

Application Number	Expiry Date	Parish	Ward
180988	14 February 2019	Woodley	Loddon;

Applicant	The Owner and/or Occupier, Copperwood Developments Ltd
Site Address	Pitts Works, Colemansmoor Road, Woodley RG5 4DA
Proposal	Full application for the proposed erection of 17 dwellings together with associated vehicular accesses, car parking and landscaping following demolition of the existing dwelling and outbuildings once associated with a former scrapyard use
Type	Full
PS Category	1
Officer	Simon Taylor
Reason for determination by committee	Major application comprising more than ten dwellings

FOR CONSIDERATION BY	Planning Committee on Wednesday 13 February 2019
REPORT PREPARED BY	Assistant Director – Place

<p>SUMMARY</p> <p>The application site comprises three plots, including a site known as Pitt Works, which previously operated as a scrap metal yard and most recently as a copper recycling plant. It also includes the detached dwellings at 101 and 103 Colemansmoor Road.</p> <p>The proposal involves the demolition of all existing structures and the construction of 17 dwellings, in the form of two x 2-bedrooms, five x 3-bedrooms and ten x 4-bedroom (or 3-bedroom plus study) dwellings incorporated across three semi-detached buildings and three terraced buildings. Buildings are generally 2.5 storeys (two storeys with loft spaces) in height and a central access road is proposed from Colemansmoor Road with provision for 39 car spaces.</p> <p>The principle of the redevelopment of the site for residential use is acceptable and conditional approval is recommended. The density and form and scale of the scheme is appropriate in the context of surrounding development, its major development location and that envisaged in the National Planning Policy Framework. It provides sufficient car parking, satisfactory on site turning space and there is no adverse outcome for existing traffic. Conditions are applied in Conditions 7-9, 18 and 24-27.</p> <p>The impact upon neighbouring amenity is acceptable and landscaping is to the satisfaction of the Council's Trees and Landscape Officer, subject to Conditions 4-6, which includes additional tree planting. There is no adverse ecological harm, as detailed in the submitted ecology survey, which is to the satisfaction of the Council's Ecology Officer, subject to Conditions 10, 11, 19 and 20. Remediation of the site will be required and further details will need to be submitted to Council as per Condition 3. No affordable housing is being provided as a viability report has identified that the scheme cannot viably make provision for affordable housing either on site or through a contribution to provision off site and this is supported by an independent assessment carried out by the Council's consultants</p> <p>Revisions were made to the scheme in December 2018 following discussions with the Council and the revised plans were reconsulted. A total of 13 resident submissions have</p>

been received to the original and revised plans and Woodley Parish Council object to the application.

PLANNING STATUS

- Major Development Location
- Contaminated land and contaminated land consultation zone
- Sand and gravel extraction consultation zone (part of site)
- Substation in southern corner
- Flood zone 1
- Non-classified road

RECOMMENDATION

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

A. Completion of a legal agreement to secure the contributions associated with an Employment Skills Plan (see Condition 23); and

B. Conditions and informatives:

Conditions

1. Timescale

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In pursuance of s.91 of the Town and Country Planning Act 1990 (as amended by s.51 of the Planning and Compulsory Purchase Act 2004).

2. Approved plans

This permission is in respect of the submitted plans numbered

1784_02 Rev A	1784_22 Rev A	1784_41 Rev A	1784_60 Rev A
1784_05 Rev A	1784_23 Rev A	1784_42 Rev A	1784_61 Rev A
1784_10 Rev A	1784_30 Rev A	1784_43 Rev A	1784_62 Rev A
1784_11 Rev A	1784_31 Rev A	1784_50 Rev A	1784_63 Rev A
1784_12 Rev A	1784_32 Rev A	1784_51 Rev A	1784_64 Rev A
1784_13 Rev A	1784_33 Rev A	1784_52 Rev A	1784_65 Rev A
1784_14 Rev A	1784_34 Rev A	1784_53 Rev A	1784_70 Rev A
1784_20 Rev A	1784_35 Rev A	1784_54 Rev A	1711004-001
1784_21 Rev A	1784_40 Rev A		

All of which were received by the local planning authority on 19 December 2018. The development shall be carried out in accordance with the approved details unless other minor variations are agreed in writing after the date of this permission and before implementation with the Local Planning Authority.

Reason: For the avoidance of doubt and to ensure that the development is carried out in accordance with the application form and associated details hereby approved.

3. Contamination and remediation details

Unless otherwise agreed by the local planning authority, development other than that required to be carried out as part of an approved scheme of remediation shall not commence until (a)-(d) have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the local planning authority in writing until part (d) below has been complied with in relation to that contamination.

a) Site Characterisation

An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the local planning authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the local planning authority. The report of the findings must include:

- i) A survey of the extent, scale and nature of contamination;
- ii) An assessment of the potential risks to:
 - Human health
 - Property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes
 - Adjoining land
 - Groundwaters and surface waters
 - Ecological systems
 - Archaeological sites and ancient monuments
- iii) An appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

b) Submission of Remediation Scheme

A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the local planning authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

c) Implementation of Approved Remediation Scheme

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry

out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the local planning authority.

d) Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified, it must be reported in writing immediately to the local planning authority. An investigation and risk assessment must be undertaken in accordance with the requirements of part (a) above and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of part (b), which is subject to the approval in writing of the local planning authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with part (c).

e) Long Term Monitoring and Maintenance (If required)

A monitoring and maintenance scheme to include monitoring the long-term effectiveness of the proposed remediation over a period to be agreed with the local planning authority, and the provision of reports on the same must be prepared, both of which are subject to the approval in writing of the Local Planning Authority.

Following completion of the measures identified in that scheme and when the remediation objectives have been achieved, reports that demonstrate the effectiveness of the monitoring and maintenance carried out must be produced, and submitted to the Local Planning Authority. This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

4. Landscaping details

No development shall commence until full details of both hard and soft landscape proposals have been submitted to and approved in writing by the local planning authority.

These details shall include, as appropriate, proposed finished floor levels or contours, means of enclosure, car parking layouts, other vehicle and pedestrian

access and circulation areas, hard surfacing materials and minor artefacts and structure (e.g. furniture, play equipment, refuse or other storage units, signs, lighting, external services, etc).

Soft landscaping details shall include a planting plan, specification (including cultivation and other operations associated with plant and grass establishment), schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate, and implementation timetable. It must include trees and hedges with adequate space to thrive, and access for maintenance. The hedges should be a mix of native and ornamental but pollinator friendly species. Trees must be planted with adequate space to thrive and according to current guidance. Tree planting details are required to demonstrate how the trees will be planted in the different areas across the site, e.g. depending on the site constraints for the particular location, if planted in open ground, street etc. but must include as standard irrigation. Small areas of lawn should be avoided and where such spaces exist be replaced with shrub planting.

All hard and soft landscape works shall be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a timetable approved in writing by the local planning authority. Any trees or plants which, within a period of five years after planting, are removed, die or become seriously damaged or defective, shall be replaced in the next planting season with others of species, size and number as originally approved and permanently retained.

Reason: In the interests of visual amenity. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21.

5. Protection of trees

No development or other operation shall commence on site until an updated Arboricultural Method Statement and Scheme of Works which provides for the retention and protection of trees, shrubs and hedges growing on or adjacent to the site in accordance with BS5837: 2012 has been submitted to and approved in writing by the local planning authority. No development or other operations shall take place except in complete accordance with the details as so-approved (hereinafter referred to as the Approved Scheme). The updated details are to include the provision of subterranean services connecting to each of the dwellings.

No operations shall commence on site in connection with development hereby approved (including any tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening or any other operation involving use of motorised vehicles or construction machinery) until the tree protection works required by the Approved Scheme are in place on site.

No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within an area designated as being fenced off or otherwise protected in the Approved Scheme.

The fencing or other works which are part of the Approved Scheme shall not be moved or removed, temporarily or otherwise, until all works including external

works have been completed and all equipment, machinery and surplus materials removed from the site, unless the prior approval in writing of the local planning authority has first been sought and obtained.

Reason: To secure the protection throughout the time that the development is being carried out of trees shrubs or hedges growing within or adjacent to the site which are of amenity value to the area, and to allow for verification by the local planning authority that the necessary measures are in place before development and other works commence Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21

6. Landscaping management plan

No development shall commence until a landscape management plan (including long term design objectives, management responsibilities, timescales and maintenance schedules for all landscape areas, other than privately owned, domestic gardens) has been submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved.

Reason: In order to ensure that provision is made to allow satisfactory maintenance of the landscaping hereby approved. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21

7. Construction Management Plan

No development shall commence until a Construction Management Plan and Construction Method Statement has been submitted to and approved in writing by the local planning authority. The plan should include the following details:

- a) Phasing of construction
- b) Lorry routing and potential numbers
- c) Types of piling rig and earth moving machinery
- d) Temporary lighting
- e) Parking of vehicles of site operatives and visitors
- f) Estimation of the excavated soil and concrete rubble removed from the site
- g) Loading and unloading of plant and materials
- h) Storage of plant and materials used in constructing the development
- i) Erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate,
- j) Wheel washing facilities,
- k) Measures to control the emission of dust, dirt and other matters during construction,
- l) A scheme for recycling/disposing of waste resulting from demolition and construction works.

The plan shall be implemented and adhered to in full and retained until the development has been constructed. Any deviation from this Statement shall be first agreed in writing with the Local Planning Authority.

Reason: In the interests of highway safety and convenience and neighbour amenities. Relevant policy: Core Strategy policies CP3 & CP6.

8. Highway construction details

No development shall commence until full details of the construction of roads and footways, including levels, widths, construction materials, access onto Colemansmoor Road, depths of construction, surface water drainage and lighting has been submitted to and approved in writing by the local planning authority. The roads and footways shall be constructed in accordance with the approved details to road base level before the development is occupied and the final wearing course will be provided within 3 months of occupation, unless other minor variations are agreed in writing after the date of this permission and before implementation with the Local Planning Authority.

