



# WOKINGHAM BOROUGH COUNCIL

A Meeting of the **PLANNING COMMITTEE** will be held  
David Hicks 1 - Civic Offices, Shute End, Wokingham RG40  
1BN on **WEDNESDAY 13 SEPTEMBER 2017 AT 7.00 PM**

A handwritten signature in black ink that reads 'Graham Ebers'. The signature is written in a cursive, flowing style.

Graham Ebers  
Interim Chief Executive  
Published on 5 September 2017

This meeting will be filmed for inclusion on the Council's website.

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# **WOKINGHAM BOROUGH COUNCIL**

## **Our Vision**

A great place to live, an even better place to do business

## **Our Priorities**

Improve educational attainment and focus on every child achieving their potential

Invest in regenerating towns and villages, support social and economic prosperity, whilst encouraging business growth

Ensure strong sustainable communities that are vibrant and supported by well designed development

Tackle traffic congestion in specific areas of the Borough

Improve the customer experience when accessing Council services

## **The Underpinning Principles**

Offer excellent value for your Council Tax

Provide affordable homes

Look after the vulnerable

Improve health, wellbeing and quality of life

Maintain and improve the waste collection, recycling and fuel efficiency

Deliver quality in all that we do

## MEMBERSHIP OF THE PLANNING COMMITTEE

### Councillors

Tim Holton (Chairman)	John Kaiser (Vice-Chairman)	Philip Houldsworth
John Jarvis	Malcolm Richards	Angus Ross
Rachelle Shepherd-DuBey	Wayne Smith	Bill Soane

ITEM NO.	WARD	SUBJECT	PAGE NO.
33.		<b>APOLOGIES</b> To receive any apologies for absence.	
34.		<b>MINUTES OF PREVIOUS MEETING</b> To confirm the Minutes of the Meeting held on 9 August 2017	5 - 10
35.		<b>DECLARATION OF INTEREST</b> To receive any declaration of interest	
36.		<b>APPLICATIONS TO BE DEFERRED AND WITHDRAWN ITEMS</b> To consider any recommendations to defer applications from the schedule and to note any applications that may have been withdrawn.	
37.	Arborfield; Barkham; Finchampstead South; Swallowfield	<b>APPLICATION NO 172005 - PARCEL Q, NINE MILE RIDE, ARBORFIELD GARRISON, RG2 9LN</b> <b>Recommendation:</b> Conditional Approval, subject to legal agreements	11 - 44
38.	Bulmershe and Whitegates	<b>APPLICATION NO 171944 - LAND TO THE WEST OF FARINGDON ROAD, EARLEY, RG6 1HX</b> <b>Recommendation:</b> Conditional Approval	45 - 60
39.	Emmbrook	<b>APPLICATION NO 170794 - LAND TO THE REAR OF 39 AND 41 LOWTHER ROAD, WOKINGHAM, RG41 1JB</b> <b>Recommendation:</b> Conditional Approval	61 - 94
40.	Norreys	<b>APPLICATION NO 172013 - 2 BUDGES COTTAGES, KEEP HATCH ROAD, WOKINGHAM, RG40 5PY</b> <b>Recommendation:</b> Conditional Approval	95 - 100
41.	Remenham, Wargrave and Ruscombe	<b>APPLICATION NO 171187 - 5 HATCHGATE COTTAGES, HATCHGATE LANE, COCKPOLE GREEN, RG10 8 NE</b> <b>Recommendation:</b> Refusal	101 - 108

**Any other items which the Chairman decides are urgent**

A Supplementary Agenda will be issued by the Chief Executive if there are any other items to consider under this heading.

## **GLOSSARY OF TERMS**

The following abbreviations were used in the above Index and in reports.

<b>C/A</b>	Conditional Approval (grant planning permission)
<b>CIL</b>	Community Infrastructure Levy
<b>R</b>	Refuse (planning permission)
<b>LB</b>	(application for) Listed Building Consent
<b>S106</b>	Section 106 legal agreement between Council and applicant in accordance with the Town and Country Planning Act 1990
<b>F</b>	(application for) Full Planning Permission
<b>MU</b>	Members' Update circulated at the meeting
<b>RM</b>	Reserved Matters not approved when Outline Permission previously granted
<b>VAR</b>	Variation of a condition/conditions attached to a previous approval
<b>PS</b>	Performance Statistic Code for the Planning Application
<b>Category</b>	

## **CONTACT OFFICER**

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**MINUTES OF A MEETING OF THE  
PLANNING COMMITTEE  
HELD ON 9 AUGUST 2017 FROM 7.00 PM TO 8.10 PM**

**Committee Members Present**

Councillors: Tim Holton (Chairman), Philip Houldsworth, John Jarvis, Malcolm Richards, Rachelle Shepherd-DuBey, Wayne Smith and Bill Soane

**Other Councillors Present**

Councillors: Prue Bray and Imogen Shepherd-DuBey

**Officers Present**

Justin Turvey, Operational Development Management Lead Officer  
Chris Easton, Service Manager, Highways Development Management  
Mary Severin, Borough Solicitor  
Arabella Yandle, Democratic and Electoral Services Specialist

**Case Officers Present**

Katie Herrington, Senior Planning Officer  
Pooja Kumar, Senior Planning Officer  
Alex Thwaites, Senior Planning Officer  
Rebecca Walkley, Countryside Officer Educ/Inter

**23. APOLOGIES**

Apologies for absence were submitted from Councillors John Kaiser and Angus Ross

**24. MINUTES OF PREVIOUS MEETING**

The Minutes of the meeting of the Committee held on 12 July 2017 were confirmed as a correct record and signed by the Chairman.

**MEMBER'S UPDATE**

There are a number of references to the Members' Update within these minutes. The Members' Update was circulated to all present prior to the meeting. It also contains details of properties to be visited prior to the next Planning Meeting. A copy is attached.

**25. DECLARATION OF INTEREST**

There were no declarations of interest.

**26. APPLICATIONS TO BE DEFERRED AND WITHDRAWN ITEMS**

**27. APPLICATION NO 171328 15-27 HIGH STREET WARGRAVE, RG10 8BU**

**Proposal:** Full planning application for demolition of existing car showroom, repair/MOT garage plus "Suncroft" dwelling and proposed erection of 10 dwellings with provision of car-parking, private amenity space, bin and bicycle storage

**Applicant:** Oraclemarker Ltd.

The Committee originally heard this application on 12 July 2017, whereupon it was proposed that it be deferred until the applicant had been able to address the concerns of the Parish Council and the Alms Houses. The Committee received and reviewed an addendum to the report about this application set out in Agenda pages 13 to 52.

The Committee were advised that the Members' Update included:

- Responses to Parish Council comments;
- Proposed amendments to Conditions 12 and 14 regarding construction traffic and the existing vehicular access, and
- Proposed amendment to Condition 2 to include final plan numbers.

Neill Pitcher spoke on the application on behalf of the Alms Houses, stating that they no longer opposed the development due to the work carried out by the applicant and the officers on addressing their concerns. He extended his thanks to Councillor John Halsall and Wargrave Parish Council.

In response to Member queries regarding road widths, the Service Manager, Highways Development Management, stated that the Berkshire Fire Authority had been consulted on the scheme. Highways confirmed that the access was wide enough for an emergency vehicle to enter the site. The site could also be served by an emergency vehicles stopping on the rear access road, where only pedestrian access was now possible. In regards to the width of the main access from the High Street, he explained that 4.8m was a pretty standard width for an access road for everyday use serving a scheme of 10 units as proposed. The conditions included a requirement that ensured a bonding surface for a minimum of 10m to ensure that if any loose material was used on the internal road surfacing that it would not migrate on to the highway.

**Resolved:** That Application no 171328 be approved, subject to the conditions set out in Agenda pages 13 to 52 and the proposed amendments to conditions 2, 12 and 14 as laid out in the Members' Update.

**28. APPLICATION NO 171333 PARCEL U2 (ARBORFIELD GARRISON), BIGGS LANE, WOKINGHAM, RG2 9LN**

**Proposal:** Application for approval of Reserved Matters pursuant to Outline Planning Consent O/2014/2280 for 79 dwellings with access from Biggs Lane, with associated internal access roads, parking, landscaping and open space, footpaths/cycleways, Sustainable Urban Drainage (SuDs) sub-station and gas governor.

**Applicant:** Crest Nicholson Operations Limited C/O Savills

The Committee received and reviewed a report about this application, set out in Agenda pages 53 to 80.

The Committee were advised that the Members' Update included:

- Proposed amendment to Condition 2 to include final plan numbers.

Members had visited the site in 2015.

Stuart Garnett, Savills, spoke in favour of the application, thanking the officers for the work that had been carried out by officers on the application.

In response to Member questions regarding parking, the Service Manager, Highways Development Management, stated that the development included a higher number of spaces than was calculated to be necessary to meet Council standards. The development had a high proportion of flats which made the parking allocation look low when compared

to the number of overall units being proposed. He confirmed that a minimum of 1 allocated space was provided per unit and two spaces per house were provided with the exception of two houses. There was also a number of unallocated and visitor spaces well distributed throughout the site. A proportion of the properties included garages, and in total there were 151 spaces.

In response to Member queries, the Case Officer indicated that there were a number of routes to the Bohunt School. Any shortfall in affordable houses in the development would be addressed across the Arborfield site as a whole.

**Resolved:** That Application no 171333 be approved, subject to the conditions set out in Agenda pages 53 to 80 and the proposed amendment to condition 2 as laid out in the Members' Update.

## **29. APPLICATION NO 171648 7-9 SHUTE END, WOKINGHAM RG40 1BH**

**Proposal:** Full planning application for the change of use from bed and breakfast (Use Class C1) to a residential hostel (Sui Generis) with 10no self-contained units including changes to fenestration and internal refurbishment.

**Applicant:** Wokingham Borough Council (Housing Services)

The Committee received and reviewed a report about this application, set out in Agenda pages 81 to 102.

There were no further updates on this item. Members had visited the site on 4 August 2017.

Simon Price, Category Manager, Housing Operations for Wokingham Borough Council, spoke in favour of the application, stating that the development would fulfil a vital role in the provision of temporary accommodation for individuals and families in Wokingham, in addition to the other two hostels in the borough. There were currently 114 registered homeless people in Wokingham, the majority between 25-40 and many with children. In most cases, they had been made homeless by private landlords serving notice and many were having to be placed outside the borough, impacting on their lives. There would be a fire strategy in line with the Berkshire Fire Authority.

In response to Member questions, the Service Manager, Highways Development Management, stated that a barrier on the pavement would not be viable, as it would restrict the movement of other footpath users. The main entrance to the building was set back within the building from the front elevation, which would allow a degree of protection before reaching the highway. The Operational Development Management Lead Officer indicated that it could be written into the management plan that a buzzer, which allowed egress from the building, could be installed high enough on the wall to prevent children reaching it.

In response to Member questions regarding disabled access, the Case Officer stated that of the three units on the ground floor, two were big enough to allow for wheelchair access and that the third could be used too if required. All the units had a small kitchenette to allow cooking and food storage and there was a larger kitchen available on the second floor for people who wanted to cook larger meals.

In response to Member questions regarding the number of people permitted to be resident in the accommodation, the Case Officer stated that such developments did not typically restrict the number of children. They were designed for short-term stays and had single beds or sofa beds in each unit. The restriction of numbers to 19 adults was due to road safety and parking. The Category Manager explained that the manager's office would not always be manned, as the team tasked with that role were responsible for the other two hostels in the borough as well.

**Resolved:** That Application no 171648 be approved subject to the conditions set out in Agenda pages 81 to 102.

**30. APPLICATION NO 171358 LAND TO THE REAR OF 484-488 READING ROAD, WINNERSH, RG41 5ET**

**Proposal:** Full application for the proposed erection of a pair of semi-detached dwellings at the rear of 484-488 Reading Road following demolition of existing garage & outbuilding at rear of 484 Reading Road.

**Applicant:** Mr M Porter

The Committee received and reviewed a report about this application, set out in Agenda pages 103 to 124.

The Committee were advised that the Members' Update included:

- Reference to a revised scheme as part of further assessment;
- Proposed additional information regarding separation distances;
- Proposed amendment to Condition 2 to include final plan numbers, and
- A clarification regarding the development on Calver Close.

Members had visited the site on 4 August 2017.

Councillor Prue Bray, Ward Member, spoke against the application, stating that the development breached policy TB06 of the Wokingham Borough Development Plan as an inappropriate development in residential gardens and, as such, would cause harm. She went on to suggest that access would be restricted by parked cars and that there was no available parking in surrounding streets.

In response, the Case Officer stated that the scale was in keeping with other developments in the surrounding area. The revised plan offered reduced size and massing, resulting in improved separation distances. The design itself would use materials that were in keeping with other developments and would create an active frontage onto Baslow Road, masking other backland development.

The Service Manager, Highways Development Management, stated that, as Baslow Road was an unclassified road, there was no requirement to cater for turning within the curtilage of the development. The proposed properties offered two parking spaces each with side-by-side parking and the carriageway was wide enough to allow for parked cars and passing traffic. The width of the road, which had verges and footpaths meant that vehicles reversing either into or out of the proposed driveways could do so sufficiently, as well as complying with visibility requirements.

In response to Member questions, he indicated that there had been no recorded accidents in the previous five years on Baslow Road and that there was a rear garage on one of the existing plots that could be used in the same way as the proposed development.

In response to Member questions, the Case Officer clarified that properties 484 and 486 were separate. The plan alluded to a building that was to be demolished and moved to plot 486. The Case Officer stated that this was an error and that the building was to be demolished and not rebuilt.

