

100 School Road, Tilehurst, Reading, RG31 5AU

Planning, Design & Access Statement

March 2026



 **MOMENTUM**



Contents

Contents	i
1. Introduction	1
2. Site and Surrounding Area	3
3. The Proposal	8
4. Planning Policy Context	11
5. Planning Considerations	17
6. Conclusions	24



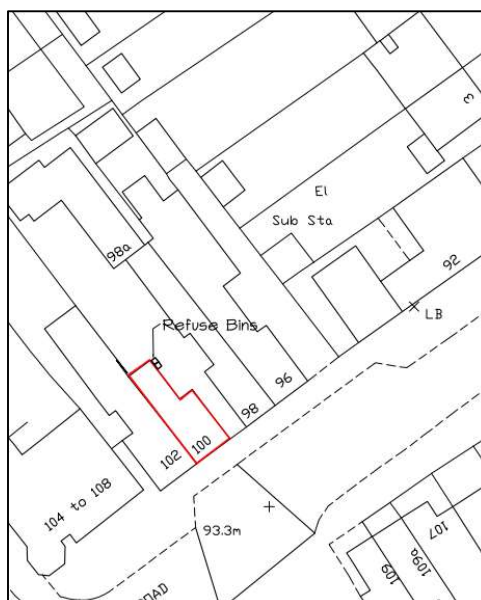
1. Introduction

- 1.1 This Planning, Design and Access Statement is submitted in support of a full planning application for the following development at 100 School Road, Tilehurst, Reading, Berkshire, RG31 5AU:

Planning application for a change of use at ground floor from a former bank (Class E(c)(i)) to an educational use (private tuition centre)(Class F1)

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

Figure 1: Site location plan



- 1.3 The proposed education use will introduce a tuition centre to the site to be operated by Kumon; an Ofsted registered and well-established tutoring provider for children aged between approximately 3 to 17 years old. Kumon was founded in 1958 and has an international reach operating in over 60 countries. Kumon is now the largest supplementary education provider in the UK and Ireland.
- 1.4 The applicant is currently operating from a premises in very close proximity to the site (approximately 400m away), at 26 School Road. However, due to increasing demand for tutoring services and the need to increase opening hours and operate from a sustainably located, larger premises, they are looking to relocate from 26 School Road to 100 School Road. 100 School Road is also very well placed in terms of its proximity to local schools and therefore students who are likely to make use of the tutoring facility.
- 1.5 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

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

- Highways Technical Note by Magna Transport Planning Ltd
- Site Location Plan, Block Plan and Existing and Proposed floor plans by Greg Farrell



2. Site and Surrounding Area

- 2.1 The site comprises a semi-detached, two-storey building on a rectangular shaped plot on the north side of School Road in Tilehurst, Reading, Berkshire. It is opposite the roundabout junction with St Michael's Road, within the Tilehurst Triangle District Centre and within a Key Frontage within the centre.
- 2.2 The building is a brick-built unlisted property with a pitched tiled roof. It has a later single storey extension to the rear at ground floor level.
- 2.3 The ground floor of the property is currently vacant and has been so since 02 December 2024. It was previously in use as a bank and has a lawful use of Class E(c). The first floor of the building is in residential use a residential dwelling.
- 2.4 Pedestrian access to the ground floor of the property is available from School Road on the site's southern boundary. There is currently no vehicular access or car or cycle parking available at the site. However, several public car parks are located within easy walking distance of the site, including the Triangle Car Park (230 metres from the site), Dunstall Close Public Car Park (250 metres from the site) and Recreation Road Car Park (500 metres from the site).
- 2.1 With regards to topography, the site is generally flat.
- 2.2 An aerial view and some site photographs are provided below.

