestration changes, which involve double glazed windows, will also improve energy efficiency. The proposed new Velux roof lights will increase levels of natural light into the building which is also a benefit.

5.10 As such, the development is not considered to materially affect the design and appearance of the site or the surrounding.

5.11 The proposal is therefore acceptable in terms of its design and character impact and accord with Local Plan policy CC7.

Residential amenity impact

4.22 Policy CC8 requires development to not detrimentally affect the living environment of existing residential properties, in terms of privacy and overlooking, sunlight and daylight, visual dominance and overbearing effects, harm to outlook, noise and disturbance, artificial lighting, vibration,

dust and fumes, smell and crime and safety. As well as immediate impacts, other aspects to which this policy applies will include matters such as hours of operation of businesses, and effects of traffic movements, particularly of heavy goods vehicles (HGVs). Proposals which would generate regular movements of HGVs on residential roads will not be acceptable.

5.12 The proposed development will ensure that the amenity of neighbouring residents, particularly residents closest to the development at No. 16 Kentwood Hill, is safeguarded in terms of the relevant amenity considerations below as follows:

- Noise and disturbance impacts – Noise and disturbance impacts will be minimal as this proposal is for a place of worship and not a late-night venue or another development that may generate significant noise. It is noted that the previous social club use of the site would have generated some level of night-time noise due to it having a bar, function room and hosting events such as discos and sports events. It is also likely to have required several deliveries, which would have been noise-generating. The proposed place of worship is likely to generate less noise than the previous use. It should also be noted that the applicant is a successful and well supported local faith group previously operating without incident. Notwithstanding this, the applicant is willing to accept a suitably worded planning condition to restrict hours of use to protect the amenity of neighbouring properties. The application is supported by an environmental noise survey and acoustic assessment by Pulsar. The assessment confirms that:
 - The development should not harm the amenity of adjacent residential properties due to its controlled hours of operation. Plus, it is considered to be a more neighbourly use in terms of noise generation than the previous social club use, which in particular could generate relatively high day and night time noise, due to it having a bar, function room and hosting events such as discos and sports events. It is also likely to have required several deliveries, which would have been noise-generating.
 - The proposed place of worship is likely to generate less noise than the previous use. It should also be noted that the applicant is a successful and well supported local faith group previously operating without incident. Notwithstanding this, the applicant is willing to accept a suitably worded planning condition(s) to restrict noise impact to protect the amenity of neighbouring properties.
 - The proposal is therefore acceptable in terms of impact on neighbouring amenity, and will comply with Local Plan policy CC8, and relevant sections of the NPPF.
- Privacy, outlook, sense of enclosure, sunlight, daylight and overshadowing - The proposed roof extension will result in a height increase of the eaves level of the roof by only 1m. Given this limited

change in the context of the scale of the overall building and the generously sized plot, together with the ample distance of the proposed roof extension to neighbouring properties, it will not materially affect residential amenity in terms of loss of light, outlook and sense of enclosure. Due to the fenestration changes being limited to ground floor level where they will be largely screened from view by boundary treatment and due to the rooflights being flush with the roof, the fenestration changes will not result in privacy loss.

- 5.13 The proposal is therefore acceptable in terms of impact on neighbouring amenity, and will comply with Local Plan policy CC8, and relevant sections of the NPPF.

Highways, Parking and Access considerations

- 5.14 The proposal involves no changes to existing vehicular and pedestrian access to the site which will remain as existing from Kentwood Hill. Pedestrian and vehicular access will therefore remain safe and unaffected.
- 5.15 The site is 19-minute walk or a 7-minute cycle from Tilehurst train station. It is therefore sustainably located and has very good public transport accessibility which gives visitors a choice of transport options.
- 5.16 The application is accompanied by a Highways Technical Note which confirms:
- The proposed development will provide 3 informal off-street car parking spaces for the place of worship. In order to meet RBC's parking standard of 10 parking spaces to serve the 80 seats, 7 car parking spaces will be required to be accommodated within the local road network or Recreation Road Public Car Park
 - Applying the 'Lambeth Parking Methodology', a survey study area was identified which includes the areas which are within a 200m walking distance of the site
 - The results demonstrate a worse-case scenario of 61 spaces occupied and 97 unoccupied on Tuesday evening and 61 spaces occupied and 98 spaces unoccupied on Sunday morning. Overall, the 7 spaces can be accommodated in both of these scenarios.
 - In total this would result in 90 spare spaces based on the Tuesday evening and 91 spaces spare based on the Sunday morning, even when accommodating the additional impact of the proposed development.
 - Therefore, the displaced parking resulting from the proposed development can be accommodated within the local highway network without causing detriment to the existing safety or operation of the local road network.
 - On this basis, the Transport Statement requests that the local planning and highway authorities look favourably upon the development in relation to highways and transportation.

- 5.17 13 cycle spaces are provided in accordance with the Council's standards.
- 5.18 The proposal therefore complies with Local Plan policies TR1, TR3, TR4 and TR5 and relevant sections of the NPPF.



Conclusions

- 6.1 This full planning application proposes the following development:

Planning application for a change of use from a social club to a church (place of worship), roof extension to the existing rear extension and alterations to existing rear extension including fenestration alterations, insertion of velux rooflights and provision of replacement slate roof to match existing

- 6.2 The proposed change of use from a vacant, unviable and dilapidated social club which lacked demand from the local community to a church (place of worship) provides an opportunity for a local church group to expand and to operate in the local area.
- 6.3 The proposal will bring a currently vacant community use back into use and enable it to positively contribute towards the local community. It will upgrade and refurbish the site and provide a new community use.
- 6.4 It will not harm the amenity of any adjacent residential properties due to its controlled hours of operation and limited physical alterations and extensions to the building, which will not materially affect the design and appearance of the building, or residential amenity. It is a more neighbourly use in terms of noise generation than the previous social club use which generated some degree of nighttime noise. It will not result in any undue impact in terms of highway safety and traffic due to its sustainable location.
- 6.5 The development complies with policies CC8, CC7, OUT1, TR1, TR3, TR4 and TR5 of the Local Plan and relevant paragraphs of the NPPF.
- 6.6 It is therefore respectfully requested that full planning permission is granted for this application.



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