Reason: To ensure that roads and footpaths are constructed to a standard that would be suitable for adoption as publicly maintainable highway, in the interests of providing a functional, accessible and safe development. Relevant policy: Core Strategy policies CP3 & CP6.

9. Cycle parking details

No development shall commence until details of the secure and covered bicycle storage for each dwelling, including Plots 6 and 10, has been submitted to and approved in writing by the local planning authority. The cycle storage shall be implemented in accordance with such details as may be approved before occupation of the development hereby permitted, and shall be permanently retained in the approved form for the parking of bicycles and used for no other purpose.

Reason: In order to ensure that secure weather-proof bicycle parking facilities are provided so as to encourage the use of sustainable modes of travel. Relevant policy: NPPF Section 9 (Sustainable Transport) and Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

10. Lighting details

No development shall commence until a report detailing the lighting scheme and how this will not adversely affect wildlife has been submitted to and approved in writing by the LPA. The report shall include the following figures and appendices:

- a) A layout plan with beam orientation
- b) A schedule of equipment
- c) Measures to avoid glare
- d) An isolux contour map showing light spillage to 1 lux both vertically and horizontally and areas identified that could be of importance for commuting and foraging bats.

The approved lighting plan shall thereafter be implemented as agreed.

Reason: To minimise impacts on biodiversity in accordance with Paragraphs 170 and 175 of the NPPF

11. Construction Environmental Management Plan

No development (including demolition, ground works, vegetation clearance) shall commence until a construction environmental management plan (CEMP) has been submitted to and approved in writing by the local planning authority. The CEMP shall include the following:

- a) Risk assessment of potentially damaging construction activities
- b) Identification of “biodiversity protection zones”
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements)
- d) The location and timing of sensitive works to avoid harm to biodiversity features
- e) The times during construction when specialist ecologists need to be present on site to oversee works
- f) Responsible persons and lines of communication
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person
- h) Use of protective fences, exclusion barriers and warning signs

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Reason: To minimise impacts on biodiversity in accordance with Paragraphs 170 and 175 of the NPPF

12. External materials

No development shall commence until details of the materials and colours to be used in the construction of the external surfaces of the buildings have first been submitted to and approved in writing by the local planning authority. Development shall not be carried out other than in accordance with the so-approved details.

*Reason: To ensure that the external appearance of the building is satisfactory.
Relevant policy: Core Strategy policies CP1 and CP3.*

13. Details of dwellings suitable for adaptation

No development shall commence until a scheme indicating the provision of at least two dwellings being made suitable for adaptation to meet the needs of occupants with disabilities has been submitted to and approved in writing by the local planning authority. The Scheme so-approved shall be implemented before the development hereby permitted is brought into use, and shall thereafter be retained.

Reason: To ensure the needs of the general population are met. Relevant policy: Core Strategy policy CP2.

14. Renewable energy details

No development shall commence until a scheme for generating 10% of the predicted energy requirement of the development from decentralised renewable and/or low carbon sources (as defined in the glossary of Planning Policy Statement: Planning and Climate Change (December 2007) or any subsequent version) has been submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented before the development is first occupied and shall remain operational for the lifetime of the development.

Reason: To ensure developments contribute to sustainable development.

Relevant policy: NPPF Section 14 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Core Strategy policy CP1, Managing Development Delivery Local Plan policy CC05 & the Sustainable Design and Construction Supplementary Planning Document.

15. SuDS details

No development shall commence until details of the infiltration results, storage volumes and the maintenance of SuDS has been submitted to and approved in writing by the local planning authority.

Reason: To prevent increased flood risk from surface water run-off. Relevant policy: NPPF Section 10 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Core Strategy policy CP1 and Managing Development Delivery Local Plan policies CC09 and CC10.

16. Building and ground levels

No development shall commence until a measured survey of the site and a plan prepared to scale of not less than 1:500 showing details of existing and proposed finished ground levels (in relation to a fixed datum point) and finished roof levels shall be submitted to and approved in writing by the local planning authority, and the approved scheme shall be fully implemented prior to the occupation of the building(s).

Reason: In order to ensure a satisfactory form of development relative to surrounding buildings and landscape. Relevant policy: Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy TB21.

17. Demolition of existing buildings

No development shall take place on the site until all existing structures on the site that are shown to be demolished on the approved plan have been so demolished and all materials arising from the demolition of buildings are permanently removed from the site.

Reason: In the interests of the amenity of the area.

Relevant policy: Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policies TB21.

18. Stopping up of existing access

None of the residential dwellings hereby approved shall be occupied until the existing vehicular accesses to 101 and 103 Colemansmoor Road are stopped up and abandoned, and the footway and/or verge crossings shall be re-instated in accordance with details to be submitted to and approved in writing by the local planning authority.

Reason: In the interests of highway safety and convenience. Relevant policy: Core Strategy policies CP3 and CP6.

19. Bird or bat boxes

None of the residential dwellings hereby permitted shall be occupied until six bird or bat boxes, bricks or tiles are to be installed on or around the site under the supervision of a suitably qualified ecologist. A letter/report confirming that the boxes, bricks or tiles have been installed, including a simple plan showing their location and photographs of the boxes, bricks or tiles in situ, is to be submitted to and approved in writing by the Council prior to occupation of any of the residential units.

Reason: To ensure that the ecological value of the site is enhanced post development in line with paragraphs 170 and 175 of the NPPF.

20. Details of boundary walls and fences

None of the residential dwellings hereby permitted shall be occupied until details of all boundary treatment(s) are first submitted to and approved in writing by the local planning authority. The boundary treatments shall allow for ecological permeability of the site (ie wildlife movement across and through the site). The approved scheme shall be implemented prior to the first occupation of the development or phased as agreed in writing by the local planning authority. The scheme shall be maintained in the approved form for so long as the development remains on the site.

Reason: In the interests of amenity, highway safety and to ensure that the ecological value of the site is enhanced post development.
Relevant policy: Core Strategy policies CP1, CP3 and CP6 and CP8 and paragraphs 170 and 175 of the NPPF.

21. Drainage details

None of the residential dwellings hereby permitted shall be occupied until works for the disposal of foul and storm water sewage have been provided on the site to serve the development hereby permitted, in accordance with details to be submitted to and approved in writing by the local planning authority. It must include a revision of the drainage plan numbered 1711004-301 to reflect the approved architectural plans.

Reason: In order to ensure satisfactory provision is made for foul and storm water drainage. Relevant policy: NPPF Section 14 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Technical Guidance on the NPPF (Flood Risk), Core Strategy policy CP1 and Managing Development Delivery Local Plan policies CC09 and CC10.

22. Bin storage

None of the residential dwellings hereby permitted shall be occupied until details of bin storage areas for each dwelling have been submitted to and approved in writing by the local planning authority. The storage area shall be permanently so-retained and used for no purpose other than the temporary storage of refuse and recyclable materials.

Reason: In the interests of visual and neighbouring amenities and functional development. Relevant policy: Core Strategy CP3 and Managing Development Delivery Local Plan policy CC04.

23. Employment Skills Plan

None of the residential dwellings hereby approved shall be occupied until an Employment and Skills Plan is submitted to and approved in writing by the local planning authority. The Employment and Skills Plan shall show how the development hereby permitted provides opportunities for training, apprenticeship or other vocational initiatives to develop local employability skills and shall be implemented in accordance with the approved details.

Reason: To ensure training opportunities are available for local workers. Relevant policy: Managing Development Delivery Local Plan policy TB12.

24. Car parking and turning space

None of the residential dwellings hereby permitted shall be occupied until the vehicle parking and turning space has been provided in accordance with the approved plans. The vehicle parking and turning space shall be retained and maintained in accordance with the approved details and the parking space shall remain available for the parking of vehicles at all times and the turning space shall not be used for any other purpose other than vehicle turning.

Reason: To provide adequate off-street vehicle parking and turning space and to allow vehicles to enter and leave the site in a forward gear in the interests of road safety and convenience and providing a functional, accessible and safe development and in the interests of amenity. Relevant policy: Core Strategy policies CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

25. Visibility splays

None of the residential dwellings hereby permitted shall be occupied until the proposed vehicular access has been formed and provided with visibility splays shown on the approved drawing number 1711004-001. The land within the visibility splays shall be cleared of any obstruction exceeding 0.6 metres in height and maintained clear of any obstruction exceeding 0.6 metres in height at all times.

Reason: In the interests of highway safety and convenience. Relevant policy: Core Strategy policies CP3 & CP6.

26. Provision of vehicular access

None of the residential dwellings hereby permitted shall be occupied until the existing vehicular access from Colemansmoor Road has been increased to a width of 13.2m and the new access to Dwellings 1-3 has been constructed to a width of 8.6m. This is subject to details to be submitted and approved by the local planning authority in Condition 8 and will require separate authorisation by the Borough's highway section – see Informatives 9 and 10).

Reason: To allow vehicular access to off-street parking spaces without causing damage to the footway and kerb, and to avoid undue delay in vehicles leaving the highway in the interests of highway safety and convenience. Relevant policy: Core Strategy policies CP3 & CP6.

27. Bonded surface

None of the residential dwellings hereby permitted shall be occupied until the two vehicular accesses has been surfaced with a permeable and bonded material across the entire width of the access for a distance of 10 metres measured from the carriageway edge.

Reason: To avoid spillage of loose material onto the highway, in the interests of road safety. Relevant policy: Core Strategy policy CP6.

28. Permeable paving

None of the residential dwellings hereby permitted shall be occupied until the hard surfacing is constructed from porous materials or provision made to direct water run-off from the hard surface to a permeable or porous area within the curtilage of the development. The hard surfacing shall thereafter be so-maintained.

Reason: To prevent increased flood risk from surface water run-off. Relevant policy: NPPF Section 14 (Meeting the Challenge of Climate Change, Flooding and Coastal Change) and Managing Development Delivery Local Plan policies CC09 and CC10

29. Hours of work and deliveries

Unless otherwise agreed in writing by the local planning authority, the hours of work and deliveries and vehicle movements to and from the site for all contractors for the duration of the development shall be limited to 8am-6pm, Mondays to Fridays and 8am to 1pm on Saturdays. No work shall be carried out on Sundays or Bank Holidays.