Figure 2: Aerial View (Google Maps)



Figure 3: Photograph showing front elevation of existing building



**Figure 4: Photograph
of rear of building**



**Figure 5: Photograph
of interior view**

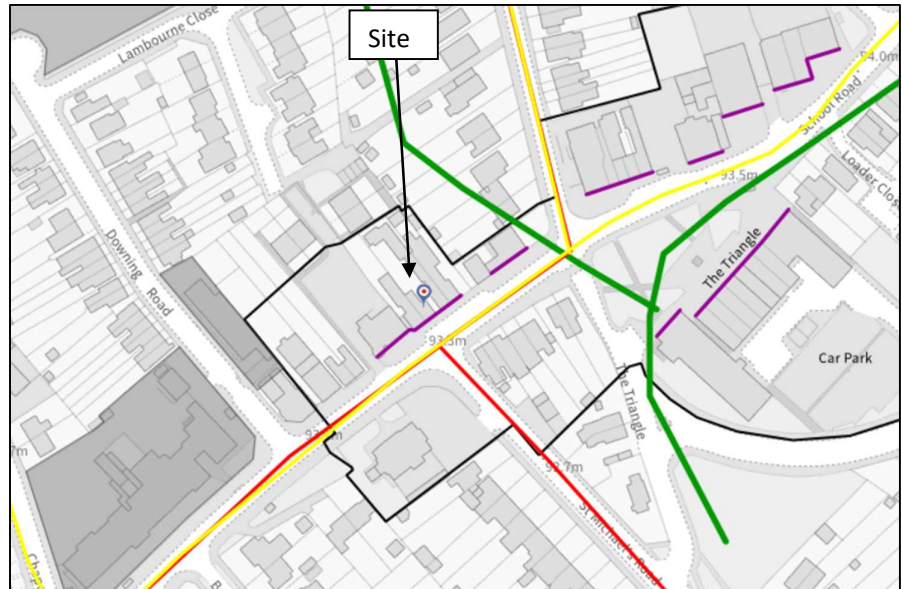


- 2.3 The surrounding area is mixed use in character containing retail, restaurants, public houses, schools, community and residential uses. School Road is approximately 800m in length and links Kentwood Hill to the northeast with Park Lane to the southwest. It contains a predominantly two-storey semi-detached and terraced properties of a mix of ages and designs. In terms of its immediate surroundings:
- To the northwest, the site backs onto two-storey residential dwellings to the rear.
 - To the southeast, the site fronts onto the School Road street scene on the opposite side of which lies the entrance to St. Michaels Road, a public house ('The Prince') and associated car park and a row of two-storey terraced properties containing commercial uses at ground floor level and what appears to be predominantly residential uses on the upper floor.
 - To the southwest, the site adjoins a two-storey semi-detached property (102 School Road) which is in retail use at ground floor level ('James Bloor' which comprises a jewellery shop). Residential uses appear to occupy the upper floor of the building.
 - To the northeast, the site lies adjacent to a two-storey semi-detached property known as 98 School Road, which comprises a retail shop at ground floor level (known as 'Vapourwise' – a vape shop). Residential uses appear to occupy the upper floors of the building.
- 2.4 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.
- 2.5 The site is sustainably in the 'Tilehurst Triangle District Centre' which contains a range of shops, cafes, pubs, 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 1.2miles (an 8-minute cycle or 27-minute walk) from Tilehurst train station. The station is served by approximately two trains per hour in each direction between London Paddington and Didcot Parkway, providing access to both local and strategic destinations. The site is also well served by local bus services, with bus stops located within a short and convenient walking distance. 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 has the following designations:
- Within a '**Key frontage in District and Local Centres**' (policy RL3 applies)

- Within a '**District or Local Centre**' (Tilehurst Triangle District Centre')

2.12 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 has the following planning history according to the Council's website

- **PL/02/1218** - ATM Cash Machine surround sign. Partially illuminated. Approved 20/3/2002.
- **PL/03/0114** - New fasci and projecting sign. Refused 11/6/2003
- **PL/03/1195** - Internally illuminated fascia sign and double-sided projecting sign. Approved 13/8/2003.
- **PL/06/1193** - Form new flat roof to rear and carry out alterations to rear and side elevations. Approved 06/4/2006.
- **PL/06/1316** - Retain 2 existing and add 3 A/C condenser units to rear of branch. Form new ramp to rear exit. Approved 05/6/2006.
- **PL/24/1703** – First floor - Conversion of the existing storage rooms to create a 1x1 bedroom dwelling (Class C3). Approved 05/06/2025



3. The Proposal

3.1 This application seeks full planning permission for the following:

Planning application for a change of use at ground floor from a former bank (Class E(c)(i)) to an educational use (private tuition centre)(Class F1)).