**Resolved:** That Application no 171358 be approved, subject to the conditions set out in Agenda pages 103 to 124 and the proposed amendment to condition 2, the additional information and clarification as laid out in the Members' Update.

**31. APPLICATION NO 171496 UNITS 27-28 SUTTONS BUSINESS PARK, SUTTONS PARK AVENUE, EARLEY, RG6 1AZ**

**Proposal:** Full planning application for proposed redevelopment of site to provide a new Class 2/B8 industrial unit with ancillary office space and associated car parking and landscaping.

**Applicant:** Standard Life Assurance Ltd.

The Committee received and reviewed a report about this application, set out in Agenda pages 125 to 146.

The Committee were advised that the Members' Update included:

- Proposed additional plan relating to the height of the building relative to the surrounding land;
- Proposed additional condition pertaining to sustainable drainage;
- Proposed amendments to Condition 2 and Condition 6 to include final plan numbers;
- Proposed amendment to Condition 13 regarding tree protection;
- Proposed amendments to Conditions 8 and 15, and
- Proposed deletion of Condition 4 relating to archaeology.

Members had visited the site in 2016.

In response to Member questions regarding fire safety, the Case Officer, stated that fire safety was a matter for Building Control and that all materials used in the development would meet regulations.

In response to Member questions regarding delivery times, the Case Officer stated that this was covered by condition and was consistent with deliveries to other properties within the site.

**Resolved:** That Application no 171496 be approved subject to the conditions set out in Agenda pages 125 to 146, and the additional condition, amended conditions and deletion of condition 4 as laid out in the Members' Update.

**32. FOOTPATH SHINFIELD 10A, HOLLOW LANE, SHINFIELD**

**Proposal:** Shinfield 10a Footpath diversion

**Applicant:** Persimmon Homes, Thames Valley.

The Committee received and reviewed a report about this application, set out in Agenda pages 147 to 152.

There were no further updates on this item.

**Resolved:** That the diversion of Shinfield 10a Footpath be authorised

# Agenda Item 37.

Development Management Ref No	No weeks on day of committee	Parish	Ward	Listed by:
172005	Planning Performance Agreement	Barkham, Finchampstead, Swallowfield, Arborfield	Barkham, Finchampstead South, Swallowfield, Arborfield	N/A SDL Major Development

<b>Applicant</b>	Crest Nicholson Operations Limited C/O Savills		
<b>Location</b>	Arborfield Garrison and adjoining land	<b>Postcode</b>	RG2 9LN
<b>Proposal</b>	Reserved Matters application pursuant to Outline Planning Consent O/2014/2280 for the construction of 114 apartments with communal space, access from the Nine Mile Ride Extension (NMRE), with associated internal access roads, parking, landscaping and open space, footpaths/ cycle ways, Sustainable Urban Drainage (SuDS), and substation (Parcel Q).		
<b>Type</b>	Reserved Matters		
<b>PS Category</b>	7		
<b>Officer</b>	Alex Thwaites		

**FOR CONSIDERATION BY** Planning Committee on 13/09/17  
**REPORT PREPARED BY** Head of Development Management and Regulatory Services

## SUMMARY

This application relates to land within the 'Southern Gateway' character area of the Outline planning consent granted under planning application O/2014/2280 which established the principle of access to the site together with development parameters. The designated 'Parcel Q' is located off the Nine Mile Ride Extension (NMRE), adjacent to the fourth phase of development (Parcels H, I and J).

The principle of development in this location has been established through its allocation by policy CP18 of the Core Strategy and through the Spatial Framework Plan within the Arborfield Garrison Supplementary Planning Document together with the outline planning permission.

The overarching vision of the SDL is to provide a co-ordinated approach to the delivery of infrastructure and services ensuring that developments are of a high quality and are sustainable. This includes the provision of schools, community facilities, good quality open space and appropriate local transport and links. The outline application for Arborfield Garrison was supported by an Infrastructure Delivery Plan (IDP) which established how the necessary infrastructure could be delivered. A S106 legal agreement secured the proportion of infrastructure attributable to the development at Arborfield Garrison and triggers for its delivery.

This current application is for reserved matters application for 114 apartments, which represents phase six of the Arborfield Garrison development. The application seeks permission for the details of appearance, landscaping, layout and scale only. Conditions applications have also been submitted in parallel to the reserved matters which seek approval for other detailed matters such as flooding and drainage.

The application is before the Planning Committee as it relates to a major development that is recommended for approval. It is considered that the development would be a sustainable development that represents the sixth stage of the Arborfield Garrison development and would not have a significant detrimental impact on the character of the area or on existing residents.

The site is located between Sheerlands Road and the Nine Mile Ride Extension (NMRE). The topography of the site varies, with the key aspects being the mature vegetation adjacent to Sheerlands Road and the NMRE that encloses the site to the north and east. The masterplan has been designed with these features in mind and utilises connectivity onto Sheerlands Road that is due to be downgraded for cycle and pedestrian use that will link the parcel to the Linear Park and wider SDL. The Sustainable Drainage Systems (SUDS) have been designed as part of the site layout and there is sufficient capacity within the site to accommodate the development.

The proposal consists of 114 Private Rented Sector (PRS) one and two bed units for rental. This differs from the previous parcels as it proposes a parcel of development solely consisting of apartment buildings to be managed for private rent. The advantages of this type of proposal is that it will bring forward accelerated delivery as well as a managed dwelling type that meets a different and growing housing need in the area. The Managing Development Delivery Document (Local Plan) (adopted February 2014) requires an appropriate housing mix which reflects a balance between the character of the area and the current and projected needs of households. This parcel of development represents the sixth phase of development within the wider SDL which already boasts a mix of dwelling unit types and designs and therefore is not considered to be contrary to policy. The location of this parcel directly adjacent to the district centre and close all amenities, services and good public transport infrastructure is key to this type of approach being appropriate. The increase in the number of units in this location will also help with the viability of the district centre going forward.

In terms of Affordable Housing the proposal PRS schemes generally lend themselves to lower levels of affordable housing in order to ensure they remain viable. Therefore, in order for the scheme to remain viable and successful whilst also remaining compliant with adopted WBC policy and the previously approved outline, a S106 agreement will be required to vary the previous legal agreement to allow for all of the affordable housing (35%) to be provided as a commuted sum for off-site provision. This agreement will relate to Parcel Q solely and does not impact upon any further phases or development parcels in the Arborfield SDL.

The proposal would provide for an adequate level of amenity for the future occupants of the dwellings together with an acceptable impact on ecology, traffic, highway safety and flood risk in addition to contributing to the delivery of infrastructure provided jointly by the wider SDL.

In design terms, the proposal meets all the council's standards, in particular internal space, road designs and parking standards. Equally, the development comprises of a contemporary design that is reflective of the previously approved 'Parcel O1' and 'Parcel U2' that are currently under construction.

The proposals are considered to be acceptable and therefore it is recommended that Reserved Matters are approved subject to conditions outlined below.

## PLANNING STATUS

- Strategic Development Location (SDL)
- Modest Development Location
- Countryside
- Thames Basin Heaths Special Protection Area 5km – 7km Zone
- Site of Special Scientific Interest 500m Buffer - Longmoor Bog
- Affordable Housing Thresholds
- Farnborough Aerodrome Safeguarding Consultation Zone
- Potentially Contaminated Land - Sewage Works (Disused)
- TPOs Served
- Bat Roost

## RECOMMENDATION

**APPROVE RESERVED MATTERS** subject to the following conditions and completion of S106 'Deed of Variation' agreement inclusive of the following Heads of Terms:

- Affordable Housing Provision – 30% provided as a commuted sum for off-site provision (Parcel Q only)

## CONDITIONS

### 1. Outline Application Compliance

Nothing herein contained shall be deemed to affect or vary the conditions imposed by planning permission O/2014/2280 dated 02/04/2015 which conditions shall remain in full force and effect save in so far as they are expressly affected or varied by this permission.

### 2. Plans

The development hereby permitted shall be carried out in accordance with the following approved plans unless otherwise agreed in writing with the Local Planning Authority:

Plans and Document list to be finalised for Members update.

*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. Landscape Maintenance and Management

Prior to the first occupation of the development a landscape maintenance and management plan, including long term design objectives, management responsibilities, timescales and maintenance schedules for all landscape areas, other than privately owned, domestic gardens, shall be submitted to and approved in writing by the local planning authority. The landscape maintenance and management plan shall be carried out as approved unless otherwise agreed in writing by the Local Planning Authority.

*Reason: In order to ensure that provision is made to allow continuing enhancement and maintenance and management of the landscaping hereby approved. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan*

*policies CC03 and TB21.*

4. Highway Construction Details

Prior to the commencement of development, full details of the construction of roads and footways, including levels, widths, construction materials, colour palette, service margin materials, depths of construction, surface water drainage and lighting shall be 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 otherwise agreed in writing by the local planning authority.

*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.*

5. Car Parking

No part of any building(s) hereby permitted shall be occupied or used until the vehicle parking space has been provided in accordance with the approved plans. The vehicle parking spaces shall be permanently maintained and remain available as unallocated or disabled parking, for the parking of vehicles at all times.

*Reason: To ensure adequate on-site parking provision in the interests of highway safety, convenience and amenity. Relevant policy: Core Strategy policies CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.*

6. Highway Details at Nine Mile Ride Extension Site Access

Notwithstanding the approved plans, prior to commencement of development full highway details of the site access onto the Nine Mile Ride Extension including the set-back pedestrian crossings shall first be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details unless otherwise agreed in writing by 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.*

7. Temporary Bus Stop

No building shall be occupied until full details of temporary bus stop provision located on Nine Mile Ride Extension have been provided to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

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

8. Highway adoption plan

Prior to commencement of development, a highways adoption plan, to include all adoptable service and maintenance margins shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and maintained thereafter.

*Reason: To ensure that the estate is 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 in accordance with Wokingham Core Strategy Policies CP1, CP6, and CC07 of the Managing Development Delivery Local Plan (Feb 2014).*

9. Bus Interchange

Prior to the first occupation of the development, full details of the bus interchange along the site frontage shall be submitted to and approved in writing by the local planning authority.

*Reason: To ensure that there is adequate highway land available for footpath and interchange along the site frontage. Relevant policy: Core Strategy policies CP3 & CP6.*

**Informatives**

1. Nothing herein contained shall be deemed to affect or vary the conditions imposed by planning permission O/2014/2280 dated 02/04/2015 which conditions shall remain in full force and effect save in so far as they are expressly affected or varied by this permission. Equally, this permission should be read in conjunction with the legal agreement under section 106 of the Town and Country Planning Act that accompanies planning permission O/2014/2280 dated 02/04/2015.

2. The applicant is advised that the Council seeks that employers or developers within the borough commit to using local labour / contractors where possible. This should include:

Advertisement of jobs within local recruitment agencies / job centres;  
Recruitment and training of residents from the local area;  
Seek tender of local suppliers or contractors for work.

3. Work on Highway

The Corporate Head of Environment at the Council Offices, Shute End, Wokingham should be contacted for the approval of the access construction details before any work is carried out within the highway. This planning permission does NOT authorise the construction of such an access.

4. Mud on Road

Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on adjacent highways. For further information contact Corporate Head of Environment on tel: 0118 974 6302.

5. Highway Management

Any works/events carried out either by, or at the behest of, the developer, whether they are located on, or affecting a prospectively maintainable highway, as defined under Section 87 of the New Roads and Street Works Act 1991, or on or affecting the public highway, shall be coordinated under the requirements of the New Roads and Street Works Act 1991 and the Traffic management Act 2004 and licensed accordingly in order to secure the expeditious movement of traffic by minimising disruption to users of the highway network in Wokingham.

6. Utilities

Any such works or events commissioned by the developer and particularly those involving the connection of any utility to the site, shall be co-ordinated by them in liaison with Wokingham Borough Council's Street Works Team, (telephone 01189 746302). This must take place at least three month in advance of the works and particularly to ensure that statutory undertaker connections/supplies to the site are coordinated to take place wherever possible at the same time.

7. Noise

The attention of the applicant is drawn to the requirements of Section 60 of the Control of Pollution Act 1974 in respect of the minimisation of noise on construction and demolition sites. Application, under Section 61 of the Act, for prior consent to the works, can be made to the Environmental Health and Licensing Manager.