*Reason: In the interests of the amenity of neighbouring occupiers.
Relevant policy: CP3 of the Core Strategy*

30. Retention of trees and shrubs

No trees, shrubs or hedges within the site which are shown as being retained on the approved plans shall be felled, uprooted wilfully damaged or destroyed, cut back in any way or removed without previous written consent of the local planning

authority; any trees, shrubs or hedges removed without consent or dying or being severely damaged or becoming seriously diseased within 5 years from the completion of the development hereby permitted shall be replaced with trees, shrubs or hedge plants of similar size and species unless the local planning authority gives written consent to any variation.

Reason: To secure the protection throughout the time that development is being carried out, of trees, shrubs and hedges growing within the site which are of amenity value to the area. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21.

31. Obscure glazing

All first floor habitable windows within the development hereby permitted shall be fitted with obscured glass and shall be permanently so-retained. The windows shall be non-opening unless the parts of the window which can be opened are more than 1.7 metres above the finished floor level of the room in which the window is installed and shall be permanently so-retained.

Reason: To safeguard the residential amenities of neighbouring properties. Relevant policy: Core Strategy policy CP3

32. Gates

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no gates or barriers shall be erected on the shared vehicular access hereby permitted.

Reason: To assist in the integration of the development into character and community of the area and in the interest of highway safety. Relevant policy: Core Strategy policies CP1, CP3 & CP6 and Wokingham Borough Design Guide SPD

33. Garages to be retained for parking

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), all garage accommodation on the site identified on the approved plans shall be kept available for the parking of vehicles ancillary to the residential use of the site at all times. It shall not be used for any business nor as habitable space.

Reason: To ensure that adequate parking space is available on the site, so as to reduce the likelihood of roadside parking, in the interests of highway safety and convenience. Relevant policy: Core Strategy policy CP6 and Managing Development Delivery Local Plan policy CC07

34. Restriction of permitted development rights

Notwithstanding the provisions of Classes A, B and E, of Part 1 of the Second Schedule the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or

without modification), no outbuildings, enlargement, extensions or alterations permitted shall be carried out without the express permission in writing of the local planning authority.

Reason: To safeguard the character of the area and neighbouring amenities.

Relevant policy: Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy TB21

35. Restriction of permitted development rights (windows)

Notwithstanding the provisions of the Town and Country Planning, (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no additional windows or similar openings shall be constructed in the first floor side elevations of any of the dwellings hereby permitted except for any which may be shown on the approved drawing(s).

Reason: To safeguard the residential amenities of neighbouring properties.

Relevant policy: Core Strategy policy CP3

Informatives

1. Section 106 Agreement

This permission should be read in conjunction with the legal agreement under section 106 of the Town and Country Planning Act dated # January 2019, the obligations in which relate to this development.

2. Pre Commencement Conditions

The applicant is reminded that this approval is granted subject to conditions which must be complied with prior to the development starting on site. Commencement of the development without complying with the pre-commencement requirements may be outside the terms of this permission and liable to enforcement action. The information required should be formally submitted to the Council for consideration with the relevant fee. Once the details have been approved in writing the development should be carried out only in accordance with those details. If this is not clear please contact the case officer to discuss.

3. Demolition Notice

The applicant is reminded that a Demolition Notice may be required to be served on the Council in accordance with current Building Regulations and it is recommended that the Building Control Section be contacted for further advice.

4. Changes to the Approved Plans

The applicant is reminded that should there be any change from the approved drawings during the build of the development this may require a fresh planning application if the changes differ materially from the approved details. Non-material changes may be formalised by way of an application under s.96A Town and Country Planning Act 1990.

5. Bats

Should any bats or evidence of bats be found prior to or during the development, all works must stop immediately and an ecological consultant or the Council's ecologist contacted for further advice before works can proceed. All contractors working on site should be made aware of the advice and provided with the contact details of a relevant ecological consultant.

6. Great Crested Newts

Should any Great Crested Newts or evidence of Great Crested Newts be found prior to or during the development, all works must stop immediately and an ecological consultant or the Council's ecologist contacted for further advice before works can proceed. All contractors working on site should be made aware of the advice and provided with the contact details of a relevant ecological consultant.

7. Protected Species

This permission does not convey or imply any approval or consent required under the Wildlife and Countryside Act 1981 for protected species. The applicant is advised to contact Natural England with regard to any protected species that may be found on the site.

8. Thames Water

Records indicate that a public sewer may be beneath or in close proximity to the proposed development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval must be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the options available at this site.

9. Access construction

The Head of Highways at the Council Offices, Shute End, Wokingham [0118 9746000] should be contacted for the approval of the access construction details before any work is carried out within the highway (including verges and footways). This planning permission does NOT authorise the construction of such an access or works.

10. Highway adoption

If it is the developer's intention to request the Council, as local highway authority, to adopt the proposed access roads etc. as highway maintainable at public expense, then full engineering details must be agreed with the Highway Authority at the Council Offices, Shute End, Wokingham. The developer is strongly advised not to commence development until such details have been approved in writing

and a legal agreement is made with the Council under Section 38 of the Highways Act 1980.

11. Proactive and Positive Discussion

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received. This planning application has been the subject of positive and proactive discussions with the applicant in terms of extending the determination period of the application to allow for consideration at the Planning Committee and amended plans being submitted by the applicant to overcome concerns relating to visual amenity.

12. Community Infrastructure Levy

The development hereby permitted is liable to pay the Community Infrastructure Levy. The Liability Notice issued by Wokingham Borough Council will state the current chargeable amount. A revised Liability Notice will be issued if this amount changes. Anyone can formally assume liability to pay, but if no one does so then liability will rest with the landowner. There are certain legal requirements that must be complied with. For instance, whoever will pay the levy must submit an Assumption of Liability form and a Commencement Notice to Wokingham Borough Council prior to commencement of development. For more information see - <http://www.wokingham.gov.uk/planning/developers/cil/cil-processes/>.

13. Landscaping details

Narrow spaces, such as adjacent to the parking for Plot 13 should consider a 'green wall' of climbing plants and contain species such as *Fatschedera ivelyi*, with some shrubs such as *Weigela* or *Berberis* that can be trained to site against a boundary wall to the depth of 300-500mm.

PLANNING HISTORY		
App No.	Description	Decision/Date
PITTS WORKS		
131/1950	Two additional factory buildings	Approved 9 May 1950
330/1950	Nine additional factory buildings	Refused 18 September 1950
318/1951	Use as a car breakers yard	Refused 13 July 1951
751/1955	Use of building for light engineering	Approved 11 October 1955
R/101/1955	Addition of restroom and toilets	Approved 16 April 1965
F/8/1967	Storage building and new toilets	Refused 27 October 1967
06578	Extensions to store	Refused 25 August 1977
34891	Portacabin for office use	Temporary approval 22 February 1990
F/1995/63167	Portacabin for office use	Approved 6 February 1996
O/2004/3221	Construction of ten dwellings (outline)	Approved 16 March 2005
O/2004/3222		Refused 25 January 2005 (due to lack of provision for services and infrastructure)
101 COLEMANSMOOR ROAD		
No recent planning history.		

103 COLEMANSMOOR ROAD
No recent planning history.

SUMMARY INFORMATION	
Site Area	0.48 hectares
Existing units	2 dwellings
Proposed units	17 dwellings (two x 2-bed, five x 3-bed, ten x 4-bed/3-bed plus study)
Existing density	Nil
Proposed density	35.4 dwellings per hectare
Number of affordable units	Nil (viability review provided)
Previous land use	Sui generis (discontinued scrap yard and recycling) and residential dwellings and their curtilage
Existing parking spaces	No formal spaces
Proposed parking spaces	39 spaces, including three unassigned spaces and four visitor spaces

CONSULTATION RESPONSES	
WBC Ecology	No objection subject to Conditions 10, 11, 19 and 20.
WBC Environmental Health	No objection, subject to Condition 3 requiring site remediation in addition to Conditions 7 and 29.
WBC Highways	No objections, subject to Conditions 7-9 and 24-27.
WBC Trees and Landscaping	No objections, subject to Conditions 4-6.
WBC Waste	No objection, subject to Condition 22.
WBC Drainage	No objection, subject to drainage details at pre commencement stage. See Condition 15.
Affordable Housing (and External Viability Review)	No objection, subject to affordable housing provision of two x 2 bedroom flats and four x 3 bedroom houses. Notwithstanding this, a viability review was submitted which stated that the scheme was unviable. It was externally reviewed and found to be sound. As such, the above affordable housing requirements are not imposed.
Employment Skills	No objection, subject to an Employment Skills Plan, as detailed in Condition 23 and via a legal agreement (Informative 1).
Fire Service	Gate clearance should be 3.1m. No gates are proposed and there is sufficient width.
Safe Digs	There are no assets within the site.
National Grid	No comment received.
South East Gas	
Crime Prevention	
NHS Wokingham	

REPRESENTATIONS	
Woodley Town Council	<p>Refusal to the original and revised plans was noted. The concerns were based on the following grounds:</p> <ul style="list-style-type: none"> Overdevelopment of the site