3.2 In summary, this involves:

- The change of use of the former bank to an education use (private tutoring company) operated by the Kumon Centre which provides supplementary education for children aged approximately 3–17 years. Kumon currently operate from a site nearby (26 School Road) and are looking to relocate to the application site to reflect increasing demand for their services, and therefore the need for a larger premises.
- Proposed opening hours will be a maximum of:
 - Mondays (occasional only): 3pm – 6pm
 - Tuesday to Fridays: 1pm - 6:30pm
 - Saturdays: 9:30am - 12:30pm
- Within the above opening hours:
 - the site will only be open for students between 3pm-6:30pm on Tuesday-Friday and 9:30am-12:30pm on Saturday.
 - the site will be open between 1pm-3pm Tuesday to Friday for administration only (with one member of staff being in attendance during this time slot)
 - the occasional 3-6pm on Monday opening will be for meetings with parents only.
- An average of 15-20 students will attend the site at one time (with 20 being the maximum capacity) plus 3 members of staff. Student numbers at any one time will be comparable to the existing premises, with the principal change being a redistribution of attendance across more days rather than an increase in peak demand.
- Attendance is staggered and appointment-based, with students arriving and departing throughout defined session windows.
- No external changes are proposed to the building in connection with the change of use.
- Due to the physical constraints of the site and the nature of the existing building frontage, no on-site cycle parking is proposed (as existing).

- No car parking is proposed in connection with the proposed development. However, several public car parks are located within easy walking distance of the site, including the Triangle Car Park (230 metres from the site), Dunstall Close Public Car Park (250 metres from the site) and Recreation Road Car Park (500 metres from the site).
- Servicing and deliveries to the facility will continue to be undertaken from School Road as existing.

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

Figure 7: Existing and Proposed Ground Floor (no change proposed)

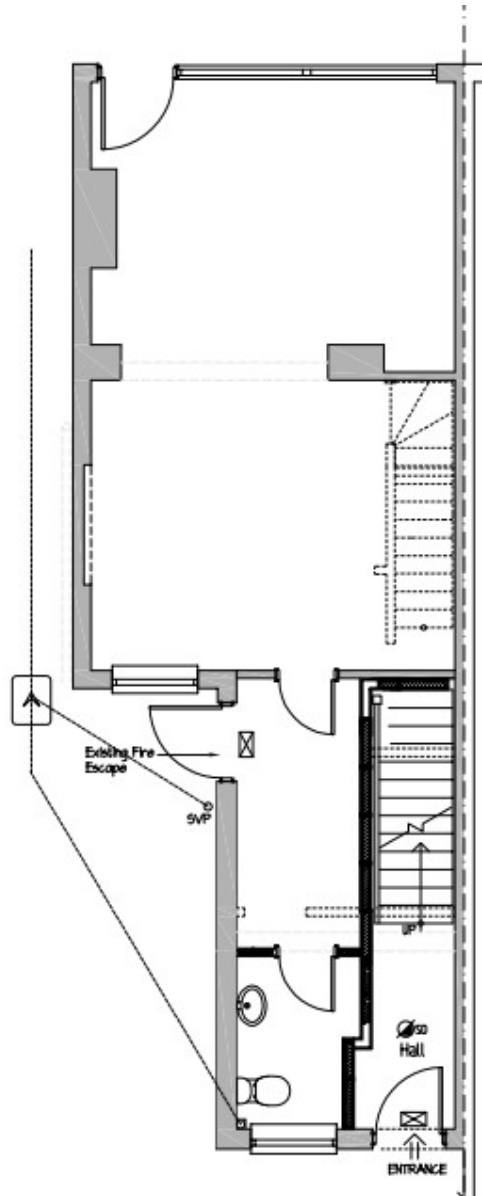
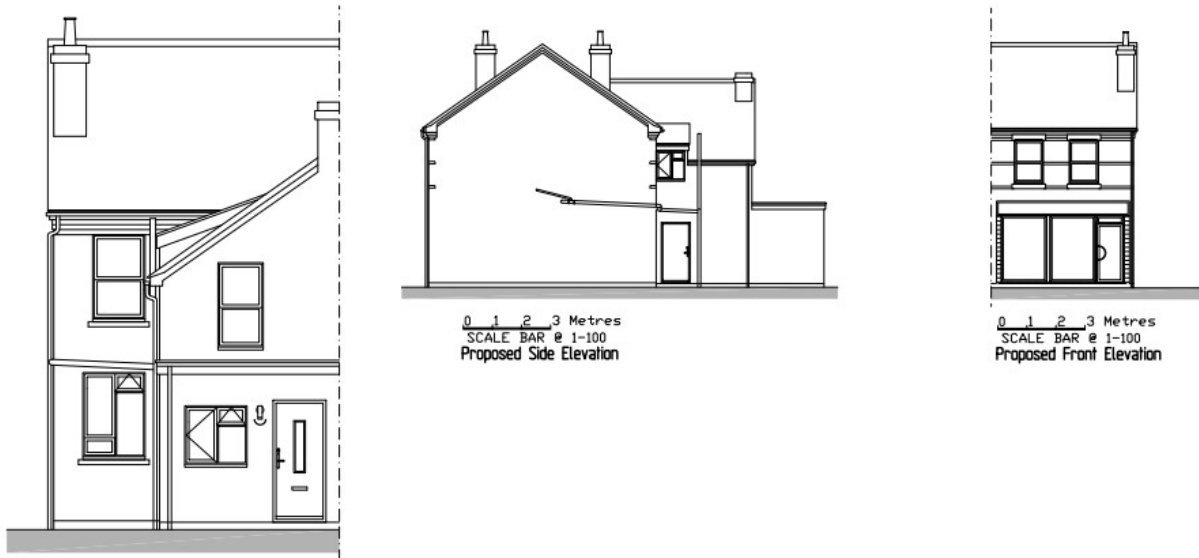