<b>PLANNING HISTORY</b>		
SO/2010/0611	EIA scoping opinion	23/4/2010
O/2013/0600	Outline application for 2000 dwellings and supporting infrastructure.	Withdrawn 19/11/2013
O/2014/2280	<p>OUTLINE PERMISSION FOR: Demolition of buildings and phased redevelopment of Arborfield Garrison and adjoining land for: Up to 2,000 new dwellings (including up to 80 units of extra care housing). District centre comprising a foodstore up to 4,000 sqm gross with up to a further 3,500 sqm (gross) floor space within Classes A1, A2, A3, A4, A5, B1, D1 and D2 (with residential above - Class C3)), and transport interchange, village square, car parking, servicing and drop off area. Up to a further 1,500 sqm (gross) floor space within Classes D1 and D2. Neighbourhood centre to provide up to 300 sqm (gross) floor space within Classes A1, A2, A3, A4, A5, B1, D1 and D2, with parking/servicing area. Secondary school for up to 1,500 pupils (Class D1) including sports pitches, flood-lit all-weather pitch, and indoor swimming pool and parking areas. Up to three-form primary school (Class D1) with sports pitch and parking areas. Associated phased provision of: car parking; public open space including sports pitches, informal/incidental open space, children's</p>	Approved 02/04/2015

	<p>play areas including multi-use games area (MUGA), skate park, community gardens/allotments; landscaping/buffer areas; boundary treatments; new roads, footpaths, cycleways and bridleways; sustainable urban drainage systems, including flood alleviation works.</p> <p>PART 2 - FULL PERMISSION FOR phased development of: Creation of two new areas of Suitable Alternative Natural Greenspace (SANGS) (In the north-eastern part of the application site ("Northern SANGS") and at West Court ("West Court SANGS") including car parking areas, path/walkways, fencing and associated landscaping; re-use of existing MoD gymnasium for sports/community uses/centre (Classes D1/D2; new roundabout junction to A327 Reading Road; junction improvements to Langley Common Road, Baird Road and Biggs Lane; junction improvements and new access at Biggs Lane/Princess Marina Drive; re-use and improvements to existing site accesses from Biggs Lane.</p>	
150162	Reserved Matters application for the erection of 113 dwellings with access from Biggs Lane and Princess Marina Drive, with associated internal access road, parking, landscaping and open space, footpaths and sustainable Urban Drainage (Suds) – ‘Phase One’	Approved 26/11/2015
153336	Reserved Matters application pursuant to planning consent O/2014/2280. The application relates to the Nine Mile Ride Extension, School Access Road and A327 Roundabout. Details of access, appearance, landscaping, layout and scale to be considered.	Approved 24/03/2016
161536	Application for Reserved Matters for the erection of 127 dwellings together with access from Princess Marina Drive with associated internal access roads, landscaping, open space, footpaths and sustainable urban drainage (SUDS), relating to (parcel T) land – ‘Phase Two’	Approved 14/09/2016
161747	Application for Reserved Matters for the erection of 223 dwellings together with access from Sheerlands Road and the Nine Mile Ride Extension, with associated internal access roads, parking, landscaping, open space, footpaths, bridleways and sustainable urban drainage (SUDS), relating to Parcel A-	Approved 23/11/2016

	G land – ‘Phase Three’	
170686	Reserved Matters application pursuant to Outline Planning Consent O/2014/2280 for the erection of 179 dwellings with access From the Nine Mile Ride Extension (NMRE), with associated internal access roads, paths, circulation areas, car parking including garages, landscaping, open space and associated infrastructure and works. (Parcels H, I and J) – ‘Phase Four’	Approved 24/07/17
171333	Application for approval of Reserved Matters pursuant to Outline Planning Consent O/2014/2280 for 79 dwellings with access from Biggs Lane, with associated internal access roads, parking, landscaping and open space, footpaths/cycleways, Sustainable Urban Drainage (SuDs) sub-station and gas governor – ‘Phase Five’	Approved 09/08/2017

### SUMMARY INFORMATION

#### For Residential

Site Area	1.8ha
Existing units	MOD Use
Proposed units	114
Proposed density - dwellings/hectare	63 d/ha
Number of affordable units proposed	35% commuted sum
Previous land use	Brownfield site (MOD)
Proposed parking spaces	157

### CONSULTATION RESPONSES

Berks, Bucks and Oxon Wildlife Trust	No comments received at time of writing.
Berkshire Archaeology	No objection.
WBC Biodiversity	No objection
WBC Building Control	No comments received.
WBC Children Services	No comments received.
WBC Community Infrastructure	No objection.
WBC Conservation Officer	No comments received.
Crime Prevention Design Officer	No comments received.
WBC Drainage	No objection.
WBC Economic Sustainability Team	No objection.
WBC Education Services	No comments received.
Environment Agency	No comment.
WBC Environmental Health	No objection.
WBC Health and Wellbeing	No comments received.
WBC Highways	No objection – subject to conditions

Highways England	No objection.
Historic England	No comment.
WBC Trees & Landscape	No objection – subject to conditions
WBC Libraries	No comments received.
Natural England	No comment.
Network Rail	No comments received.
WBC LUTT (Policy)	No objection
WBC Public Rights of Way	No objection.
Royal Berkshire Fire and Rescue	No comments received.
South East Water	No comments received.
South West Train	No comments received.
Southern Gas Networks	No comments regarding this particular application, however reference to the previously approved outline – no objection.
Sport England	No comment.
SSE Power Distribution	No objection.
Thames Water	No objection.
WBC Waste Services	No objection.

## REPRESENTATIONS

<b>Arborfield Parish</b>	<p>Comments raised regarding:</p> <ul style="list-style-type: none"> <li>The height of the proposal – contrary to outline consent [<i>Officer note: discussed within 'Masterplan' section below</i>]</li> <li>Welcomes the change to architectural design</li> </ul>
<b>Finchampstead Parish</b>	<p>[<i>Officer note: Revised comments expected from Parish following amended plans – to be included within members update</i>]</p> <p>Comments raised regarding:</p> <ul style="list-style-type: none"> <li>'Finchampstead Parish Council objects to this very urban design. The proposal does not appear to complement the Garden Village concept. It looks too barrack like in design, for this countryside setting. Inadequate parking for the number of apartments.' [<i>Officer note: amended plans submitted in consultation with Parish Comments. Additionally Highways officers are satisfied the levels of parking complies with Wokingham Borough Council policy</i>]</li> </ul>
<b>Barkham Parish</b>	<p>Initial Comments raised regarding:</p> <ul style="list-style-type: none"> <li>The Parish Council accept the density and layout required to make this project viable and to achieve a balance of housing density across the whole of the SDL site</li> <li>Location of future Community Centre [<i>Officer note: not to be considered within this application, however Officers are aware of the Parish views and will consider this when considering the Community Centre</i>]</li> <li>Design and appearance of apartment buildings [<i>Officer note: amended plans submitted in consultation with Parish Comments</i>]</li> <li>Landscaping along Nine Mile Ride Extension [<i>Officer note: the Nine Mile Ride Extension landscaping is already in place and does not form part of the proposal</i>]</li> </ul>

- Parking levels [*Officer note: Highways officers are satisfied the levels of parking complies with Wokingham Borough Council policy*]
- Layout of proposal [*Officer note: the layout of the proposal allows for street frontage which is considered appropriate for the location of the proposal*]

Following revised plans, comments regarding:

- 'The Parish Council are pleased that Crest Nicholson have revised their plans for Parcel Q. The new designs have the merit of improving the appearance of the buildings. The introduction of additional small gables and bay windows helps to address the scale of the buildings and should result in a much more attractive street scene'

<b>Local Members</b>	No comments received.
<b>Neighbours</b>	No neighbour representation received

## **PLANNING POLICY**

### National Policy

National Planning Policy Framework 2012  
 Technical Guidance to the National Planning Policy Framework 2012

### South East Plan 2009

Saved policy NRM6 - Thames Basin Heaths Special Protection Area

### Wokingham Borough Core Strategy policies:

- CP1 - Sustainable Development
- CP2 - Inclusive Communities
- CP3 - General Development Principles
- CP4 - Infrastructure Requirements
- CP5 - Housing Mix, Density and Affordability
- CP6 - Managing Travel Demand
- CP7 - Biodiversity
- CP8 - Thames Basin Heaths Special Protection Area
- CP9 - Scale and Location of Development Proposals
- CP10 - Improvements to the Strategic Transport Network
- CP11 - Proposals outside Development Limits (including countryside)
- CP13 – Town Centres and Shopping
- CP17 - Housing delivery
- CP18 – Arborfield Garrison Strategic Development Location

Appendix 7 – Additional Guidance for the Development of Strategic Development Locations

### Managing Development Delivery Document (Local Plan) (adopted February 2014)

CC01 – Presumption in Favour of Sustainable Development

CC02 – Development Limits  
 CC03 - Green Infrastructure, Trees and Landscaping  
 CC04 - Sustainable Design and Construction  
 CC05 - Renewable energy and decentralised energy networks  
 CC06 - Noise  
 CC07 - Parking  
 CC08 - Safeguarding alignments of the Strategic Transport Network & Road Infrastructure  
 CC09 - Development and Flood Risk (from all sources)  
 CC10 - Sustainable Drainage  
 TB05 - Housing Mix  
 TB07 – Internal Space Standards  
 TB08 - Open Space, sport and recreational facilities standards for residential development  
 TB09 – Residential accommodation for vulnerable groups  
 TB12 – Employment Skills Plan  
 TB15 – Major Town, and Small Town/District Centre development  
 TB16 – Development for Town Centre Uses  
 TB20 – Service Arrangements and Deliveries for Employment and Retail Use  
 TB21 - Landscape Character  
 TB23 - Biodiversity and Development  
 TB24 – Designated Heritage Assets (Listed Buildings, Historic Parks and Gardens, Scheduled Ancient Monuments and Conservation Areas)  
 TB25 - Archaeology  
 TB26 – Buildings of Traditional Local Character and Areas of Special Character  
 SAL05 - Delivery of Avoidance Measures for the Thames Basin Heath Special Protection Areas

### **Supplementary Planning Documents**

Arborfield Garrison Strategic Development Location Supplementary Planning Document (October 2011)  
 Infrastructure Delivery and Contributions Supplementary Planning Document (October 2011)  
 Wokingham Borough Design Supplementary Planning Document (2012)  
 Wokingham Borough Affordable Housing Supplementary Planning Document (July 2013)  
 Sustainable Design and Construction Supplementary Planning Document (28 May 2010)  
 Planning Advice Note, Infrastructure Impact Mitigation, Contributions for New Development (Revised 2014)  
 Barkham Village Design Statement (re-adopted as an appendix to the Borough Design Guide SPD in May 2012)  
 Emerging Arborfield and Newland Village Design Statement (post-consultation, now being considered for adoption)

The Council's parking standards as set out within appendix 2 of the Managing Development Delivery Local Plan and referred to in para 4.38 of the Core Strategy

## **PLANNING ISSUES**

### Principle of Development and Infrastructure Delivery

1. The application site forms part of a larger area designated under the Wokingham Borough Core Strategy as the Arborfield Garrison Strategic Development Location

(SDL).

2. Wokingham Borough Core Strategy policy CP17 establishes a requirement to provide at least 13,487 new dwellings with associated development and infrastructure in the period 2006-2026. The majority of this new residential development will be in four SDLs, of which Arborfield Garrison is one of these. Policy CP18 identifies that the Arborfield Garrison SDL will deliver a sustainable, well designed mixed use development of around 3,500 dwellings and associated infrastructure.
3. Core Strategy Policy CP18 is amplified by Appendix 7 of the Core Strategy, the Arborfield Garrison Strategic Development Location Supplementary Planning Document (SPD) and Infrastructure Delivery and Contributions SPD, which address the associated infrastructure impacts across the whole borough. These documents establish a requirement for a sustainable, well designed, mixed use development and make clear that a co-ordinated approach to the development of the SDL will be required to deliver the necessary infrastructure, facilities and services to meet the needs of the expanded community.
4. Outline planning permission for the site was granted by Wokingham Borough Council on 02/04/2015. This established the principle for development for the site together with access for up to 2,000 new dwellings, district centre, neighbourhood centre, secondary school, primary school and two Suitable Alternative Natural Greenspace (SANGS). These were considered against the relevant Core Strategy policies and Local Plan policies. The current application seeks reserved matters approval for appearance, layout, landscaping and scale. Other issues such as updating the Flood Risk Assessment and Phasing are being considered under separate conditions applications.
5. The outline consent included an Infrastructure Delivery Plan and S106 legal agreement. The legal agreement secures the coordinated delivery of the infrastructure necessary to support the development and fair share of the SDL wide infrastructure. These included contributions towards off-site infrastructure and services such as roads, education, sports facilities, community facilities and green infrastructure. In addition, it secured an affordable housing contribution in accordance with the Core Strategy and Infrastructure Delivery and Contributions Supplementary Planning Document.
6. The details approved under the outline planning consent established parameters for the development including general site layout including the quantum of development, indicative location of housing, open space, density and general heights of buildings. Access to the site was also established.

#### Site Description

7. The application site relates to an area of land within the Outline application that lies in the character area of 'Southern Gateway'. The application site, referred to as 'Parcel Q' at outline, is immediately surrounded by Sheerlands Road and the Nine Mile Ride Extension (approved under application 171333).
8. As described in the Outline application the existing land use of the site comprises of the vacated Arborfield Garrison (MOD use), which is currently not accessible to the public.

Dwelling Mix:

9. MDD LP Policy TB05 requires an appropriate housing mix which reflects a balance between the character of the area and the current and projected needs of households.
10. The accommodation on the site would be provided solely within apartments. The development parcel proposes 114 units of privately rented and managed 1 bed and two bed apartments. This parcel of development represents the sixth phase of development within the Arborfield SDL and therefore needs to be considered within context of the wider development. While normally an independent application proposing something similar would be contrary to policy, the proposal is parcel within an SDL that contains a mix of dwelling types, uses and dwellings. The parcel is a relatively slight area within the SDL as a whole and therefore there is not considered to be significantly detrimental or against policy.
11. The table below shows a breakdown of the mix of dwelling types and units on the first phase.

		<b>Total</b>
Apts	1 bed	41
	2 bed	73
	<b>Total</b>	<b>114</b>

12. The proposal is considered acceptable and provides an adequate mix of apartment unit types on site.

Masterplan – Layout

13. Core Strategy Policies CP1, *Sustainable Development* and CP3, *General Principles for Development* requires high quality design that respects its context. This requirement is amplified by MDD LP Policies CC03, *Green Infrastructure, Trees and Landscaping* and TB21, *Landscape Character* and Arborfield Garrison SPD which requires development proposals to protect and enhance the Borough’s Green Infrastructure, retaining existing trees, hedges and other landscape features and incorporating high quality - ideally native – planting as an integral part of any scheme, within the context of the Council’s Landscape Character Assessment.
14. Core Strategy policy CP18, *Arborfield Garrison Strategic Development Location* sets out the concept rationale for the design parameters for the Arborfield Garrison SDL and these are outlined in further detail in Appendix 7 of the Core Strategy. This states that:
- The attractive rural setting, which requires a design response to ensure the development, is absorbed into the landscape, taking account of natural features including watercourses, and to ensure a sense of the landscape permeates the development through an open space strategy*
15. Further design guidance is provided by the Arborfield Garrison SPD in section 4. Design principle 3 is concerned with character and states that there should be diversity and distinction in the SDL which should be enhanced through the application of character typologies.