	<p><u>Officer comment:</u> The proposal achieves a satisfactory density and built form, as detailed in 'Character of the Area'.</p> <ul style="list-style-type: none"> • Overlooking of Consul Close and Hudson Road properties • Impact upon the amenity of the granny annexe of 7A Consul Close from demolition, constriction and proximity of buildings • Light spill and engine noise from cars upon 6, 7 and 7A Consul Close <p><u>Officer comment:</u> The proposal is acceptable, including across the eastern boundary, as discussed in 'Neighbour Amenity'.</p> <ul style="list-style-type: none"> • Increased surface water flows and flooding • Lack of sewage capacity <p><u>Officer comment:</u> There will be a net improvement in on site infiltration as discussed in 'Drainage'. Sewage capacity will be subject to further post consent consultation with Thames Water.</p> <ul style="list-style-type: none"> • Ecological harm and loss of habitat <p><u>Officer comment:</u> The is acceptable, subject to Conditions 10, 19 and 20, which relate to lighting, fencing and bird/bat box details and the submission of a Construction Environmental Management Plan (Condition 11). Refer to 'Ecology'.</p> <ul style="list-style-type: none"> • Excess traffic and demand for on street car parking <p><u>Officer comment:</u> The Council's Highways Officer has reviewed the scheme and raises no objection on traffic or parking grounds. Refer to 'Highway Access and Parking Provision'.</p> <ul style="list-style-type: none"> • Clearance of industrial and hazardous materials and damage to surrounding buildings by vibration and excavation <p><u>Officer comment:</u> The application is subject to remediation in Condition 3.</p>
Ward Member	No comments received.
Neighbours	<p>The original application was consulted to neighbours from 14 June to 11 July and the revised plans were reconsulted from 20 December 2018 to 10 January 2019. Submissions were received from the following properties:</p> <ol style="list-style-type: none"> 1) No address given 2) 111 Colemansmoor Road, Woodley RG5 4DA 3) 117 Colemansmoor Road, Woodley RG5 4DA 4) 120 Colemansmoor Road, Woodley RG5 4DN 5) 140 Colemansmoor Road, Woodley RG5 4BX 6) 5 Consul Close, Woodley RG5 4ET (to original and revised) 7) 6 Consul Close, Woodley RG5 4ET 8) 7A Consul Close, Woodley RG5 4ET 9) 8 Consul Close, Woodley RG5 4ET (to original and revised)

- 10) 10 Consul Close, Woodley RG5 4ET
- 11) 5 Farman Close, Woodley RG5 4XF
- 12) 35 Hudson Road, Woodley RG5 4EN
- 13) Hudson Road, Woodley RG5 4EN (no number provided)

The submissions raised the following issues:

- Excessive density
- Excessive height
- Development is out of character with built form of the area
- Cramped design, particularly at Units 13-15

Officer comment: The proposal is acceptable, as detailed in 'Principle of Development' and 'Character of the Area'.

- Loss of acoustic and visual privacy
- Overshadowing and loss of light
- Light spill and noise to Consul Close from idling and passing cars
- Impact upon the amenity of the granny annexe of 7A Consul Close from demolition, construction and proximity of buildings

Officer comment: The proposal is acceptable on all of the above grounds, as noted in 'Neighbour Amenity'. Impacts associated with demolition and construction are largely unavoidable but are to be managed via the submission of a Construction Management Plan and Method Statement. See Condition 7.

- Excess traffic and air pollution
- Lack of space for 39 vehicles
- Lack of visibility at the exit

Officer comment: The Council's Highways Officer has reviewed the proposal and it is acceptable, subject to Conditions 24-27. Refer to 'Highway Access and Parking Provision'.

- Protection of existing trees
- Some trees may warrant TPO protection
- Loss of shade and privacy from the loss of trees

Officer comment: There are no trees on the site that would warrant TPO protection. Trees that will be removed are acceptable on amenity grounds, subject to appropriate replacement planting that is reinforced in Condition 4. The remaining trees are to be protected as per the arboricultural details that are required to be updated in Condition 5. This is detailed further in 'Landscaping and Trees'.

- Loss of habitat from the removal of trees
- Findings in the ecology report are questionable
- The ecology report indicates that growth will be burnt on site

Officer comment: The proposal is acceptable, subject to Conditions 10, 19 and 20, which relate to lighting, fencing and bird/bat box details and the submission of a Construction Environmental Management Plan (Condition 11). Refer to 'Ecology'.

Page 3 of the revised ecology report refers to the incineration of some growth on the site but it is only in relation to invasive tree species and only once it has been cut. This is acceptable.

- Site remediation is required

Officer comment: Condition 3 requires site remediation to make it suitable for residential use.

- Lack of services and infrastructure, including school capacity

Officer comment: The proposal is subject to payment of the Community Infrastructure Levy, which covers the future provision of infrastructure and services. See Informative 12.

- Lack of drainage

Officer comment: The proposal is acceptable, as noted in 'Drainage' and Condition 15.

- Ground appears to be lowered to accommodate consistent heights

Officer comment: There does not appear to be any suggestion that the ground levels will be altered to accommodate the dwellings although an inspection of the site and a review of the survey suggests that the site sits lower than surrounding residential properties in some areas. This is required to be confirmed via site and building survey details in Condition 16.

- Measures to protect construction noise should be implemented
- Extensive removal of concrete will cause excessive noise
- Neighbouring properties should be protected during demolition

Officer comment: This is an unavoidable consequence of the redevelopment of the site and does not warrant refusal of the application. Working hours are detailed in Condition 29 and a Construction Management Plan and Method Statement, which will deal with such issues of dust management, is detailed in Condition 7.

- Potential impact upon stability of 7A Consul Close

Officer comment: With the exception of site remediation works, there is a minor amount of groundworks and there is unlikely to be any structural concerns. Nonetheless, this is a civil matter between the relevant parties.

	<ul style="list-style-type: none"> 7A Consul Close is not considered <p><u>Officer comment:</u> The footprint of 7A Consul Close is shown on the site plan and considered and assessed as part of this application.</p> <ul style="list-style-type: none"> Should not be a gated development <p><u>Officer comment:</u> The development will not be gated and this is reinforced in Condition 32.</p> <ul style="list-style-type: none"> Plans include a grundon space Loss of value of surrounding properties Council taxes should be cut <p><u>Officer comment:</u> It is unclear what a grundon space is. The remaining issues of loss of property values and council taxes is unrelated to the planning assessment of this application.</p>
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APPLICANTS POINTS	
	<ul style="list-style-type: none"> The density of the site is appropriate Separation distances between buildings are acceptable No dormer windows or flat roof areas are proposed The three terraces to Colemansmoor Road, as detailed in the revised plans, are domestic in appearance Flats over garages (FOGs or coach houses) are encouraged by the BDG SPD Garden depths are compliant Rear garden access is achieved Car parking and cycle parking is complaint There are no adverse neighbour amenity issues Adequate internal amenity is provided

PLANNING POLICY		
National Policy	NPPF	National Planning Policy Framework
	NPPG	National Planning Policy Guidance
Adopted Core Strategy DPD 2010	CP1	Sustainable Development
	CP2	Inclusive Communities
	CP3	General Principles for Development
	CP4	Infrastructure Requirements
	CP5	Housing mix, density and affordability
	CP6	Managing Travel Demand
	CP7	Biodiversity
	CP9	Scale and Location of Development Proposals
	CP17	Housing Delivery
Adopted Managing Development Delivery Local Plan 2014	CC01	Presumption in Favour of Sustainable Development
	CC03	Green Infrastructure, Trees and Landscaping
	CC04	Sustainable Design and Construction
	CC05	Renewable energy and decentralised energy networks
	CC06	Noise
	CC07	Parking
	CC09	Development and Flood Risk (from all sources)

	CC10	Sustainable Drainage
	TB05	Housing Mix
	TB06	Development of private residential gardens
	TB07	Internal Space standards
	TB21	Landscape Character
	TB23	Biodiversity and Development
Other	BDG SPD	Borough Design Guide Supplementary Planning Document
	AH SPD	Affordable Housing Supplementary Planning Document
	SDC SPD	Sustainable Design and Construction Supplementary Planning Document
	WDS	Woodley Design Statement
	DCLG	National Internal Space Standards

PLANNING ISSUES

Description of Development

1. As was amended on 19 December 2018, the proposal involves the following works:
 - a) Demolition of the existing dwellings at 101 and 103 Colemansmoor Road and all structures within the Pitts Works site (with the exception of a substation)
 - b) Remediation of the site (extent to be confirmed)
 - c) Construction of 17 dwellings (two x 2-bedroom, five x 3-bedroom and 10 x 4-bedroom/3-bedroom plus study) across the site comprising of the following:
 - i) Plots 1-3: Three x 3-bedroom plus study dwellings within a 2.5 storey terraced building to Colemansmoor Road
 - ii) Plots 4-5: Two x 3-bedroom plus study dwellings within a 2.5 storey semi-detached building on Colemansmoor Road
 - iii) Plots 6-10: Two x 2-bedroom dwellings and three x 3-bedroom plus study dwellings within a part 2/part 2.5 storey, terraced building with ground floor undercroft parking in the eastern centre of the site
 - iv) Plots 11-12: Two x 3-bedroom plus study dwellings within a 2.5 storey, semi-detached building in the northern rear corner
 - v) Plots 13-15: Three x 3-bedroom dwellings within a 2.5 storey, terraced building in the western rear corner
 - vi) Plots 16-17: Two x 3-bedroom dwellings in a two storey, semi-detached building in the western centre of the site
 - d) Parking for 39 vehicles, including seven unallocated or visitor spaces and access as follows:
 - i) New access from Colemansmoor Road with a central driveway and four parking courts across the site
 - ii) Construction of an additional crossover from Colemansmoor Road providing parking for six vehicles for Plots 1-3
 - iii) Pedestrian access footpath alongside the main drive
 - e) Landscaping across the site

Site Description

2. The site comprises three plots on the northern side of Colemansmoor Road consisting of a disused scrap metal yard and two disused plots at 101 and 103 Colemansmoor Road. Together, the sites measure 0.48 hectares. The scrapyards consist of a total of five derelict buildings concentrated towards the northern end of the site with an access driveway located between 99 and 101 Colemansmoor Road. The site is mostly hard paved. There are two vacant detached dwellings at 101 and 103 Colemansmoor Road. Surrounding development is predominated by detached and semi-detached properties of one and two storeys in height established within a varied pattern of development (with a cul-de-sac to the east) and several examples of backland development.

Principle of Development

3. The National Planning Policy Framework has an underlying presumption in favour of sustainable development which is carried through to the local Development Plan. Policy CC01 of the MDD Local Plan states that planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise.