**Figure 8: Existing and
Proposed Elevations (no
change proposed)**





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 Paragraph 100 states it is important that a sufficient choice of early years, school and post-16 places are available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

- a) give great weight to the need to create, expand or alter early years, schools and post-16 facilities through the preparation of plans and decisions on applications; and*
- b) work with early years, school and post-16 promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.*

4.7 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*

4.8 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)

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

4.10 **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.

4.11 **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

4.12 **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.

4.13 **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.

4.14 **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.

4.15 **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.

4.16 **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.

- 4.17 **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.
- 4.18 **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.
- 4.19 **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.
- 4.20 **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.
- 4.21 **RL1: Network and Hierarchy of Centres** – the policy identifies Tilehurst Triangle in which the site is located as a ‘District Centre’ The vitality and viability of these centres should be maintained and enhanced. The following improvements will be acceptable in all centres:
- Accessibility and transport improvements;
 - Broadening range of facilities;
 - Residential use of upper floors; and
 - Environmental enhancements.
- 4.22 **RL3: Vitality and Viability of Smaller Centres** – As the site is within a Key Frontage, this policy is relevant. It states within Key Frontages, development involving a net loss of A1 retail or A2 financial and professional to other ‘centre uses’ will only be permitted where:
- There would be no more than 3 consecutive units which are not in A1 or A2 retail use; and

- The proportion of the total length of the Key Frontage within the centre that is in A1 or A2 use would exceed the relevant proportion below:

<i>Caversham, Cemetery Junction, Tilehurst Triangle and Whitley District Centres; Christchurch Road, Coronation Square, Wensley Road and Whitley Wood Local Centres</i>	60%
<i>Emmer Green, The Meadway, Oxford Road West and Shinfield Road District Centres; Wokingham Road Major Local Centre; Basingstoke Road North, Dee Park, Erleigh Road and Northumberland Avenue North Local Centres</i>	50%
<i>Whitley Street Major Local Centre</i>	40%

The policy makes reference to the distinction between ‘centre uses’ and ‘non-centre uses’, although it should be noted that it does not relate to upper floors, where a wide mix of uses will be appropriate. These are defined as follows:

‘Centre uses’	‘Non-centre uses’
• Retail (A1 uses) • Financial and professional (A2 uses) • Cafes and restaurants (A3 uses) • Drinking establishments (A4 uses) • Takeaways (A5 uses) • Hotels (C1 uses) • Non-residential institutions such as healthcare, schools, nurseries and churches (D1 uses) • Assembly and leisure (D2 uses) • Certain uses falling within the ‘sui generis’ category typically found in centres, including launderettes, theatres, tattooists, beauty parlours, amusement arcades, betting shops and pay day loan shops¹⁰⁰	• General business uses (B1) • Industry and storage and distribution (B2 and B8) • Residential institutions (C2) • Residential (C3) • Other uses falling within the ‘sui generis’ category