16. It is important to set out the site in the context of the wider planning permission for Arborfield Garrison. The application parcel itself forms part of the Arborfield Garrison planning unit. In order to ensure consistency of design for the entire development, the Arborfield Garrison planning consent established design principles including indicative parameter plans for development limits, density and building heights. Further design guidance was also included within the Design and Access Statement. However given these assessments were undertaken at outline stage, that is with limited detail and under different market conditions, there is an acceptance that there needs to be some flexibility within the originally approved parameters subject to no significant harm being introduced.
17. The development differs from the previous residential phases by virtue of the proposal consisting exclusively of 114 apartments. Additionally, the 'Build to Rent' model put forward was not one originally considered for the Arborfield Garrison SDL, however the significant increase in demand makes the proposal a more reasonable option which reflects current housing market demand. Finally the location of the site, while within the 'Southern Gateway' character area is located immediately adjacent to the District Centre where higher densities are expected in order to help identify the centre of the development and help with viability of the new infrastructure, services and amenities for the SDL. .
18. With these factors in mind, it is clear there is going to be an impact on the on the indicative parameter plans approved at outline stage. The scheme is proposed as broadly three stories in height with two four storey elements developed to formalise the entrance onto the site, directly opposite the district centre. The five apartment buildings face onto the Nine Mile Ride Extension and the parking is to the rear adjacent the strips of open space and bridleway along Sheerlands Road. The parcel, at outline stage, was shown to have a parameter of a three storey height and clearly the proposal is contrary to this. However given the location of the proposal immediately adjacent to the district centre, which is likely to be four storeys in height, the proposal is not considered to be significantly detrimental. Development on the outer edges and adjacent to existing development will remain two to three storey's in height to ensure there is no significant harm to the landscape of the wider area or amenities of existing residents.
19. The layout of the wider Arborfield Garrison development has been determined through the previous outline (O/2014/2280) and this included access into the development parcel. The layout of this parcel has been designed in accordance with site constraints, WBC standards and good practice and as such is considered acceptable.

#### Masterplan – Density

20. Design principles 3 (a-g) are outlined in the Arborfield Garrison SPD and are concerned with the character of the development, including the density of development. The Core Strategy approach for the Arborfield Garrison SDL in respect to density is outlined in Appendix 7 which indicates an average density of 30-35 dwellings per hectare (d/ha) across the SDL. Additionally the Arborfield Garrison outline planning consent established 'Parcel Q' 'higher density' therefore prescribed 40-50 d/ha.
21. The overall density proposed by the application equates to 63 d/ha which is higher than the approved indicative parameter plan at outline. This is due to the parcel at

outline stage being allocated approximately 45-50 residential units, based on a more traditional model proposal consisting of a mix of units, such as semi-detached properties, terraced units and 4 bed detached properties. This density proposed is more reflective of a typical district centre characteristic, and is more suited to the Build to Rent market as it allows for single management of a number of units. As advised, it will also assist with the viability of the district centre by increasing population close to these facilities and services.

22. While the proposal is higher than the indicative density plan approved at outline stage, the density is considered acceptable by virtue of the immediacy of the district centre to the east and as it would not result in harm to amenities of local or future residents and would not result in harm to the appearance of the local area.

#### Masterplan – Design and Appearance

23. Before further discussing design and appearance, it is worth noting that the proposals have been subject to revised plans in order to address Parish concerns.

24. In terms of the detailed design of the buildings, the Arborfield Garrison SPD recommends that the existing built form should be used to inform the design. The Design and Access Statement and Design Code include a character analysis of the surrounding area and picks out themes that are common in the locality. These have been used to help inform the design style of the dwellings which take clear character references from the local vernacular architecture. The design should also be influenced and consistent with the Garden Village Principles as well as relating well with previously approved parcels.

25. Given the nature of the proposal, the application proposes five blocks of apartments that differ in scale and design. The proposals are contemporary in design and are laid out as to offer street frontage onto the Nine Mile Ride Extension. The proposals include render to break up the built form as well as using appropriate balconies and Juliet balconies to reduce the brick frontage and increase surveillance. Concerns have been raised by the Parish Councils regarding the design, in regards to design and in particular the scale of the roof on the buildings, however amended plans have been received in response to these comments and officers are satisfied that the proposal is acceptable in design terms.

26. Whilst the proposal introduces a more contemporary design style into the SDL, the NPPF states *planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.* This view is also echoed within WBC SPD guidance and there the proposal consists of features that are found in the local vernacular as well as the previously approved Parcels that are currently being developed. It is considered that the applicant has carefully considered the design in the context of the surrounding area and proposes a design that is respectful to the character of the area while providing a different approach which will set Arborfield apart from the other SDL's and major developments.

27. While initial designs, in particular the roof form, were subject to comments from the Parish, the overall design approach for all of the units are considered appropriate and successful in its approach and respects the context of the site location and in

accordance with the advice provided by the NPPF, policies CP1 and CP3 together with the Arborfield Garrison SPD and Supplementary Planning Guidance. The proposal is therefore considered acceptable.

#### Masterplan – Landscape

28. Much of the development site is open fields at present whilst there is not a significant presence of significant existing vegetation; the masterplan has carefully considered the landscape and incorporated this into the design. The development parcel does not include a significant amount of mature vegetation and the north and eastern boundary consist of the Nine Mile Ride Extension.
29. Elsewhere in the parcels, the key vegetation on the eastern side adjacent to Sheerlands Road is to be retained and these mature trees and landscaping will help soften the build development from the outset. The existing mature vegetation will create a green edge against the road as well as surrounding the cycle path that links to the wider SDL and Linear Park. Again the layout has been carefully considered to ensure that this would be retained with appropriate buffers from the built form. Street planting helps soften the development and there is also hedgerow planting to the front of the dwellings in front garden areas where space is limited for tree planting.
30. Within the development, landscaping is proposed throughout the residential parking areas. Landscaping strips have been established through the primary infrastructure and these will include tree planting. Along the Nine Mile Ride Extension planting has also occurred under a separate application, however this vegetation is to be retained and forms part of the landscaping within this application. These measures would reduce and mitigate the proposed development's impact on the landscape and is generally consistent with the advice provided by the Arborfield Garrison SPD.
31. The applicant has carefully considered the landscaping within the site masterplan. Where possible existing trees are to be retained and there would be no loss of any species considered significant by the Landscape Officer. Semi mature trees are proposed within the site layout which would help soften the built form and provide a verdant character along the areas of public open space. Where existing vegetation has been lost, this has been established at the outline planning stage. Particular attention has been given to the existing vegetation along the boundaries of Sheerlands Road and the NMRE and this is considered satisfactory by officers.

#### Masterplan – Conclusion

32. The design approach taken to inform the layout and appearance of the buildings is considered to respond well to the existing landscape features, context of the site and surrounding area, in particularly the district centre. The applicant has satisfactorily demonstrated a comprehensive approach to the delivery of the dwellings under consideration by this reserved matters application. This has been achieved through applying the principles of the design code in the proposed layout and the principles of the Garden Village.
33. Overall, it is considered that the proposal would not have a significant detrimental impact on the character of the area and is broadly in accordance with the principles of the relevant planning policies and supplementary planning advice and represents high quality development.

### Residential Amenity – Impact upon Neighbouring Properties

34. Core Strategy policy CP3 requires that new development should be of a high quality of design that does not cause detriment to the amenities of adjoining land users. Separation standards for new residential development are set out in section 4.7 of the Borough Design Guide.
35. The proposal is subject to parameters set at outline stage that includes both separation distances and open space plans. The development parcel is located in the southern section of the Arborfield Garrison development away from neighbouring properties. The closest residential units are located within Parcels H, I and J than have recently gained permission and are in the very initial stages of development; however this parcel is separated from the proposal by Sheerlands Road and the nearest building will be located over 45m away from these properties. It is therefore considered that there would be no significant impacts to existing residents in terms of overlooking, loss of light and overbearing.

### Residential Amenity – Noise

36. Whilst it is acknowledged that there would be a greater level of activity in the area arising from the delivery and future occupation of the housing, this would not be to an extent that is unusual in a residential area. As the site has been identified as being suitable for housing, the principle of residential development in this area has been established. The outline permission also secured via condition and s106 the construction routes for the proposal in order to keep disruption to a minimal. Construction activities would be temporary and Condition 68 of the Outline Planning consent controls the hours of operations to 0800-1800 on Mondays to Fridays and 0800-1300 on Saturdays.
37. It is considered that the proposal would not result in any significant harm to the amenity of the existing residents and is in accordance with policies CP1 and CP3 and supplementary planning guidance.

### Residential Amenity – The Amenity of Future Occupants of the Development

38. The Borough Design Guide and MDD LP policy TB07 set out minimum thresholds for private amenity space and internal space standards which new residential development should be assessed against.

#### *Private Amenity Space*

39. The Borough Design Guide states for apartments it is possible to compensate for the loss of rear garden space by providing roof terraces, balconies or winter gardens, so long as they do not overlook existing properties. In this case balconies and Juliet balconies have been provided for the majority of units within the site and more importantly good pedestrian and cycle connections have been proposed so that the units are connected to the linear park and the Arborfield SANGs. Overall, it is considered the development will provide acceptable levels of private amenity space for the future occupants of the dwellings and is in accordance with policy.

#### *Internal Space Standards*

40. With respect to internal floor space of the units, since 1st October 2015 national space standards have been in place as the Technical housing Space Standards. The dwellings comply to National Space standards, meeting requirements for overall area, bedroom sizes and storage allowances.

### Security

41. The layout of the masterplans takes into account the security required for a residential scheme. For example key three storey apartment buildings face onto the area of open space directly in the middle of the development parcel. Equally, the car parking for properties are well overlooked and dwellings located on the periphery are orientated to overlook public paths. The layout also means that there are back to back relationships which restrict access to private amenity space.

### Noise

42. Core Strategy Policy CP1 and MDD LP Policy CC06 direct development away from areas where noise would impact upon amenity and require mitigation where noise cannot be completely avoided. Noise impacts from traffic from the Nine Mile Ride Extension upon the new occupier's amenities have been considered and are considered acceptable. The Environmental Health officer is satisfied with the proposals and therefore there is not considered to be significant impacts to the occupants of the proposed dwellings.

### Sustainable Design and Construction

43. Due to the replacement of the Code for Sustainable Homes with national standards in Building Regulations, the proposal is no longer required to meet Code 4 in line with Policy CC04 of the MDD. However, the policy does require that all development should incorporate suitable waste management facilities including on-site recycling (composting). It is considered that sufficient internal and external storage could be provided to accommodate this.

44. Additionally, there is a condition in the outline permission to secure low and zero carbon technologies, so to demonstrate how the development will achieve a 10% reduction in carbon emissions beyond the minimum requirement of 'Part L: Building Regulations'.

### Access and Movement

45. The outline planning permission established the access points to the site and was accompanied with a full Transport Assessment. This involved modelling the potential impacts of the development by using the Wokingham Strategic Transport Model which included a review of this development site, the Arborfield Garrison SDL and the wider Core Strategy development proposals. It was demonstrated that there would be no significant harm caused by additional houses to both local and the wider transport networks, subject to the delivery of the Transport Interventions that were identified and secured through a legal process. The current reserved matters application has a single point of highway access instead of the two access points approved under the outline planning application. It should be noted that many of the highways related matters are being assessed in detail under separate conditions applications.

46. The main site access is from the Nine Mile Ride Extension (NMRE) and this was operationally assessed within the original outline planning application (O/2014/2280). The access proposals have been modified so there is a single vehicular point of access, rather than two. This has the advantage of reducing the number of accesses onto NMRE, and the access that has been removed was likely to have been located on the planned bus interchange. There is an emergency access onto Sheerlands Road which is bollarded. This also provides access for pedestrians and cycles into other phases of the Arborfield SDL as well as onto the

greenway route which runs through Arborfield SDL. The NMRE site frontage has the pedestrian footway and a shared pedestrian & cycle route on the other side of the road.

#### Access and Movement – Site Layout

47. The main access to the site would be from Nine Mile Ride Extension (NMRE) which connects the SDL eastwards onto the new roundabout junction at the A327 and westwards will link to Finchampstead. The submission has included a refreshed operational assessment of the development access. The assessment was for the peak hours and includes the full development 2026 forecasts flows including the full NMRE. The results assessments indicate that the access junction will operate within highway capacity. The Ratio of Flow to capacity (RFC) values for exiting the site are 0.14 (AM peak) and 0.05 (PM peak) with queues of less than 1 vehicle. For traffic turning right into the site access from the NMRE the RFCs are 0.04 (AM peak) and 0.09 (PM peak) with queues of less than 1 vehicle. The site access will require some modifications to the layout to ensure there are adequate pedestrian crossing facilities and this matter is secured through a planning condition
48. The proposal has been designed in accordance to the street hierarchy detailed in the Design Code, that has been approved by the Council. It is composed of a Tertiary Street between Blocks B and C and it then splits into two Access Ways / Parking Courts all designed in accordance with Manual for Streets. The Tertiary Street measures 6.0m wide. The Access Ways / Parking Courts are also 6.0m wide to enable parking vehicles to turn in and out.
49. The secondary 'emergency' access from Sheerlands Road includes bollards so it can also be used for pedestrian and cyclists at all times. Additionally tracking of refuse vehicles has been carried out and these show that they can satisfactorily drive in and turn at the turning heads within the parking areas.