Sustainability

4. Policies CP1 and CP6 of the Core Strategy require that development be sustainable, in terms of enhancing the quality of the environment and achieving zero carbon developments with a reduction in the need for travel and the promotion of sustainable transport.
5. The site is located within settlement limits within a major development location. Bus services travel along Colemansmoor Road and there are nearby retail services. It is acceptable in terms of the transport sustainability principles stated in the Core Strategy and MDD Local Plan.

Reuse of Brownfield Land

6. Paragraph 118(c) of the NPPF requires the Council to give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land. The reuse of the land, where it involves the removal of a 'bad neighbour' use and its replacement with residential dwellings, is supported.

Backland Development

7. Policy TB06 of the MDD Local Plan seeks to avoid inappropriate development of residential gardens where there is harm to the local area. Permission would only be granted where there is a positive contribution to the built form and surrounding spaces, integration with the layout of the surrounding area, appropriate hard and soft landscaping, amenity space, building separation and compatibility with the general building height. R22 of the BDG SPD is also relevant.
8. In this case, the redevelopment of the two existing residential sites at 101 and 103 Colemansmoor Road represent development of a residential garden. However,

with the consolidation of these two sites with the Pitt Works site, it is concluded that the site does not represent development of a residential garden or backland development. This is because the vast majority of the site comprises a redundant scrapyard and with a street frontage of 45m and a total area is 0.48 hectare, it does not appear as backland or tandem. Regardless, however, it would accord with Policy TB06 and R22 insofar as it makes a positive contribution to the surrounding area, it integrates successfully with the surrounding layout, the road access is not a dominant feature, there is sufficient landscaping (which will be reinforced in Condition 4) and amenity space and there is an overall compatibility with the built form, separation, height and character of the existing development in the surrounding area.

Density

9. Policy CP5 of the Core Strategy and Policy TB05 of the MDD Local Plan require an appropriate dwelling density and R10 of the Borough Design Guide SPD seeks to ensure that the development achieves an appropriate density in relation to local character.
10. The density measures 35.4 dwellings per hectare, which is marginally greater than the average density of 27 dwellings per hectare within the block bounded by Colemansmoor Road, Austin Road and Hudson Road. However, there is an absence of any real harm to neighbouring properties and it is generally consistent with the pattern and scale of surrounding development. The increased density arises partly because three of the buildings within the development are terraced dwellings and on the basis that no objection is raised in relation to the type of development, the density is otherwise acceptable. Accordingly, the site demonstrates an ability to achieve a density of 35 dwellings per hectare and no objection is raised. Furthermore, it accords with the intent of Paragraphs 122 and 123 of the NPPF, which seeks to achieve an uplift in densities where development is sustainably located, such is the case here.

Character of the Area

General form

11. 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. This is reiterated in R1 of the BDG SPD, which requires that development contributes positively towards and be compatible with the historic or underlying character and quality of the local area and in R11, which requires a coherent street character, including in terms of scale, rhythm, proportion and height.
12. Paragraph 130 of the NPPF also states that *'permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development.'*

13. Colemansmoor Road has a suburban character and comprises mostly of detached and semi-detached two storey dwellings and bungalows on small to medium sized plots although many of the bungalows have roof conversions with obtrusive front facing dormers. A Council owned and operated short stay residential facility for disabled children and young people is two properties removed to the north and this represents a departure from the predominant character, with a wide building frontage and a parking court to the frontage.
14. The development comprises of six buildings across the 0.48 hectare site. The buildings are appropriately sited across the site with adequate separation between the buildings and sufficient setbacks to the side boundaries with existing development.
15. The two buildings to Colemansmoor Road have building widths of 10.4m and 16.2m although the separation between the two buildings is 2.0m and there is a setback of 2.0m to the eastern side boundary with 105 Colemansmoor Road. This is indicative of most development in Colemansmoor Road, albeit to a lower one and two storey height.
16. Behind these two buildings to the street frontage, the buildings at Plots 11-12, 13-15 and 16-17 are appropriately positioned within the site when taking account of properties over the boundary and to provide an acceptable level of separation. The main central building at Plots 6-10 is the widest and most dominant building on the site but the coach houses at either end of the building have a lower two storey height, which minimises the overall scale.
17. Given the unusual configuration of the site and the number of neighbouring properties, it would be prudent to remove permitted development rights in relation to rear extensions (Class A), roof extensions (Classes B and C) and outbuildings (Class E).
18. The design is typical of residential development in the area. It employs low eaves, which creates a dominant front and roof slope, has a mix of semi-detached, terraced and flat over garage development and provides for sufficient articulation and architectural interest. There are no objections on design grounds.
19. Planning application 182335 was recently refused on 10 December 2018, which involved the erection of a six unit flat building on the adjoining property to the east at 105 Colemansmoor Road. It included accommodation in the roofspace, 1.5m setbacks to the boundary, an eaves height of 5.2m, a ridge height 8.3m and building width of 15.2m. It was refused, in part, because it would have a *'detrimental impact on the character and appearance of the area by reason of the bulky form of the building, it's excessive scale in relation to the neighbouring houses, considerable flat crown roof, low quality and non-descript design, cramped layout and lack of soft landscaping.'*
20. The main differences between the refused scheme and the buildings to Colemansmoor Road in the subject application are that the refused scheme incorporated an excessive width relative to the plot width, a wide expanse of the flat crown roof and lack of soft landscaping forward of the building. The pitched roof of the buildings in the proposed scheme and the lack of any flat crown roof are

more positive elements in the streetscene. It also portrays an impression of a row of terraces rather than the flat building within the refused scheme.

Siting

21. R2 of the BDG SPD requires development to respond to context, including incorporating existing features, taking advantage of landform and orientation, relating to neighbours and minimising amenity, iconological and drainage impacts.
22. The pattern and layout of the surrounding development does exhibit a somewhat haphazard form, with historic development built around the site from the 1960s onwards and the dwellings in Consul Close built around a cul-de-sac. There are also a large number of outbuildings across the wider area, including a backland dwelling at 4A Colemansmoor Lane (to the west) and a granny annexe (which is used for residential accommodation) at 7A Consul Close to the east. The six buildings are sited to relate to the street and to achieve a loose back-to-back relationship with properties in Colemansmoor Lane to the west, Consul Close to the east and Hudson Road to the north. Whilst there is no complete adherence to the predominant pattern of development, the siting of the buildings and their relationship with the surrounding buildings is reasonable in the context of the existing site and no objection is raised.

Building line

23. R7 of the BDG SPD requires a consistent building line relative to existing buildings. The building housing Plots 1-3 is setback 10.5-11.5m from the street frontage and the building housing Plots 4-5 is setback 11.0-12.5m. This corresponds sufficiently with the neighbouring properties at 105 Colemansmoor Road (13m) and 99 Colemansmoor Road (15m) and the wider streetscape, which is generally 10-12m.

Height

24. R9 of the BDG SPD limits height in relation to the prevailing heights in the immediate area. The development is 2.5 storeys in height (9.6m), with the exception of the coach houses at Plots 6 and 10 and the building at Plots 16-17 reaching two storeys (8.1m).
25. The 2.5 storey height within the two buildings fronting Colemansmoor Road is higher than other dwellings in the street, with the predominant height in the surrounding area at 7.5m-8.0m. However, it remains adequately compatible with development on the northern side of Colemansmoor Road.
26. The 2.5 storey height of the buildings inside the site is compatible with the existing properties in Hudson Road and Consul Close, which are all two storeys, some with loft conversions. Plots 16-17 has a two storey height, which reflects and responds to its back-to-back relationship with properties in Colemansmoor Lane.
27. The lower than normal eaves to 5.3m within all of the 2.5 storey height buildings results in a large front and rear roof plane but which also achieves a recessive sloping roof form, thereby minimising any apparent bulk.

28. Whilst the development does utilise larger roof space to accommodate lofts and as the 2.5 storey height is greater than other properties in the surrounding area, there is no unreasonable harm on bulk and scale grounds. The streetscene is varied, with lower heights to the southern side of Colemansmoor Road but the development would not appear unduly dominant in the predominance of two storey dwellings north of Colemansmoor Road, including in Hudson Road and Consul Close. The heights are what would be anticipated within a major development location and on this basis, no objection is raised.

Parking

29. P2 of the BDG SPD ensures that parking is provided in a manner that is compatible with the local character. The site layout employs five separate parking courts across the site, as well as separate on street parking, two garages and side of house uncovered parking.
30. Parking courts are positioned forward of the buildings at Plots 1-3 and 4-5. They are suitable insofar as the streetscene is predominated by hard paved parking forward of the building line. There is mature and soft landscaping between the two courts and the parking areas are to be paved with permeable materials (Condition 28) and complemented with additional landscaping (Condition 4). In this respect, there is no detracting from the streetscape and no objection is raised.
31. There are two separate parking courts to the rear of Plots 6 and 10. There is no compromising of amenity space for Plots 7-10, they are framed by soft landscaping and the provision of coach houses above a parking court is a suitable design solution for the site. No objection is raised. The rest of the parking arrangements are typical of a suburban setting and no objection is raised.

Outbuildings

32. R20 of the BDG SPD requires consideration of external elements including the bin and cycle storage to avoid the proliferation of clutter. The proposal involves some detached garages and cycle storage sheds in the rear garden of each plot. There are objections on the grounds that there is no perception of clutter. However, given the density of the site and the number of surrounding neighbours, it is prudent that Class E (outbuildings) permitted development rights be removed. This is outlined in Condition 34.

Housing Policies

Dwelling Mix

33. Policy CP5 of the Core Strategy and Policy TB05 of the MDD Local Plan require an appropriate dwelling type and tenure. In particular, Policy TB05 requires an appropriate housing mix which reflects a balance between the underlying character of the area and both the current and projected needs of households.
34. Many of the dwellings have study rooms, with most of which are capable of being used as bedrooms. On this basis, the proposal has been considered as comprising a total of two x 2-bedroom units, five x 3-bedroom units and ten x 4-bedroom units.