- 4.23 **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. Proposals for additional development for further and higher education will only be acceptable where it can be demonstrated that it would not lead to a material increase in the need for student accommodation, or that it will be supported by an appropriate increase in existing or planned student accommodation. 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

- 4.24 **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 The application seeks permission for a change of use of a former bank (Use Class E) to an educational tutoring centre (Use Class F1). The former bank does not benefit from planning policy protection in the Local Plan, and it is noted that policy EM3 which relates to the loss of employment land, only includes land which is primarily in B1 (now Class E(g) – offices, research and development and industrial processes), B2 or B8 use, or is a use not in the above use classes for which an employment area is the only realistic location. As such, the existing bank which falls under Use Class E(c)(i) – Financial services, is not protected by policy EM3.
- 5.4 As the site falls within a ‘Key Frontage’ according to the Council’s adopted Policies Map, comprising nos. 70 to 108 School Road, policy RL3 is relevant which states within Key Frontages, development involving a net loss of A1 retail or A2 financial and professional (now Class E) to other ‘centre uses’ will only be permitted where:
- There would be no more than 3 consecutive units which are not in A1 or A2 retail use (now Class E); and
 - The proportion of the total length of the Key Frontage within the centre that is in A1 or A2 (now Class E) use would exceed the relevant proportion below:

Caversham, Cemetery Junction, Tilehurst Triangle and Whitley District Centres; Christchurch Road, Coronation Square, Wensley Road and Whitley Wood Local Centres	60%
Emmer Green, The Meadway, Oxford Road West and Shinfield Road District Centres; Wokingham Road Major Local Centre; Basingstoke Road North, Dee Park, Erleigh Road and Northumberland Avenue North Local Centres	50%
Whitley Street Major Local Centre	40%



- 5.5 Firstly, the proposed use falls within the other 'centre use' category of 'schools' (Class F1, formerly D1) and therefore is an appropriate use within the centre in this regard.
- 5.6 Secondly, the Key Frontage that the site falls within comprises 70 to 108 School Road, which includes the following existing uses at ground floor level. Whilst there are some 'interruptions' to the Key Frontage shown on the policies map due to not all the frontages being continuously next to one another, given that the supporting text for policy RL3 states that although the 'key frontage' may not be contiguous on the Proposals Map, it counts as a single key frontage for each centre, a review of the existing ground floor use of all units shown in the Tilehurst Key Frontage in the above Policies map extract (eg those shown as a purple line) have been considered in the review below:
- 70 School Road – An opticians known as 'Scrivens Opticians' (Class E)
 - 72 School Road – A newsagent known as 'Butts Super news' (Class E)
 - 74 School Road – currently vacant but previously a bank (Class E)
 - 76 School Road – a betting shop known as 'Coral' (Class E) and a pizza restaurant / takeaway known as 'Dominos' (Class E and Sui Generis)
 - 78 School Road – a public house known as 'The Plough' (Sui Generis)

- 80 School Road – a café/bakery shop known as ‘Warings Bakery’ (Class E)
- 82 School Road – a florists known as the ‘Village Florist’ (Class E)
- 84 School Road – a beauty salon known as ‘U shine’ (Class E)
- 86 School Road – a hairdressers known as ‘Paul Francis’ (Class E)
- 88 School Road – a pharmacy known as ‘Triangle Pharmacy (Class E)
- 92 School Road – an estate agents known as ‘Village Properties’ (Class E) and a Florist known as ‘Vendela Rose’ (Class E)
- 96 School Road: a dry cleaners known as ‘Regency Dry Cleaners’ (Class E)
- 98 School Road: a vape shop known as ‘Vapourwise’ (Class E)
- 102 School Road: a jewellery shop known as ‘James Bloor’ (Class E)
- 104 - 108 School Road: a funeral parlour known as ‘Co-operative Funeral Care’ (Sui generis)

5.7 Turning to the key frontages on the south side of School Road, in an area known as ‘The Triangle’ these comprise:

- 1 The Triangle – a café known as ‘Costa Coffee’ (Class E)
- 3 The Triangle – a party shop known as ‘Fun Frolic’ (Class E)
- 5 The Triangle – a charity shop known as ‘Sue Ryder’ (Class E)
- 7 The Triangle – a flooring shop known as ‘SMC Flooring’ (Class E)
- 9 The Triangle – an estate agents known as ‘Sansome & George Residential Sales & Lettings’ (Class E)
- 11 The Triangle – a charity shop known as ‘Cat Protection’ (Class E)
- 15 The Triangle – a takeaway known as ‘Istanbul Mangul’ (Sui Generis)
- 17 The Triangle – a hairdresser known as ‘Forresters’ (Class E)
- 19 The Triangle – a coffee shop known as ‘Village Coffee shop’ (Class E)
- 21 The Triangle - a supermarket known as ‘The Co-Operative’ (Class E)