#### Access and Movement – Car Parking

50. In line with Core Strategy Policy CP6, Managing Travel Demand and MDDL Policy CC07: Parking, condition 40 of the outline consent requires associated reserved matters applications to incorporate car parking in line with the Council's standards.
51. A summary of the car parking provision is provided on the table below:

	<b>Number</b>
Total Unallocated	143
Total Disabled	6
Total PRS Office	7
<b>Total Unallocated, Disabled &amp; PRS Office</b>	<b>156</b>

52. The total provision is 156 car parking spaces. Of these 143 are unallocated to the flats, 6 disabled and 7 for the PRS office. It should be noted that there are no garages or spaces allocated to flats.
53. This parking provision is in accordance with the WBC parking standards and the amount of parking is proportionate to the size of dwelling that it is intended to serve. The unallocated spaces means that there is a more efficient use of the spaces and the minimum to comply with the WBC standards would be 109 unallocated, so to

provide 143 means that the standards are comfortably achieved. Visitor parking is expected to share the unallocated spaces. A planning condition is recommended to ensure the residents and visitors do not introduce allocated parking.

54. On this basis, the level of parking provided and its location should limit demand for on street parking along the NMRE and elsewhere throughout the development. As such the proposed parking is considered acceptable on the site.

#### Access and Movement – Pedestrian, Cycle & Equine Access

55. The development is well located to walk, cycling and equine access as it is between the Nine Mile Ride Extension and Sheerlands Road. Both provide excellent facilities for both pedestrians and cycles. In particular Sheerlands Road forms part of the greenway connection through the Arborfield SDL that links up with the Linear Park, the Neighbourhood Centre and California Country Park. The proposals show bollards and a turning head for traffic and as it is proposed as an equine route the bollards may require modification which can be addressed in the highways detail condition.

56. NMRE has a footway along the site frontage and a pedestrian and cycle route on the other side of the road. Just south is also a link to Bridleway 18 which connects to the Bohunt School and Park Lane.

57. The site is also within walking distance to several key destinations, which includes the Neighbourhood Centre, Bohunt School, the Linear Park, the Leisure Centre and bus interchange. While some of these are not completed yet, notably the Neighbourhood Centre, in the longer term they will be and then it will be in a highly accessible location.

#### Access and Movement – Cycle Storage

58. Consistent with Core Strategy Policies CP1, Sustainable Development and CP6, Managing Travel Demand, which expect development to make provision to support sustainable travel, Condition 29 of the outline planning consent requires cycle parking and storage in line with the Council's standards at the time. These are set out in MDDL Appendix 2: the requirement is for provision of at least one cycle space for dwellings with three or fewer habitable rooms, which applies to all the 114 apartments.

59. Cycle long stay covered secure parking is provided on site in 5 designated communal cycle storage for apartments, with one per block. In addition each block as 2 Sheffield Stands near to the entrances for short stay and/or visitor parking. All dwellings and apartments have been provided with sufficient space for cycle storage/parking in accordance with the above requirements and as such the proposals are considered acceptable on this basis.

#### Access and Movement – Access to Public Transport

60. In order to ensure good public transport to the site, a public transport strategy has been secured by Condition 33 of the outline planning consent. New bus stop facilities will be provided on NMRE and when the NMRE is completed and linked to Nine Mile Ride and Park Lane there are plans for an Arborfield SDL bus interchange to be included within the District Centre parcel located directly adjacent to the development parcel. There is an area of the site frontage set aside for the potential delivery of the bus interchange and this line is very close to Blocks C & D

which may need to move westwards depending on the extent of public highway. A planning condition refers to a plan showing that there is room for a bus interchange layout along the site frontage. **(See Condition below)**

61. It is acknowledged that this will be several years away and it is important that services are available from day one for all occupants. So in the meantime there are buses running a 20 minute frequency from the junction of Sheerlands Road with Baird Road, which is approximately 300m away, within the 400m recommended threshold. Several of these buses also extend to Bohunt School and therefore operate past the site. In this context, a planning condition has secured a temporary bus stop along NMRE.

#### Flooding and Drainage

62. Core Strategy Policy CP1 and MDD DPD Policies CC09 and CC10 establish that new development should avoid increasing and where possible reduce flood risk and Arborfield Garrison SPD generally requires provision of a comprehensive system for water management, which takes account of existing features and includes proposals for effective sustainable urban drainage (SUDS), measures to avoid flood risk and new ponds.

63. At the outline stage, the applicant undertook a Flood Risk Assessment which determined that the residential part of the outline site is not located within areas shown to be at risk of flooding, as indicated by Flood zone 1 on the Environment Agency's Flood map. Although some of the areas adjacent to the lake floods, no housing development or roads are located within areas that flood and therefore the proposal is considered acceptable in this regard.

64. Drainage was fully assessed at outline stage and the Council and the EA were satisfied that the site has sufficient storage capacity and that the provision of SUDs, which will incorporate flood attenuation ponds, can be accommodated on-site and will mitigate the impacts of the development. The benefit of SUD's over the existing field use is that these should improve the current situation by preventing water from running off the land too quickly.

65. A raft of measures has been provided to alleviate flood risk for the site and to accord with the parameters set at the outline stage. These have been assessed and there is no objection from the Drainage Officer. The proposed drainage strategy generally fits in with the approved AECOM surface water drainage strategy with discharge limited to no more than what was approved at outline stage.

#### Affordable and Specialist Housing and S106 Agreement

66. Core Strategy Policy CP5 requires a mix of tenures, including up to 50% affordable housing. The Infrastructure and Contributions SPD states that development within the SDLs should seek 35% affordable housing which echoes Appendix 7 of the Core Strategy.

67. As previously discussed, the proposal is for 114 Build to Rent units within the development parcel at Arborfield. Due to changing market conditions / demand and the recent surge in demand for these types of units, that is a move away from private market housing by young professionals, there is currently a lack of clarity and consistency in Government policy regarding the affordable housing unit requirements for these types of schemes. Whilst affordable market rent is

mentioned in the recent Housing White Paper, this is a consultation paper and not adopted policy, therefore carries little weight at this time. The Build to Rent consultation (that accompanied the White Paper) stated “The Government’s proposed terms for the provision of Affordable Private Rent are a minimum of 20% of the homes, at a minimum of 20% discount, provided in perpetuity”.

68. It should be noted that the success of these types of schemes generally lend themselves to lower levels of affordable housing in order to ensure they remain viable. For example all homes on Build to Rent developments need to contain a large number of private units to be sustainable and stay under single management to ensure they are successfully run, as such introducing affordable units into this approach is shown not to be appropriate. The approved Outline application (ref O/2014/2280) has secured 20% on site provision and 15% provided as a commuted sum for off-site provision of affordable housing. In this case, in order for the scheme to remain viable / successful whilst also remaining compliant with adopted Wokingham Borough Council policy and the previously approved outline, a S106 agreement will be required to vary the previous legal agreement to allow for all of the affordable housing (35%) to be provided as a commuted sum for off-site provision. This agreement will relate to Parcel Q solely and does not impact upon any further phases or development parcels in the Arborfield SDL. This approach is considered acceptable in this instance as the proposal brings a new form of housing units and choice to Wokingham and the local area, will help accelerate delivery of units on the site and will assist with the viability of the district centre without resulting in harm to the local area.

#### Thames basin Heaths Special Protection Area

69. The Thames Basin Heaths Special Protection Area (SPA) was designated under European Directive due to its importance for heathland bird species. Core Strategy policy CP8 establishes that new residential development within a 7km zone of influence is likely to contribute to a significant impact upon the integrity of the SPA. The Arborfield Garrison SDL falls within this zone of influence and, in accordance with Core Strategy policy CP17 and Design Principle 1c (vi), mitigation in the form of Suitable Alternative Natural Greenspace (SANG) is being provided.

70. The development will be mitigated by the provision of the Suitable Alternative Natural Greenspace (SANGS) In the north-eastern part of the outline application site ("Northern SANGS") and at West Court ("West Court SANGS"). This has been designed to provide sufficient space required to compensate for the growth in resident numbers associated with this phase of the Arborfield Garrison development. Planning permission for the SANGs has been granted under the outline consent (Ref: O/2014/2280) and as such this meets the Natural England’s *'Guidelines for the Creation of Suitable Alternative Natural Greenspace'* (SANG) (2008) in terms of having all the essential features required to attract recreational users away from the SPA. Natural England and the Biodiversity Officer are satisfied with this approach.

#### Ecology

71. Core Strategy Policy CP7, carried forward by MDD LP Policy TB23, requires appropriate protection of species and habitats of conservation value. Design Principle 1b (i-ii) is concerned with protection of ecological habitat and biodiversity features, together with mitigation of any impacts that do arise. The scheme includes some measures that promote ecology and biodiversity, for example bat bricks within

the properties as well as connecting to the wider pedestrian and cycle network to adjacent SANGs. Officers have assessed the application and are satisfied that there would no significant impact on ecology.

Archaeology

72. Core Strategy Policy CP3 and MDD LP Policy TB25 require the archaeological impact of development to be taken into consideration. An Archaeological Evaluation report for the proposal was submitted and Berkshire Archaeology are satisfied that, given the nature of the features encountered, no further archaeological investigation will be required on this parcel.

**CONCLUSION**

The reserved matters are consistent with the principles and parameters established by the outline planning permission, which themselves reflect the Council's adopted policies and guidance for development within the Arborfield Garrison SDL. It is considered that the applications will deliver high quality development in accordance with the Council's spatial strategy and vision and therefore can be recommended for approval.

**CONTACT DETAILS**

<b>Service</b>	<b>Telephone</b>	<b>Email</b>
Development Management and Regulatory Services	0118 974 6428 / 6429	<a href="mailto:development.control@wokingham.gov.uk">development.control@wokingham.gov.uk</a>

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This drawing to be read in accordance with the specification/Bills of Quantities and related drawings.

No Dimensions to be scaled from this drawing. All stated dimensions to be verified on site and the Architect notified of any discrepancies.



35

EXTENT OF ECOLOGICAL DARK CORRIDOR

NEW BOLLARDS TO SHEERLANDS ROAD

INDICATES EXTENT OF HEDGEROW REINSTATED

EMERGENCY ACCESS

EXTENT OF 2m SERVICE CORRIDOR

NEW SUBSTATION

EXTENT OF 2m SERVICE CORRIDOR

LOCATION OF HEDGEROW RETAINED

EXTENT OF 2m SERVICE CORRIDOR

NEW BOLLARDS TO SHEERLANDS ROAD

EXTENT OF EXISTING TREE RPA

PEDESTRIAN/CYCLE PATH CONNECTION TO EXISTING BYWAY 18 TO SOUTH

PROPOSED NEW CULVERT

PROPOSED NEW HEDGEROW EXTENSION

EXTENT OF PROPOSED FUTURE ROUNDABOUT

PEGASUS CROSSING REFER TO THE ENGINEERS DETAILS FOR FULL DETAILS

TEMP ACCESS TO SCHOOL

INDICATIVE PV MODULE LOCATIONS SHOWN

FUTURE AREA TO BE SAFEGUARDED TO REDUCE CONFLICT POINTS WITH VEHICLES ENTERING AND EXITING THE MINOR ARM

FUTURE AREA TO BE SAFEGUARDED TO CATER FOR BUS INTERCHANGE

EXISTING ACCESS TO BE REMOVED

# FOR COMMENTS

REV	DATE	NOTE	IN

Project  
**PROPOSED PRS DEVELOPMENT  
 PARCEL Q  
 ARBORFIELD GARRISON  
 WORKINGHAM**

Title  
**PROPOSED SITE LAYOUT**

Scale 1:500 @ A1 Date APRIL 2017

Drawn MT Checked RC

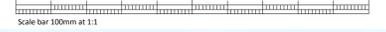
Drawing Number 7538/P101 Revision C

**Saunders**  
 Architecture + Urban Design

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This drawing to be read in accordance with the specification/Bills of Quantities and related drawings.

No Dimensions to be scaled from this drawing. All stated dimensions to be verified on site and the Architect notified of any discrepancies.



FRONT STREETSCENE A-A



REAR STREETSCENE B-B



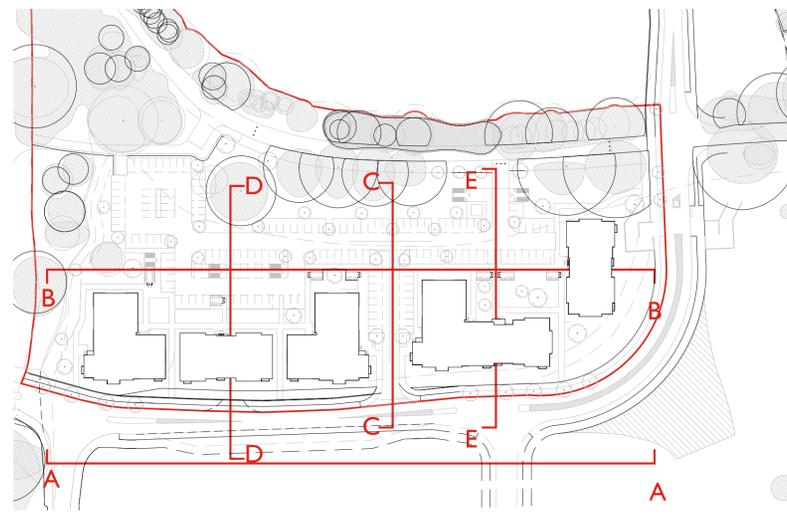
SITE SECTION C-C



SITE SECTION D-D



SITE SECTION E-E



KEY PLAN 1:1250

# FOR COMMENTS

Project  
PROPOSED PRS DEVELOPMENT  
PARCEL Q  
ARBORFIELD GARRISON  
WOKINGHAM

Title  
PROPOSED STREETSCENES

Scale  
1:250 @A1  
Date  
APRIL 17  
Drawn  
Checked

Drawing Number  
7538\_P103  
Revision  
C

**Saunders**  
Architecture + Urban Design

37

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## Alex Thwaites

---

**From:** Arborfield & Newland Parish Council <parishclerk@arborfield.org.uk>  
**Sent:** 31 August 2017 16:11  
**To:** Planning Enquiries; Alex Thwaites  
**Subject:** Planning Application 172005/172062 - Parcel Q, Land at Arborfield Garrison

The Parish Council welcomes the changes to the architectural design but is opposed to the 4 storey height. This goes against the outline planning consent which limits residential buildings to 3 storeys. Within the OPA plans document and Design & Access Statement, Parcel Q is designated as being 'within a residential development area and therefore storey heights up to 3 storeys are deemed appropriate'.