35. The identified future housing need for the Wokingham Borough is illustrated in Table 107 (on page 295) of the Berkshire (including South Bucks) Strategic Housing Market Assessment (February 2016).

No of bedrooms	1 bed	2 bed	3 bed	4+ bed
Required	934	3488	5605	2862
Percentage	7.2%	27.1%	43.5%	22.2%
Proposed	Nil	2	5	10
Percentage	0%	12%	29%	59%

36. It is reasonable to conclude that the proposal adequately accords with the above. There are no one bedroom dwellings and a larger proportion of four bedroom dwellings but it is compatible with the character of the surrounding development, which consists mostly of three and four bedroom dwellings. On these grounds, there are insufficient grounds to oppose the development and no objection is raised.

Affordable Housing

37. Policy CP5 of the Core Strategy, Policy TB05 of the MDD Local Plan and the Affordable Housing SPD specify an affordable housing rate of 30% for any development on 0.50 hectares or larger. With 20 dwellings on 0.42 hectares, the requirement for affordable housing is triggered and it equates to six dwellings.
38. Ordinarily, this would take the form of two x 2 bedroom flats and four x 3 bedroom houses at a 70/30 tenure split between social rent and shared ownership (with a shared ownership model for a 35% minimum equity share on initial purchase and rent capped on the unsold equity at 1.5% per annum).
39. Notwithstanding this, the application was accompanied by a Viability Statement arguing that the above affordable housing requirements were not viable. It was externally reviewed by the Councils independent consultants. Following a thorough review of the methodology, the conclusion was that at a developer profit of 10.5%, the scheme was not viable when affordable housing contributions were factored. Abnormal costs include the breaking up of the existing slab and the remediation of the site, which contribute to increased cost that is borne by the applicant. In this respect, there is no requirement for affordable housing and this is accepted.

Accessibility

40. Policy CP2 of the Core Strategy seeks to ensure that new development contributes to the provision of sustainable and inclusive communities, including for aged persons and the disabled. 10–20% of all dwellings should be to Lifetime Homes standards in accordance with Policy CP5 of the Core Strategy and Policy TB05 of the MDD Local Plan. In this case, this equates to 2-4 dwellings.
41. Although the Lifetime Homes standard has been replaced by the new national technical housing standards, the need to design and build accessible and adaptable accommodation remains integral to future neighbourhood planning.
42. The planning statement does not offer any dwellings as accessible or adaptable units. A condition is recommended to ensure that two of the 17 dwellings are made

adaptable, particularly given that 15 of the 17 dwellings have ground floor access and all dwellings have an open plan living space. Most, if not all units, also exhibit adequate door and hallway widths, sufficient circulation space within the main bedroom, non-structural bathroom walls which would allow an enlarged bathroom and adequate external space for the enlarged dimensions associated with a disabled car space. Accordingly, there is a requirement for further accessibility information in Condition 13.

Housing Amenity

Internal Amenity

43. Policy TB07 of the MDD Local Plan and R17 of the Borough Design Guide SPD require adequate internal space to ensure the layout and size achieves good internal amenity. In accordance with the Technical housing standards – nationally described space standard, a minimum standard for internal floor area dependent upon the number of bedrooms, floors and bed spaces (occupancy). Each of the 17 dwellings complies with this requirement as outlined below.

House	Bedrooms	Occupancy	Area	Required	Complies
1	4	6	114m ²	112m ²	Yes
2	4	6	121m ²	112m ²	Yes
3	4	6	114m ²	112m ²	Yes
4	4	5	109m ²	103m ²	Yes
5	4	5	115m ²	103m ²	Yes
6	2	3	65m ²	61m ²	Yes
7	4	5	117m ²	103m ²	Yes
8	4	5	124m ²	103m ²	Yes
9	4	5	117m ²	103m ²	Yes
10	2	3	65m ²	61m ²	Yes
11	4	6	117m ²	112m ²	Yes
12	4	6	117m ²	112m ²	Yes
13	3	6	118m ²	108m ²	Yes
14	3	6	118m ²	108m ²	Yes
15	3	6	118m ²	108m ²	Yes
16	3	4	120m ²	84m ²	Yes
17	3	4	120m ²	84m ²	Yes

44. Additionally, each unit should have a main bedroom with a floor area of 11.5m², secondary bedrooms should have an area of 6.5m², living spaces (within two separated reception areas) a minimum area of 23-29m² and there should be provision for storage of 2.0-2.5m².
45. There are departures within the living space requirement for Dwellings 6 and 10 and within Dwellings 13-15, each totalling 6m².
46. In the case of the coach houses at Plots 6 and 10, they are smaller three person occupancy rooms, it is supplemented by external balconies of the living room and the open plan layout affords good circulation. The dwellings at Plots 13-15 comprise a kitchen is partially eat-in with a breakfast bench and there is also direct connectivity to the rear garden. In both cases, adequate internal amenity will be provided and no objection is raised in relation to departure from communal space standards.

47. Paragraphs 150 and 153 of the NPPF state that new development should take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption. R18 of the Borough Design Guide SPD also requires sufficient sunlight and daylight to new properties, with dwellings afforded a reasonable dual outlook and southern aspect. There are no objections on these grounds, with all dwellings being dual aspect. Furthermore, Plots 1-5 and 11-17 have a good southern aspect. The remaining plots – being the centrally located building for Plots 6-10, will enjoy afternoon sun, which is acceptable

External Amenity

48. R16 of the Borough Design Guide SPD requires a minimum depth of 11m for rear gardens and a 1m setback from the site boundary to allow access thereto. It should receive direct sunlight and be capable of accommodating play, clothes drying and storage. In each case, garden depth equals or exceeds the minimum requirement the revised plans have ensured that rear access is obtained.

Plot	Depth	Plot	Depth	Plot	Depth
1	11.0m	7	11.1m	13	11.2m
2	12.0m	8	12.0m	14	11.2m
3	12.0m	9	12.0m	15	11.1m
4	11.0m	10	Balcony	16	12.6m
5	11.0m	11	16.7m	17	12.1m
6	Balcony	12	11.3m		

Neighbour Amenity

Overlooking

49. R15 of the Borough Design Guide SPD requires the retention of reasonable levels of visual privacy to habitable rooms, with separation of 22-30m to the rear and 10-15m to the street. R23 of the Borough Design Guide SPD notes that the side walls must not contain windows, especially at first floor level.
50. The development exhibits an adequate degree of privacy within the development and across the boundaries such that no objection is raised.
51. Plots 1-3: There is separation of 33m to the street and no direct sightlines to habitable areas of properties within 30m to the rear. There are acute sightlines between the rear facing bedroom windows of Plot 1 towards the living room of Plot 6 (FOG) but the angle of sight is too acute to warrant concern. Side facing windows are either screened by boundary fencing or obscure glazed (which is reinforced by Condition 31).
52. Plots 4-5: There is 33m separation to the street and at least 30m separation towards the dwelling on Plot 17. Side facing windows to Plot 5 are obscure glazed and this is reinforced by condition. Regardless, there is adequate separation to the west of more.
53. Plot 6: A side facing first floor window facing Plot 3 has been deleted within the revised plans. The front-to-front relationship to Plot 17 is 16.1m and the setback from the rear boundary is 17.7m. In both cases, there are no objections. Because it

is perpendicular to Plots 1-3, there is some overlooking of the rear gardens of Plot 1-3 but the angle of sight is acute and it is not dissimilar to the wider area which exhibits a varied pattern of development. It is not sufficient to warrant refusal of the application.

54. Plots 7-9: To the main access roadway towards Plots 16 and 17, there is 14m separation at first floor level and 17.2m at second floor level, which accords with the guidelines for a front-to-front relationship. To the rear, the setback to the rear boundary is 14.6m at first floor level and 17.4m at second floor level, which is acceptable. The nearest dwelling is 6 Consul Close and there is 18m separation to the ground floor kitchen windows, 24m separation to the nearest habitable window on the first floor (bedroom) and the rear facing velux window is non-habitable. The degree of separation is in accordance with the guideline requiring a minimum separation distance of 22m and any perception of overlooking is negligible but is nonetheless the result of the minimal setbacks of 6 Consul Close rather than anything arising from the subject building, which has a compliant relationship to the rear boundary.
55. Plot 10: There is 18.7m separation across the roadway towards Plot 16, which is acceptable. The rear setback is 15.1m, which is also acceptable, given the aforementioned relationship with 6 Consul Close. Acute sightlines towards the front elevation of Plot 11 are possible but there are not to the extent that would warrant concern or require amendment.
56. Plots 11-12: Side facing windows are limited to habitable windows at ground level or non-habitable at first floor level (and would be obscure by condition). There is therefore no impact upon 7A Consul Close, which sits immediately across the side boundary. There are sightlines towards Plot 10 within the development but the angle of sight is relatively acute and not sufficient to warrant concern. The more general outlook is onto the main courtyard, with at least 16.3m separation.
57. To the rear, Plot 11 has an 11m setback to the rear boundary at ground level, 14.3m at first floor level and 16.7m within the loft, although the loft contains a rear facing non-habitable window. It allows for 28.7m separation to the rear elevation of 29 Hudson Road, as measured from the first floor, which is the only real overlooking vantage point. This is more than sufficient for retaining privacy. Plot 12 is slightly closer to the rear boundary but still has the same separation to 29 and 31 Hudson Close such that no objection is raised.
58. Plots 13-15: Side facing windows are limited to habitable windows at ground level or non-habitable at first floor level (and would be obscure by condition). There is at least 15m separation across the main access road towards Plot 12, which is acceptable from all three levels. There is 11m separation to the rear boundary at ground and first floor level and 14.2m at the loft level, with more than 30m to any habitable windows over the boundary. In the context of the surrounding area and with a 0.5m departure from the 15m standard as measured to the rear boundary but full compliance with the 22m-30m standard, no objection is raised.
59. Plots 16-17: There are no side windows and 13m separation across the main access road towards Plots 6-10, which is acceptable. To the rear, there is only 10m separation to the boundary and there is a single storey, self-contained one bedroom dwelling at 4A Colemansmoor Lane immediately across the side

boundary. However, the general outlook is more towards the west with the size and location of the windows to the rear elevation of Plot 17 acceptable in terms of limiting any perception of overlooking. There is more than 22m separation from the remainder of the building.