5.8 The proposed change of use would, as such, comply with the requirements of policy RL3 as the development, which would have a Class F1 educational use, would not result in more than 3 consecutive uses which are not in Class E use. This is due to the proposal being located adjacent to retail (Class E)

uses on both sides (no. 98 School Road which is a vape shop, and no. 102 School Road which is a jewellery shop (Class E).

- 5.9 The proposal would also result in the proportion of the total length of the Key Frontage in Tilehurst Triangle District Centre that is in Class E use as exceeding 60% given that out of 27 uses in the Key Frontage, only 4 are in a either a mixed Class E/Sui Generis or a non-Class E use (mostly Sui Generis), which equates to 23 out of 27 uses (85%) in the Key Frontage being in Class E use.
- 5.10 The proposed conversion of the site to an education centre, would also comply with Local Plan policy OU1 which states that 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. 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 1.2 miles) to Tilehurst train station. In addition, it is in an existing centre identified in the network in policy RL1 (Tilehurst Triangle District Centre). As such, due to its proximity to public transport connections and Tilehurst Triangle District Centre, the proposed educational use is sustainably and accessibly located.
- 5.11 Importantly, the proposed education centre is in an area that it is intended to serve, being close to several local schools, and therefore students in the local area, as set out below. The site is therefore sustainably and accessibly located in terms of its proximity to students, the client base of the proposal, as discussed in detail in the accompanying Highways Technical Note.
- Park Lane Primary Junior School – 120 metres from site
 - Park Lane Primary School – 300 metres from site
 - Saint Paul's Catholic Primary School – 900 metres from site
 - Birch Copse Primary School – 900 metres from site
 - Moorlands Primary School – 1.4 kilometres from site
 - Thames Valley School – 1.4 kilometres from site
 - Meadow Park Academy – 1.5 kilometres from site
- 5.12 It should also be noted that the site is currently vacant, and it is therefore not currently contributing to the local area as either a retail unit or a community facility. In contrast, the proposed would bring the site back into use. Bringing the currently vacant site back into use will increase activity on the site which in turn will increase opportunities for natural surveillance and crime reduction.
- 5.13 In addition, as the site is currently vacant, it does not provide any employment opportunities. In contrast, the proposal will employ 3 members

of staff. Whilst these will be existing staff transferring to the site from Kumon's current premises at 26 School Road, rather than a net gain in job creation, it nonetheless means that the site itself will become employment generating compared to the existing vacant unit.

- 5.14 The proposal will also have a positive effect on the local economy by increasing footfall in the area, which will benefit surrounding local businesses such as cafes, by increasing their customer base.
- 5.15 As such, the proposal will positively address the requirements of policy RL3 and OU1 and the principle of the change of use is acceptable.

Design and character impact

- 5.16 As the proposed change of use does not involve any changes to the external appearance of the building, or any extensions, it will not affect the design and character of the site or the surrounding area.
- 5.17 The proposal is therefore acceptable in terms of its design and character impact and accord with Local Plan policy CC7.

Residential amenity impact

- 4.25 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.
- 5.18 The proposed development will ensure that the amenity of neighbouring residents, particularly residents closest to the development on the upper floors of the application site, is safeguarded in terms of the relevant amenity considerations below as follows:
 - Noise and disturbance impacts – Noise and disturbance impacts will not be significant as the proposal is for an educational use and not a late-night venue or another development that may generate significant noise. Other uses in the key frontage are considered to generate significantly more noise, such as cafes and public houses. The proposed use will also effectively only operate on a part-time basis, mostly on weekday afternoons and will have capacity limited to a maximum of 20 students. Students are taught on an individual basis and so it not a traditional classroom setting. As such, it is considered to result in less activity on site than the existing lawful use (a bank) which is typically open for longer hours and would attract customers throughout the day. The acoustic information

submitted as part of the first-floor residential application (Ref. PL/24/1703) demonstrates that the separating floor comfortably meets the requirements of the Building Regulations.