In the Parish Councils view the construction of 4 storey blocks in one of the residential areas would not be consistent with the design philosophy for the development as a whole.

Barkham Village Design Statement makes several references regarding storey heights and low roof heights and in particular point 14 of the Design Guidelines section regarding housing around Arborfield Garrison. It would appear that the proposed application conflicts with the Barkham VDS.

Kind Regards,

Alison Ward  
Parish Clerk  
Arborfield & Newland Parish Council  
The Parish Office, Arborfield Village Hall  
Eversley Road, Arborfield, Berkshire, RG2 9PQ

0118 976 1489

[www.arborfield.org.uk](http://www.arborfield.org.uk)

The Parish Office is open 10am - 12noon, Monday to Thursday

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# ***Barkham Parish Council***

*Small Oaks  
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Berkshire  
RG41 4EB*

*Telephone / Fax  
E-mail*

*0118 977 2857  
clerk@barkham-parishcouncil.org.uk*

Alex Thwaites  
Planning  
Wokingham Borough Council

1<sup>st</sup> September 2017

Dear Alex,

**Application Number 172005**

**Parcel Q Nine Mile Ride, Arborfield Garrison**

**Reserved Matters application pursuant to outline Planning Consent O/2014/2280 for the construction of 114 apartments with communal space, access from Nine Mile Ride Extension with associated internal access roads, parking, landscaping and open space, footpaths, cycleways, SuDS and substation.**

Barkham Parish Council were concerned that Parcel Q will be in a very prominent location, facing the Nine Mile Ride extension and adjacent to village centre. It will therefore have considerable influence on the character of the immediate neighbourhood.

The Parish Council are pleased that Crest Nicholson have revised their plans for Parcel Q. The new designs have the merit of improving the appearance of the buildings. The introduction of additional small gables and bay windows helps to address the scale of the buildings and should result in a much more attractive street scene.

We await with interest proposals for the village centre itself.

Yours sincerely,

Judith Neuhofer  
Clerk to Barkham Parish Council

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## Alex Thwaites

---

**From:** Clerk <clerk@finchampstead-pc.gov.uk>  
**Sent:** 15 August 2017 10:30  
**To:** Alex Thwaites  
**Subject:** FW: Comments on Parcel Q Nine Mile Ride Arborfield - 172005

Dear Alex

Below our comments.

Nine Mile Ride, Arborfield Garrison, Parcel Q	Alex Thwaites 172005		<b>Adjoining Parish Consultation, comments by 24<sup>th</sup> July</b> Reserved matters application pursuant to Outline Planning Consent O/2014/2280 for the construction of 114 apartments with communal space, access from the Nine Mile Ride Extension (NMRE) with associated internal access roads, parking, landscaping and open space, footpaths/cycleways. Sustainable Urban Drainage (Suds) and substation. Parcel Q	Finchampstead Parish proposal does not ap It looks too barrack l Inadequate parking f
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Regards Anna

Assistant to the Clerk: Mrs A. Kent  
Finchampstead Parish Council  
FBC Centre, Gorse Ride North  
Finchampstead  
Berkshire RG40 4ES

0118 908 8164

[www.finchampstead-pc.gov.uk](http://www.finchampstead-pc.gov.uk)



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# Agenda Item 38.

<b>Development Management Ref No</b> 171944	<b>No weeks on day of committee</b> 10/8	<b>Parish</b> Earley	<b>Ward</b> South Lake	<b>Listed by:</b> Cllr Blumenthal
--	---	-------------------------	---------------------------	--------------------------------------

**Applicant** Cala Homes

**Location** Land to the west of Faringdon Road **Postcode** RG40 1DD

**Proposal** Full application for the erection of temporary sales and marketing office, with associated parking and landscaping (part retrospective)

**Type** Minor

**PS Category** 13

**Officer** Daniel Ray

**FOR CONSIDERATION BY** Planning Committee on 13<sup>th</sup> September 2017  
**REPORT PREPARED BY** Head of Development Management and Regulatory Services

## SUMMARY

A marketing suite has been constructed on the site, with landscaping and parking, in the location outlined in the submitted plans. Staff parking is to the south within the site whilst 5 parking bays are present on the eastern boundary off Faringdon Road. The use has yet to commence.

The main element of the marketing suite that comprises a portable building which measures 10.3 in width and a depth of 7.3m. It is flat roofed with an overall height of 3.15m. Planting has been introduced around the suite which is of a white finish.

No concern has been raised by Highways subject to the use of a condition ensuring parking and turning is achieved as per the submitted plans, while, due to the single storey nature of the structure and its position relative to neighbouring properties, there would be no unacceptable impact on neighbouring residential amenity.

It is accepted that the permanent siting of this building has an unacceptable impact on the character and appearance of the site, especially as the area should be laid out as incidental open space (as agreed as part of the landscape masterplan associated with the original applications (O/2012/0155 and F/2014/0875) , however due to the 12month temporary nature of the proposal, the harm that occurs is limited by this definitive time frame and the imposition of condition 1 that requires the use to cease and the site restored as per a scheme and timetable to be agreed.

Overall, the proposed marketing suite is likely to speed up the sale of the remaining residential units on the site and bring a hastier conclusion to the site. As such, the scheme is recommended for approval subject to the conditions attached to this report.

## PLANNING STATUS

- Major Settlement Location.

## RECOMMENDATION

APPROVAL, subject to the following conditions:

1. Development to be removed after temporary period

The development hereby permitted shall be removed and the land laid out as incidental open space, as per plan no: 29700 – A-02-103 Rev P03 and as per the details required by Condition 4 of Planning Permission F/2014/0875, on or before 14<sup>th</sup> September 2018 or upon the sale of the last residential unit (whichever is first).

*Reason: The type of building is not one that the local planning authority is prepared to approve other than for a limited period, having regard to the materials and type of structure proposed. Permission is only given because it is important function for the sales of the remaining residential plots.*

*Relevant policy: Core Strategy policies CP1 and CP3.*

2. Approved details

This permission is in respect of the submitted application plans and drawings numbered A-02-102, sheets 1, 2, 3 and 4 of drawings titled LGCHAM063 and received by the local planning authority on 29 July 2017 and 'Sketch Layout' received by the local planning authority on 1 September 2017. The development shall be carried out in accordance with the approved details unless otherwise agreed in writing by 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. No Generator

At no time shall a diesel generator, or any other form of power other than what is supplied through a mains connection, be used within the site.

*Reason: To clarify the terms of the permission and to ensure neighbouring amenity is retained.*

### Informatives

1. 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: addressing concerns relating to highway safety and residential amenities. The decision to grant planning permission in accordance with the presumption in favour of sustainable development as set out in the NPPF is considered to be a positive outcome of these discussions.

## PLANNING HISTORY

There is an extensive planning history on the site, however the most relevant applications are listed below:

- O/2012/0155 - Demolition of existing buildings and redevelopment of site to provide up to 216 new residential units (use class C3) a residential care facility of up to 80 beds (use class C2) a local shop of up to 300 sq m (use class A1 A3) and associated landscaping and car parking (outline). Conversion and refurbishment of six halls of residence

blocks including retention and refurbishment of 3 existing residential units to provide a total of 84 residential units and erection of a sports pavilion.

Approved: 06/03/2013

- F/2014/0875 –

Application for the erection of 257 dwellings with associated garaging and parking 60 x 1 & 2 bed Extra Care unit and A1 retail shop including public open space children's play area accesses from Woodlands Avenue tree protection affordable housing and landscaping.

Approved: 17/10/2014

## SUMMARY INFORMATION

Site Area	60sqm
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## CONSULTATION RESPONSES

<b>Highways</b>	No objection subject to condition.
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<b>Landscape and Trees</b>	No objection
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<b>Town Council</b>	None received
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## REPRESENTATIONS

### Neighbours:

7 letters of objection were received from neighbouring residents, these concerns are summarised as follows:

- The residents were proposed the play area and green space years ago, this was again promised in January 2017 however no progress was made.  
*(OFFICER NOTE: The requirement for a children's play space is required by a S106 Agreement that relates to the overall planning consents for the site (O/2012/0155 and F/2014/0875); it stipulates that a play space should be provided when 50% of all dwellings on the site are occupied. As of the current date this trigger has yet to be met (although imminent) and as such there has been no legal requirement for the play space to be installed. Notwithstanding this, a Discharge of Conditions application has just been submitted under ref: 172538, for the design to be agreed and the play space is to be installed within the coming weeks with the equipment already having been ordered.)*
- CALA have a functional office for 3 years and the only reason for them to move it is to sell it off. This is not in the interest of residents.
- Continuous construction needs to end so that residents can live without disturbance.
- Use of the area and movement of people have and will continue to affect privacy as bedroom windows face the area. (para's 10 to 12)
- No timescale has been proposed as 'temporary'. (para 1)
- The building is unsightly and out of keeping with surrounding properties. (para's 5 and 6)
- There should be no loss of green space. (para's 7 to 9)
- There will be increased traffic and noise as well as privacy issues as the number of

foot falls would increase. (para's 10 to 13)

- The street is already overcrowded with cars parked on the footpath. (para 13)
- The office would be open 7 days a week and this would bring unacceptable noise and disturbance as well as privacy issues (para's 3 and 4 and 10 to 12)
- The diesel generator has already been used despite it being stated that it won't be used, was used when the suite was installed. The noise could be heard within all rooms of the house even with the windows closed. (para 12)
- Safety of children – the office is right next to the play area, is it appropriate to have it so close? Strangers from all around being drawn into very close proximity of a childrens play area with prospective buyers/staff smoking. (para 8)

**Cllr Blumenthal:**

*I object to the retrospective planning application for the marketing suite building. The increased traffic to the area due to the structure will not only bring noise and disturbance to local residents but also danger. There are often little children playing in the roads as the playpark has not yet been built by CALA Homes. I am always mindful of driving very slowly through these roads as sometimes a small child on a scooter pops out of nowhere. I am worried that new visitors to the marketing building, who are not aware of this, may not drive so carefully. As the playground is due to be built right next to the marketing building this will also bring construction vehicles to the exact same area, creating a bottleneck. The increased density of traffic in this small patch will create access problem for residents as well as increased noise and disturbance. Residents have expressed concern to me about loss of privacy by being overlooked by the marketing suite. They are also worried that visitors to the building will be parking in front of their windows and peering in out of curiosity. Visually, the structure is not in keeping with the rest of the area at all.*

**APPLICANTS POINTS**

- The site is in an area of green space that is not specified for the childrens play space
- The permission is to be on a temporary basis and the land restored to green space upon completion of the development/time frame.
- Sales of properties would be quicker with a dedicated marketing suite closer to the remaining plots.

**PLANNING POLICY**

NPPF	Chapter 4: Promoting sustainable transport Chapter 6: Delivering a wide choice of quality homes Chapter 7: Requiring good design Chapter 10: Meeting the challenge of climate change, flooding and coastal change Chapter 11: Conserving and enhancing the natural environment
Core Strategy	CP1 Sustainable Development CP3 General Principles for Development CP6 Managing travel demand CP7 Biodiversity CP9 Scale and location of development proposals
MDD Local Plan	CC01 Presumption in Favour of Sustainable Development CC02 Development Limits CC03 Green Infrastructure, Trees and Landscaping

CC06 Noise  
CC07 Parking  
TB21 Landscape Character  
TB23: Biodiversity and Development

## **PLANNING ISSUES**

### **Description of Development**

1. A single storey sales suite has been constructed in the location as identified within the submitted plans. Prospective buyers park to the east of the unit and staff parking to the south (which would be accessed by a separate entrance). Planting and paths have been laid around the suite. Within the structure an attached generator space is provided, however the generator has been decommissioned and shall not be used (Condition 3). Clarification was sought regarding the length of temporary permission that was being sought and this has been confirmed as 12 months.
2. Whilst the structure, landscaping and parking has all been provided, the suite has not come in to use and sales are not currently taking place from this site.

### **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. The Managing Development Delivery Local Plan Policy CC01 states that planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise.
4. The site is located within settlement limits within a major development location. The use of a marketing suite is acceptable on a temporary basis in association with the construction of a new housing estate subject to the suite being removed within an agreed time frame or upon the sale of the last unit, whichever is first, and subject to other material considerations being assessed and considered acceptable.