Sunlight and Daylight

60. R18 of the Borough Design Guide SPD aims to protect sunlight and daylight to existing properties, with no material impact on levels of daylight in the habitable rooms of adjoining properties. Habitable windows of adjoining properties must not be obstructed by a 25 degree angle and two storey extensions must not obstruct a 45 degree line back towards a habitable window of the adjoining property.
61. The development is satisfactorily designed to ensure no adverse loss of light (when assessed against the 25 degree line) to any of the adjoining properties, including properties in Consul Close, which are the closest dwellings to the site.
62. Plots 1-3 and 4-5 are located in line with the predominant building line and will not pose any unreasonable overshadowing or loss of light towards 99 and 105 Colemansmoor Road, respectively. This includes an assessment of the 45 degree line.
63. Plots 6-10 are setback from the rear boundary with 6 Consul Close by 14.6m and employs a steeply sloping roof such that there are no concerns to properties to the east. Similar conclusions are reached in terms of the relationship of Plots 11-12 and 13-15 over their respective boundaries.
64. Plots 10 and 11 are in relatively close proximity of 7A Consul Close, which is a granny annexe in the rear garden of 7 Consul Close. However, it does not have any openings onto its side or rear boundaries fronting onto the Pitt Works site and as such, there is no perceived impact upon light or daylight. Any impact would be more a result of the minimal setbacks of the granny annexe rather than the subject application.
65. Plot 17 extends to within 8.0m of the boundary with a self-contained dwelling at 4A Colemansmoor Lane. There is also a change in topography, sloping by approximately 1.0m towards 4A Colemansmoor Lane. However, there is no affectation of habitable windows in accordance with the 25 degree rule. A living room door will be partly interrupted but not to an extent that warrants concern. Furthermore, it lies to the south of the subject building where there will be no loss of direct sunlight.
66. Within the development, there are encroachments into the 25 degree building line between Plots 11-12 and 13-15 and Plots 6-10 and 16-17. However, this is typical of a front-to-front relationship across a roadway and as such, no objection is raised.

Overbearing and Sense of Enclosure

67. R16 requires separation distances of 1.0m to side boundaries (in a flank-to-flank and flank-to-rear arrangement) and 11m to rear boundaries.

68. The development is setback 11m from all property boundaries, with the exception of Plot 12 at the rear of the site and Plot 17 towards the front of the site. With Plot 12, the departure is confined to the ground floor only, with the first floor setback by at least 11m. With Plot 17, the departure (and associated impact) is confined to a small triangular portion of the building whereby the impact is much less pronounced than the departure would suggest. On this basis, no objection is raised.
69. There are two instances of flank-to-rear relationships – at Plots 10 and 11 towards 7A Consul Close where there are side setbacks of 3.2m and 4.4m respectively and Plot 13 towards 37 and 39 Hudson Road where there is a setback of 3.6m. In all cases, there is compliance with the minimum requirements although there is a degree of heightened sensitivity given the number of surrounding properties. Nonetheless, the setbacks are adequate, the building heights are not excessive and the degree of building separation is reasonable.
70. The impact upon 7A Consul Close in particular is acceptable on the basis that it opens inwardly within its site rather than towards the Pitt Works site. The granny annexe has a minimal setback to the boundary with Pitt Works and is an intrusive element in the rear garden and in doing so, it minimises any impact towards the main dwelling within 7 Consul Close.
71. Within the development, there is full compliance and no sense of dominance or sense of enclosure.

Light Spill

72. There is potential for light spill from headlight glare within the car parking courts. However, any potential issues will likely be negligible given the location of landscaping and fencing along the common boundary and existing site boundaries. As such, no in-principle concern is raised.

Noise

73. Policy CC06 and Appendix 1 of the MDD Local Plan requires that development protect noise sensitive receptors from noise impact. The density of the development is not excessive on amenity grounds and it is unlikely that the proposal would bring about any adverse acoustic privacy issues within or beyond the property boundaries.
74. The positioning of the vehicular entrance is unchanged from existing. The noise associated with increased traffic movements along the road would not be unreasonable and the impact upon the existing dwelling at 99 Colemansmoor Road is not dissimilar to a dwelling on a corner location on a public highway. It is also feasibly less than were the existing use of the site as a scrap metal recycler were in full operation.

Highway Access and Parking Provision

Car Parking

75. Policy CC07 and Appendix 2 of the MDD Local Plan stipulates minimum off street parking standards.

76. There is a mix of parking arrangements across the site, including communal parking for the flat building on Colemansmoor Road, four other shared parking areas and two garages. There is a total of 39 car spaces, with two spaces provided for each unit, with the exception of one space each for the two 2-bedroom coach houses (Plots 6 and 10). There are also four visitor spaces and three unallocated spaces interspersed across the site.
77. The MDD Local Plan requires a total of 39 spaces, which is calculated via the following method:
- A total of two allocated and 0.8 unallocated spaces for the two x 2-bedroom coach houses
 - A total of ten allocated spaces and 0.5 unallocated spaces for the five x 3-bedroom dwellings
 - A total of 20 allocated spaces and two unallocated spaces for the ten x 4-bedroom/3-bedroom plus study dwellings
 - A total of 3.4 visitor spaces
78. Adequate on-site parking provision is therefore provided, including with respect of visitor car parking. On this basis, the Council's Highways Officer raises no objection, adding that the distribution and location of parking spaces in relation to dwellings is acceptable. It is, however, prudent to restrict any future conversion of the existing garages to habitable accommodation under permitted development rights given it may place pressure on the surrounding area. This is noted in Condition 33.
79. P3 of the Borough Design Guide SPD notes that parking spaces should be a minimum of 5m x 2.5m. The spaces have been made compliant in the revised plans.

Cycle Parking

80. Policy CC07 and Appendix 2 of the MDD Local Plan stipulates minimum cycle parking standards and Policies P2 and P3 of the Borough Design Guide SPD ensure that it is conveniently located, secure and undercover and provided where it is compatible in the streetscene.
81. Cycle parking is shown in the rear garden of each plot, with external access provided in each case. This is a satisfactory arrangement although details of the storage will need to be submitted as a pre commencement condition in Condition 9. It also requires cycle parking provision for Plots 6 and 10, which is imperative in this case because of their above ground location and as only one car space is provided for these two dwellings.

Access

82. P3 of the Borough Design Guide SPD notes that parking spaces should be safe and convenient, close to the dwelling and sited to minimise impact upon safety.
83. The proposal will widen the existing access to the Pitt Works site to provide the main vehicular and pedestrian access to 14 of the 17 dwellings. A second access will be installed to the east, providing access to Plots 1-3. Two existing crossovers

to 101 and 103 Colemansmoor Road will be removed, and this is enforced by Condition 18.

84. The Council's Highways Officer has reviewed the proposal and raises no objection in terms of access, visibility splays and turning within the main site. Compliance is required in Conditions 24-27, including for a bonded roadway. There is an aisle width of at least 6.0m within each parking court which will ensure forward movement to and from the site such that no concerns are raised.
85. Concerns are also raised in relation to the pedestrian route through the site with the revised plans ensuring that there is pedestrian routes leading to the front door of each dwelling. Whilst there is defined pedestrian access from the roadway to the front door of each dwelling, there is no continuous path and pedestrian access towards the rear of the site, with Plots 11-17 opening directly onto the roadway. The Council's Highways Officer also notes that it would also need to be built to adoptable standards and include a 2m pavement to include service margins.
86. The roadway is designed as a shared pedestrian zone. A footpath leads from Colemansmoor Road to Plot 10. Residents in Plots 11 and 12 will need to cross the roadway leading to the communal parking court to access their front path and front doors. The absence of a footpath in this location is of little consequence. The same conclusion is provided in relation to Plots 16 and 17, which both have front paths and can be accessed from the footpath in front of Plots 7-9 or from the intersection in front of Plot 6. Access to Plots 13-15 is slightly more difficult but because of its location at the rear of the site where traffic movements will be at their lowest, a shared pedestrian arrangement is acceptable. On this basis, there are no objections raised.

Traffic Generation

87. A Transport Assessment was provided with the planning application and it has been reviewed by the Council's Highways Officer. The trip rates used in the Transport Assessment are higher than those used by the Borough and on this basis, they are acceptable. It is concluded that it is unlikely that the traffic from this 17 dwelling development would have an adverse impact on the highway network.

Construction Management

88. Due to the site location and scale of the development, a framework Construction Management Plan and Construction Management Plan is required by Condition 7. This will detail measures to ensure that there is no disruption to existing traffic movements but will also need to detail measures to protect neighbour amenity.

Landscaping and Trees

89. Policy CC03 of the MDD Local Plan aims to protect green infrastructure networks, retain existing trees and establish appropriate landscaping and Policy TB21 requires consideration of the landscape character.
90. The rear gardens of surrounding properties are of medium size and characterised by tree and shrub planting, as seen from surrounding roads. Together with the grass verges, trees and hedges to some but not many of the front gardens in the

immediate area, there is a general perception of a residential area with established landscape treatment, although there are opportunities to reinforce and strengthen this character.