- Privacy, outlook, sense of enclosure, sunlight, daylight and overshadowing – As the proposed change of use does not involve any external changes to the building, or any extensions to the building, it will not affect amenity in terms of privacy, outlook, sense of enclosure or loss of light. Any signage required in connection with the change of use will be applied for separately at later date.

5.19 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

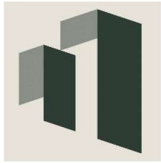
5.20 The application is accompanied by a Highways Technical Note which confirms:

- The proposal represents the relocation of an existing tuition centre from nearby premises, also located on School Road approximately 400 metres northeast of the application site. As such, the development largely redistributes existing local trips rather than introducing a new or intensified activity into the area. There is no material increase in the overall level of activity taking place on the local highway network.
- The site occupies a highly sustainable location, with excellent accessibility by walking, cycling and public transport, continuous footways, frequent pedestrian crossing facilities, nearby cycle routes and regular bus services within a short walking distance provide convenient access for students, staff and visitors without reliance on the private car. These sustainable travel patterns are already established locally, with students and staff currently using the same pedestrian and public transport infrastructure. associated with the operator's existing centre.
- The trip generation associated with the proposal has been assessed with reference to the operator's first-hand experience at the existing tuition centre. At any one time, up to 20 students may be on site, of whom approximately five arrive on foot, three by bus and twelve by car. The attendance is appointment-led and dispersed, with journeys frequently forming part of existing school collection, commuting or other linked trips. Staffing is limited to three members of staff on site at any one time, consistent with the existing centre, and does not give rise to any material increase in vehicle movements or parking demand.
- No on-site parking is proposed, consistent with the lawful baseline arrangement and the site's location within the Tilehurst Triangle District Centre. Parking demand will be accommodated within nearby public car parks and on surrounding residential streets in accordance with existing

controls. This reflects the parking arrangements currently associated with the operator's existing site within School Road.

- Personal injury collision data for the surrounding highway network shows a low frequency of recorded incidents, all of slight severity, with no discernible pattern or underlying highway safety concern. Given the modest and largely redistributed nature of the proposed trips, the development would not give rise to any unacceptable impact on highway safety.

5.21 The report concludes that the proposal does not result in a material increase in trip generation, parking demand or servicing activity, and does not alter existing access arrangements. There is therefore no mechanism by which unacceptable highway safety impacts or severe residual network impacts could arise. 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 at ground floor from a former bank (Class E(c)(i)) to an educational use (private tuition centre)(Class F1

- 6.2 The proposed change of use from a vacant former bank to an educational centre for private tuition provides an opportunity to bring the site back into use and to introduce a new educational facility in this sustainable location. The development will provide tutoring services for students aged between 3 and 17 on a mostly part-time basis, operating predominantly during weekday afternoons only.
- 6.3 The operator, Kumon, is looking to relocate from their existing site at 26 School Road which is approximately 400m from the application site, in order to respond to increased demand locally for more tutoring services out of a larger and sustainably located site.
- 6.4 The proposal will not conflict with policy RL3 due to it not resulting in more than three consecutive non-Class E units within the Key Frontage, and due to it ensuring that more than 60% of units in the Key Frontage are in Class E use. The development will also positively contribute towards the local economy in terms of creative increased footfall for surrounding businesses such as cafes. It will also provide employment opportunities albeit this will involve the transfer of existing employees from the applicant's current premises at 26 School Lane. The site will nonetheless provide more employment than the currently vacant unit on site.
- 6.5 It will not harm the amenity of any adjacent residential properties due to its part time hours of operation, that are not antisocial hours and the absence of physical alterations and extensions to the building. As such it will not materially affect the design and appearance of the building, or residential amenity. It will not result in any undue impact in terms of highway safety, access arrangements, servicing, parking, and traffic due to its relatively limited scale and its sustainable location.
- 6.6 The development complies with policies CC8, CC7, OUT1, RL3, TR1, TR3, TR4 and TR5 of the Local Plan and relevant paragraphs of the NPPF.
- 6.7 It is therefore respectfully requested that full planning permission is granted for this application.



Rosalind Gall MA MRTPI

Momentum Planning Ltd

Hasleworks, 2-4 Petworth Road, Haslemere, GU27 2HR

m. 07510 936319

e. ros@momentumplanning.co.uk