### **Design and impact on character and appearance of the area**

5. The marketing suite is in a location which is intended to be laid out as incidental open space as part of the planning permission for the construction of the houses. The purpose of incidental open space is to provide amenity space for future residents and to provide an attractive and green landscaped character to the new housing estate. Failure to deliver the landscaped area would not be acceptable, however, the developer is only seeking a 12 month permission for the use of the area as a marketing suite and condition 1 will ensure that the suite is removed and the landscaped area delivered within 12 months.
6. It is accepted that the marketing suite is not in keeping with the surrounding area and, should it be permanent, would not be acceptable, however this impact is mitigated by the fact that a temporary consent for 12 months is sought. The white single storey structure does not blend in well with the surroundings, however it is not obtrusive or unattractive and is not unexpected within an active housing development scheme and is softened further by the planting that has taken place.

### **Amenity space**

7. As described above, the marketing suite does reduce the amount of incidental open space for residents by 580sqm however, and importantly, the marketing suite does not impact upon the childrens play space which is required to be delivered following 50% occupation of the site as stipulated within the S106. Through dialogue with the local authority and the applicants the play space details have been agreed with equipment already having been purchased and the layout informally agreed by the WBC Green Infrastructure Officer (an application has now been submitted to discharge this condition on the basis of an agreed layout with the Council). Works to install the play space are imminent.
8. It is accepted that neighbours have concerns regarding childrens safety and individuals and staff would have views over this area, however this is no different to any member of the public being able to view the play space from public paths, roads or spaces. The potential for undesirable activity is not increased by the presence of the marketing suite and indeed informal overlooking from the suite may improve children's safety on a temporary basis.
9. Finally, as conditions (described above) would ensure that the area is laid out as incidental open space within 12 months, the delay in provision of the amenity area would only be temporary and is therefore acceptable as it would speed up the completion/sale of the remaining plots.

### **Impact on Neighbours**

10. The marketing suite structure would have no impact on neighbours in terms of overbearing, overlooking or overshadowing issues. The suite is single storey in nature and there are no windows on the side/rear elevations. The only windows are on the main front which is on the northern side of the building and looks out on to the children's play space and grass public amenity area.
11. Notwithstanding this, the suite is within a residential area with properties to the west (no's 25 and 27 The Orangery) with the nearest elevation approximately 17m from the suite and to the east no's 19 to 27 Faringdon Road is approximately 21m from the eastern elevation. Parking to the east of the building and the paths
12. It has been confirmed that the diesel generator has been decommissioned and shall not be used as the suite is connected to the mains power, this shall all be removed upon cessation of the use of the site as a marketing suite as stipulated in Condition1. Condition 3 ensures that the generator shall not be used and thus shall ensure that there are no noise issues relating to a generator.

### **Highways and parking**

13. No objection has been raised by Highways. Adequate turning within the site would be present for staff whilst visitor parking would ensure that the road would be kept free of cars parking along Faringdon Road. There is clear visibility for cars manoeuvring into and from the parking bays. The increase in traffic on this element of the road would be negligible compared to its capacity and would be temporary in any case. In addition, the development does not reduce the amount of parking available for residents.
14. No objection has been raised regarding highway safety. Highways had requested a condition that the parking be laid as per the submitted details, however as the works

have already been undertaken and completed as per the submitted details, no condition requiring the parking to be constructed as per the submitted details is required.

#### **4.0 CONCLUSION**

15. The use of the site as a marketing suite would be for a 12 month period, controlled by condition, with the land restored to public amenity space within a time frame that would also be agreed by condition. There are no overriding issues relating to residential amenity whilst the harm to the character to the area is mitigated by the temporary nature of the consent. As such, the scheme is considered acceptable.

#### **CONTACT DETAILS**

<b>Service</b>	<b>Telephone</b>	<b>Email</b>
Development Management and Regulatory Services	0118 974 6428 / 6429	development.control@wokingham.gov.uk

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**BroadwayMalyan<sup>BM</sup>**  
**Architecture Urbanism Design**

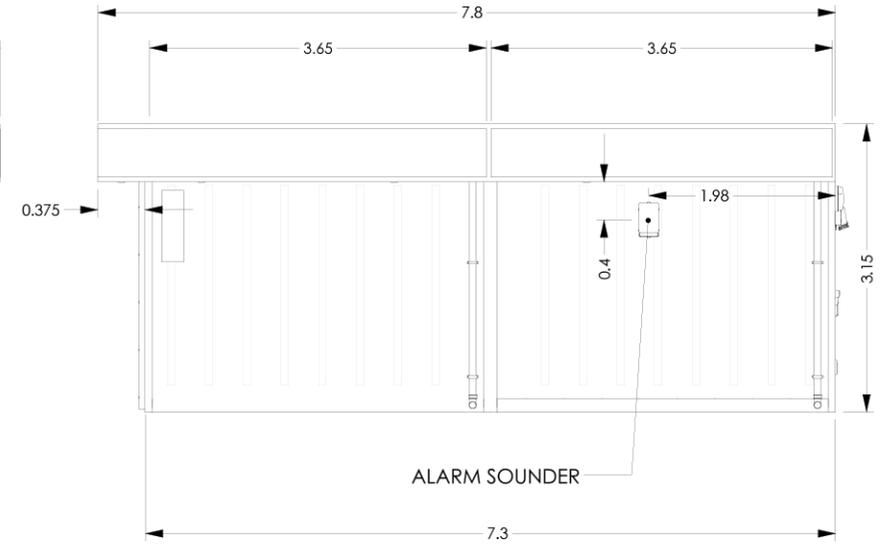
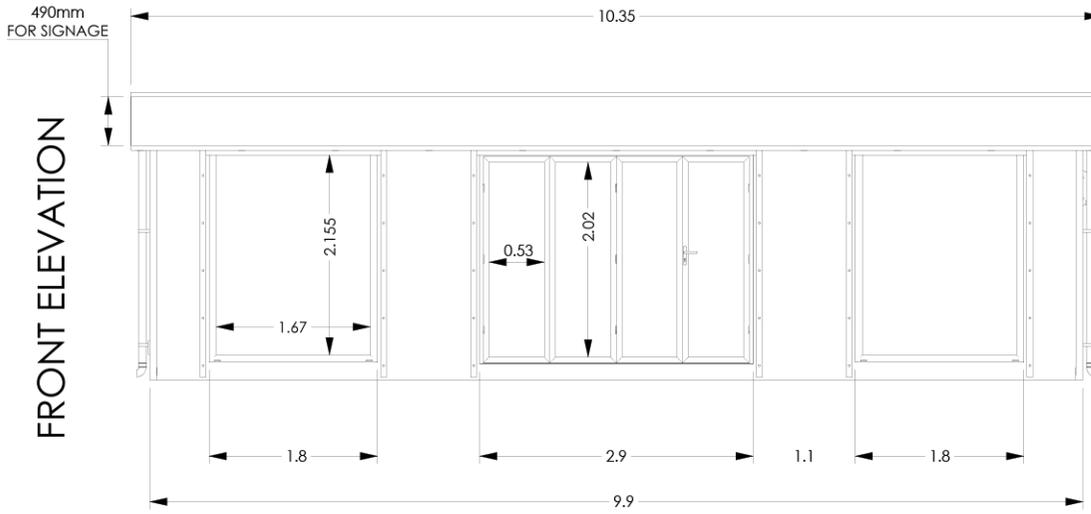
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 E: Rdg@BroadwayMalyan.com  
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Client  
**CALA Homes**  
 Project  
**Bulmershe Campus**  
**Woodlands Avenue Phase II**  
 Description  
**Site Plan**

Status	planning	
Scale	1:1000@A1	DT
Job number	29700	A-02-102
Drawing number		P-04
Date	Jul14	
Revision		

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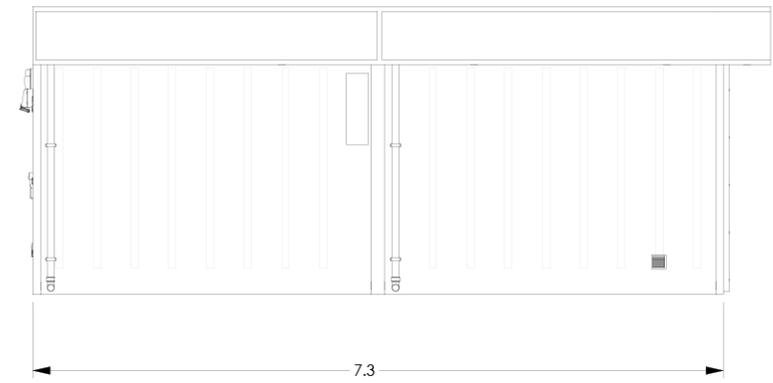
FRONT ELEVATION

RIGHT GABLE ELEVATION

REAR ELEVATION



Power Connectors



LEFT GABLE ELEVATION

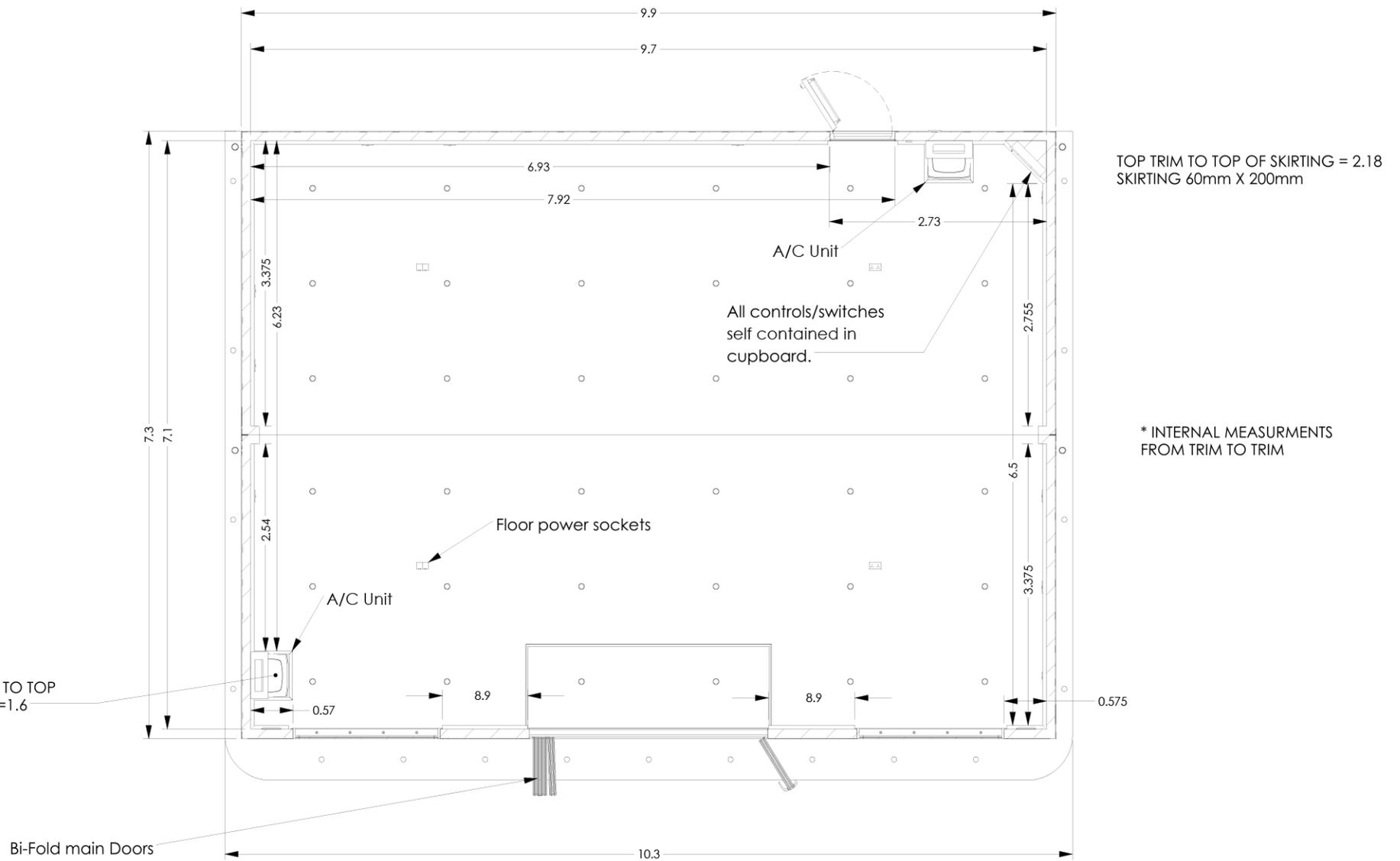
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	Double switched socket		Light switch cord		Ceiling light (recessed)
	Fused switched spur		Extractor fan		Light switch
	30A cooker point		Consumer unit		Shutter switch
	Ceiling light		Heater		BT socket
	Fluorescent light		Thermostat		Isolator
			Alarm		Air conditioning unit



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## PLAN LAYOUT GENERAL ARRANGEMENT