91. The Council's Trees and Landscape Officer has reviewed the proposal and raises no in-principle objection. The application includes a Tree Protection Plan and Arboricultural Implications Assessment, which are acceptable. Revisions to all three documents will be required prior to the commencement of works to ensure that it is up-to-date and reflects the changes made to the architectural plans. Most of the retained trees are located to the boundary and there are no concerns raised with tree removal or the content of the tree documentation. Subterranean services will need to be detailed in a revised Tree Protection Plan in Condition 5. These could be located in service strips, or laid out in order to avoid best areas for tree planting.
92. R14 of the Borough Design Guide SPD requires well-designed hard and soft landscaping that complements housing. A total of 19 new tree plantings are proposed and the detail of this planting would be secured via the submission of a Landscape Plan. This is detailed in Condition 4.
93. There are few opportunities for the planting of large trees but key areas for their inclusion would be adjacent to Colemansmoor Road and lining the road into the site which would result in positive improvements to the street scene on Colemansmoor Road and a sufficiently attractive route into the site. Opportunities also exist to design an attractive landscape buffer that enhances the street scene with Colemansmoor Road in front of Plots 1-3. Wherever trees are proposed they must be planted according to current guidance and tree planting details form Condition 4. Additional guidance is provided in Informative 13.
94. Hedging has been used to delineate each plot, and the Council's Trees and Landscape Officer notes that this will enhance the site considerably and is preferable to large areas of visible close boarded fencing.

Ecology

95. 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.
96. The three sites are surrounded by habitat of good suitability for use by protected species, such as bats, Great Crested Newts (GCN) and reptiles with the following characteristics:
 - Waterbodies located 90m northeast and 420m east
 - Broadleaved woodland 56m west, broadleaved and mix scattered mature trees to the north, dense scrub and hedgerow to the east, connected to improved grassland and heathland
 - Dinton Pastures Country Park (Local Wildlife Site) is located 1.1km east to the site
36. The Council's Ecology Officer raises no in-principle objection on ecological grounds subject to conditions to secure the following:

- a) A Construction Environmental Management Plan is required prior to the commencement of works. This will build on the recommendations of the revised ecology report and ensure the protection of habitats for the following wildlife during the construction phase and during the life of the development. This is detailed in Condition 11
- b) Wildlife and their habitats are sensitive to the location and intensity of lighting and as such, external lighting must be sensitively located. Details are required by Condition 10
- c) Condition 19 requires the installation of bird boxes and bat boxes in line with the recommendations of the ecology report with evidence required to be submitted to the Council prior to occupation
- d) Boundary fencing can often disrupt the movement of wildlife through urban areas and should not extend to the ground. This is detailed in Condition 20

Great Crested Newts (GCN)

97. There are wood and rubble piles across the site which provide potential refuge. A Habitat Suitability Index (HSI) of the nearby ponds was negative and the proposal is unlikely to pose a threat to any GCN habitat.

Bats

98. The five buildings within the site and two mature oak trees located to the northwest and northeast of the site have minimal features that are suitable to be used by roosting bats and were assessed as having negligible potential to host roosting bats. There is unlikely to be any adverse harm to potential bat habitats.

Badgers

99. There is some potential for badgers and the ecology survey recommends a pre-construction walk-over survey and construction measures such as covering of any deep excavations.

Reptiles

100. A reptile/presence absence survey undertaken during the summer of 2018 produced a negative result, suggesting the likely absence of reptiles at the site. Therefore, no further survey work or mitigation in relation reptiles is necessary.

Nesting birds

101. The buildings and vegetation on the site are likely to be used by nesting birds and any works to buildings with bird nests or vegetation clearance will need to take place outside the bird nesting season (March - August). If this is not practicable, areas to be cleared should first be checked for bird nests by an appropriately qualified person. If bird nests are found works that could disturb it must stop until any young have fledged the nest.

Hedgehogs

102. The site is surrounded by habitat of good suitability for use by foraging hedgehogs with amenity grassland, hedgerows, shrub, ornamental planting and the piles of

wood from cut trees. As such, a check for mammals, by a suitably qualified ecologist, should be undertaken prior the site clearance. In the event that any hedgehogs are found, work would have to cease until an appropriate receptor site for any individuals was established.

Dormice

103. There was no evidence of dormice.

Stag beetle

104. The dead tree in the rear garden to the south of the site provides potential suitable habitat for stag beetle larvae. The ecological report states that prior to site clearance, a hand search will be undertaken by an ecologist for stag beetle larvae, and if any are found, a translocation of the tree and the larvae will be undertaken.

Biodiversity enhancements

105. In line with recommendations made in Section 4.12 of the revised ecology report, opportunities to incorporate biodiversity in and around developments, including bird and bat boxes, hibernacula and stag beetle loggeries, form part of Condition 11.

Building Sustainability

106. Policy CC04 of the MDD Local Plan and the Sustainable Design and Construction SPD require sustainable design and conservation and R21 of the Borough Design Guide SPD requires that new development contribute to environmental sustainability and the mitigation of climate change.

107. Whilst sustainable measures are contained within the Building Regulations, the planning statement makes reference to measures relating to energy/carbon dioxide, water, materials, surface water run-off, waste and pollution. There are no objections on sustainability grounds.

108. Policy CC05 of the MDD Local Plan encourages renewable energy and decentralised energy networks, with encouragement of decentralised energy systems and a minimum 10% reduction in carbon emissions for developments of 10+ dwellings or in excess of 1000m². This is secured by Condition 14.

Boundary Treatments

109. R12 of the Borough Design Guide SPD states that boundary treatments contribute positively to the character of the area.

110. The planning statement notes that the site frontage to Colemansmoor Road will have an open aspect in the form of low hedging and the gardens between dwellings be defined by close-boarded fencing. There is no fencing to the road frontage to the 12 properties not fronting Colemansmoor Road (although it could feasibly be accommodated).

111. There is no opposition to this arrangement. However, in the absence of any proper detail, additional details are required in the form a pre commencement condition in Condition 20, which requires ecological measures to be taken into account to ensure the movement of wildlife is not interrupted.

Waste Storage

112. Policy CC04 of the MDD Local Plan requires adequate internal and external storage for the segregation of waste as well as composting facilities.
113. Waste storage details have not been submitted and there are garages for only eight of the 17 dwellings. However, each of the dwellings is afforded rear access and it is envisaged that adequate separate on-site facilities can be provided. This is outlined in Condition 22 and on this basis, no objection is raised.
114. The site plan illustrates that a refuse vehicle can access the site and therefore, collection will be from each of the respective properties and a combined collection area is unnecessary. No objection is raised from the Council's Cleaner and Greener Officer, with formal post consent arrangements to be discussed.

Flooding

115. Policy CC09 of the MDD Local Plan requires consideration of flood risk from historic flooding. The site and access thereto is within Flood Zone 1 and the provision of 17 new dwellings on the site is acceptable in terms of any perceived flood risk.

Drainage

116. Policy CC10 of the MDD Local Plan requires sustainable drainage methods and the minimisation of surface water flow. The application was accommodated by a surface water drainage strategy drawing and SuDS assessment.
117. The existing site is mostly covered by hardstanding with gardens at the rear of the dwellings at 101 and 103 Colemansmoor Road. It falls from the north western corner to the south east, with discharge into the surface water manhole on Colemansmoor Road.
118. Whilst there is no infiltration testing, the drainage strategy has determined QBar for the site (2.1l/s) and attenuation volume for a 1 in 100 year flood event with a 40% allowance for climate change. The Council's Drainage Officer raises no objection, with the surface water drainage strategy demonstrating that permeable paving and attenuation will be provided with discharge controlled at 2.1l/s into manhole 0454 on Colemansmoor Road. Maintenance will be carried out in accordance with section 6 of the SuDS assessment. Full and final details are required to be submitted prior to the commencement of works as per Condition 15.
119. R23 of the Borough Design Guide SPD notes that parking spaces must be paved with permeable surfaces to avoid any increase in surface water run-off and should include for soft landscaping. This will be secured by Condition 28.

Employment Skills

120. Policy TB12 of the MDD Local Plan requires an employment skills plan (ESP) for this development. ESPs use the Construction Industry Training Board (CITB) benchmark based on the value of construction. This is calculated by multiplying the total floor space (approximately 1,800m²) by £1025, which is the cost of construction per square metre as set out by Building Cost Information Service of RICS and the methodology as set out in the Council's Employment and Skills Guidance. In this case, it totals £1,845,000.
121. The ESP would require a total of three community skills support jobs. If for any reason the applicant is unable to deliver the plan or elects to pay the contribution, the employment outcomes of the plan will be borne by the Council at a cost of £3,750. Either way, this is secured by a Section 106 agreement although it remains in draft form.

Environmental Health

122. Paragraph 170(f) requires an enhancement of the environment by remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land whilst paragraphs 178 states that the Council should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from land contamination, adequate site investigation information is provided and that after remediation, it is capable for residential use.
123. The site has a historical use as a metal scrapyards (most recently as copper stripping and recycling) dating back as early as 1950. There is the clear potential for and likelihood that there is contamination of the site and remediation will be necessary. A detailed site investigation is required by Condition 3 in order to investigate these risks and detail how they can be mitigated. There is no opposition to the suggestion that the site could be successfully remediated for residential purposes.
124. A Construction Management Plan which details how noise and dust will be controlled is required in Condition 7 in an effort to minimise any potential nuisance to neighbouring properties.

Community Infrastructure Levy

125. The application is liable for CIL payments because it involves a net increase of 15 new dwellings. It is subject to a review of vacant building credit in relation to the two existing dwellings at 101 and 103 Colemansmoor Road but would be payable at a rate of £365/m², index linked.

CONCLUSION

The existing redundant scrap metal yard that is out of place within the surrounding neighbourhood. Its reuse for residential accommodation, in the form of 17 dwellings across six buildings, is an appropriate response to the area, both in terms of density and built form. The buildings have been sited to take account of existing development across the rear boundary, with no unacceptable harm to neighbouring amenity and to provide appropriate amenity within the development. Enhanced landscaping will also be provided and required by condition.

No affordable housing is proposed but it is clearly demonstrated that provision of such housing is not viable in this case. This has been peer reviewed by council appointed consultants and no objection raised.

The application is recommended for conditional approval. It is subject to further remediation, which will form part of an extensive suite of pre commencement conditions, which includes ecology, landscaping, highways, accessibility, materials, construction and drainage details, amongst other matters.

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