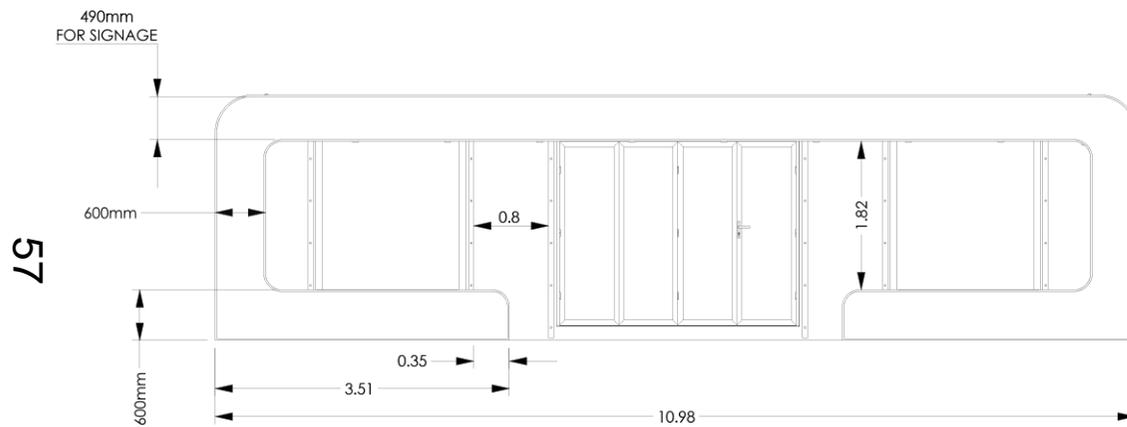
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	Ceiling light		Heater
	Fluorescent light		Thermostat
			Alarm
			Data
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			BT socket
			Isolator

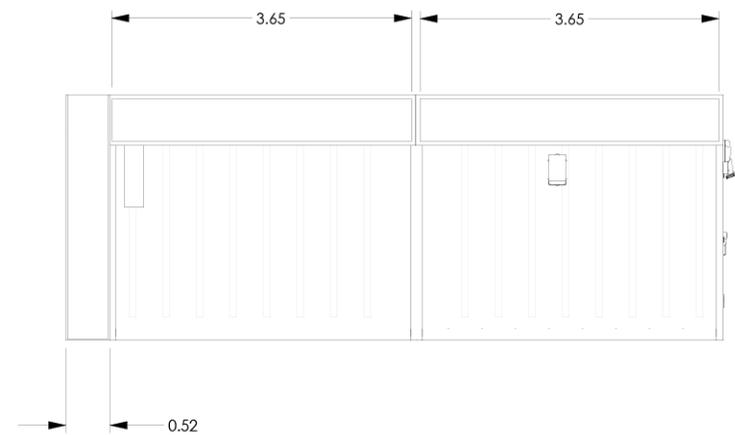


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## FRONT ELEVATION



## RIGHT GABLE ELEVATION



Shown with Alternative Fascia (Wrap-around style)

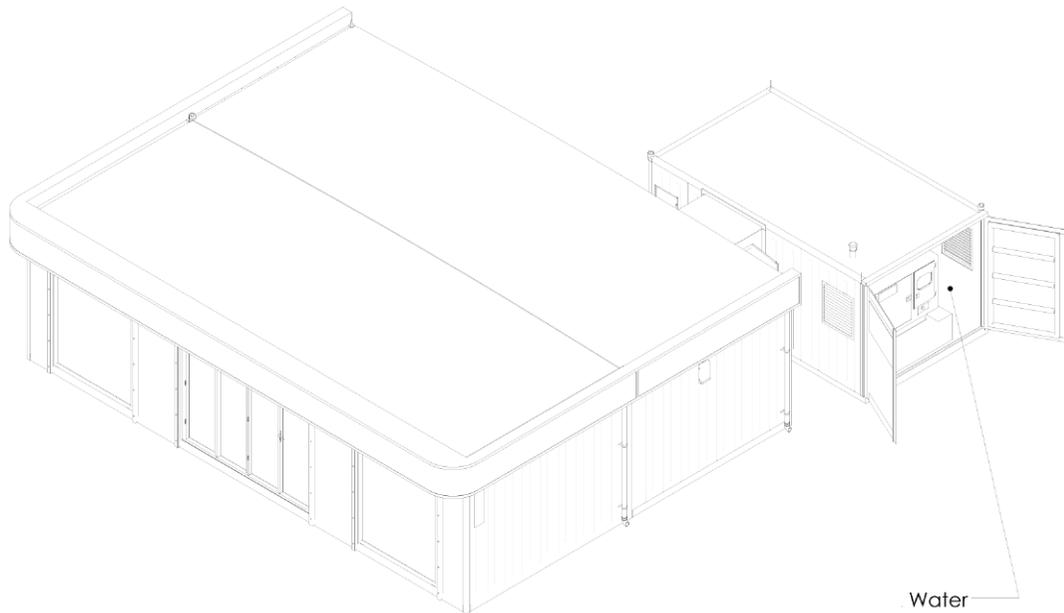
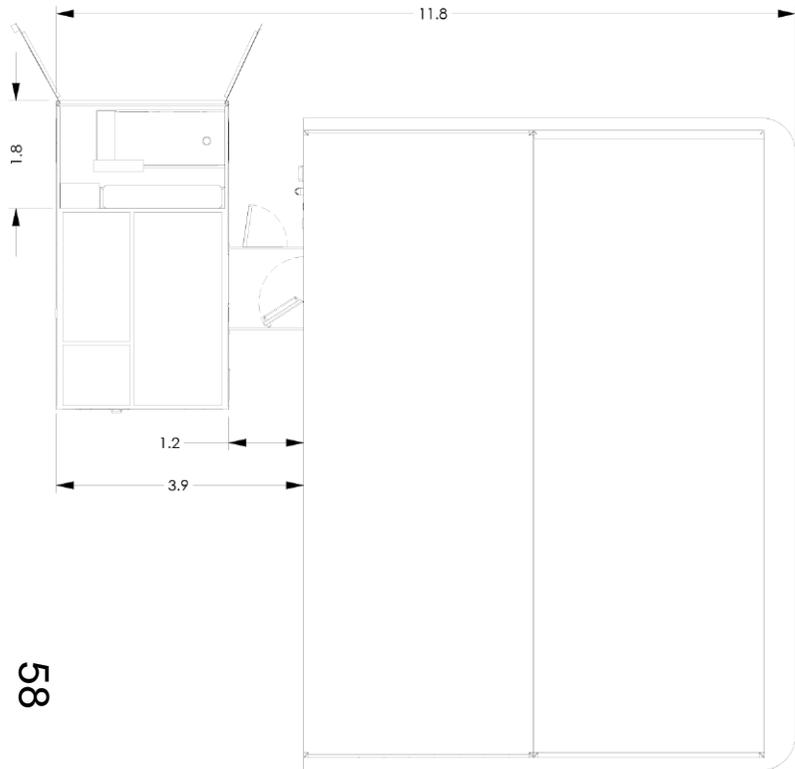
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			Alarm
			Data
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			Shutter switch
			Air conditioning unit
			BT socket
			Isolator

**LIBERTY**  
Marketing Suites

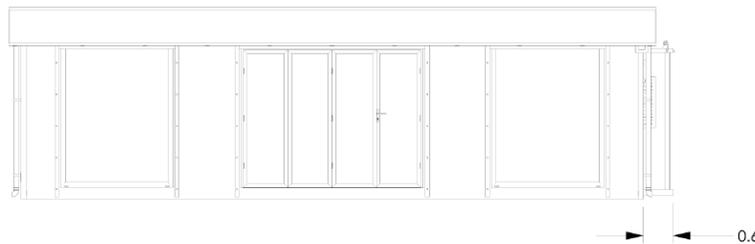
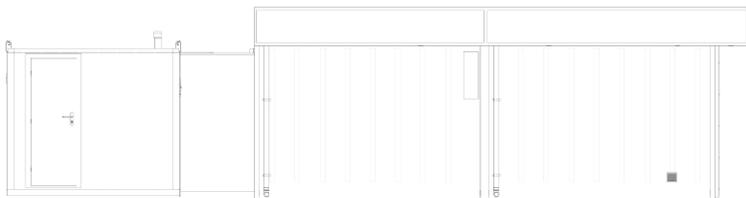
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Suite shown with Liberty Deluxe Powered Toilet.

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TITLE			
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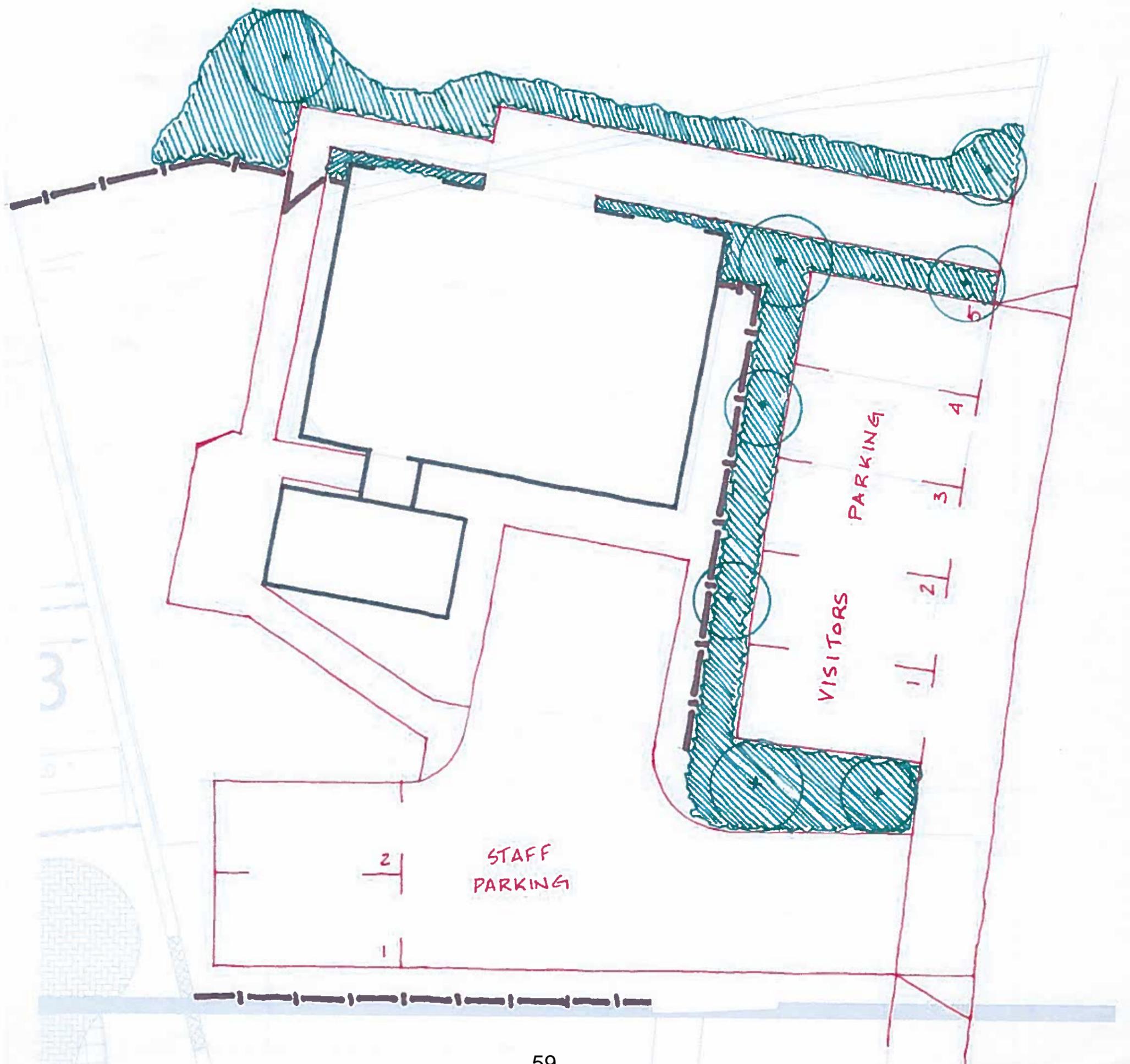
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PARKLANDS, WOODLANDS AVENUE, READING  
SKETCH LAYOUT FOR PROPOSED NEW SALES ARENA

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# Agenda Item 39.

<b>Development Management Ref No</b>	<b>No weeks on day of committee</b>	<b>Parish of</b>	<b>Ward</b>	<b>Listed by:</b>
170794	26/26	Wokingham Town	Emmbrook	Cllr Mirfin

**Applicant** Mr Francis

**Location** Land to the rear of 39 and 41 Lowther Road, **Postcode** RG41 1JB. Wokingham

**Proposal** Full application for the proposed erection of 2no detached 4xbedroom two storey dwellings and new access driveway.

**Type** Minor

**PS Category** 13

**Officer** Katie Herrington

**FOR CONSIDERATION BY** Planning Committee on 13<sup>th</sup> September 2017  
**REPORT PREPARED BY** Head of Development Management and Regulatory Services

## SUMMARY

The application site is in a Major Development Location in the defined settlement boundary of Wokingham. The proposed development is for the erection of 2 no. 4 bedroom detached dwellings on land currently used as residential garden.

The proposal has been revised to help address concerns raised by residents, the Parish and Local Members. The scale and detailing of the buildings have been reduced from that as originally submitted and altered to address concerns of their impact upon residential amenity and upon the street scene. This includes reducing the scale and massing of the buildings and removing or obscure glazing some of the windows.

As a result of these changes, the proposed dwellings, whilst larger than the existing backland dwellings would not appear cramped, overbearing or otherwise out of character with the street scene in which they relate. The proposal would also comply with the separation distances as set out within the Borough Design Guide, having an acceptable impact on the amenity of the occupiers of the neighbouring dwellings. It is considered that sufficient parking will be accommodated into the scheme and that no detrimental highway safety implications will arise. Areas of soft landscaping and adequate garden sizes would be incorporated.

The proposed development is considered to be acceptable in all aspects and compliant with the relevant national and development plan policies. The application is accordingly recommended for approval subject to conditions.

## PLANNING STATUS

- Major Development Location
- Groundwater Zone
- Aerodrome Safeguarding for Wind

## RECOMMENDATION

APPROVAL, subject to the following conditions:

### 1. Time Limit

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 application plans and drawings numbered ref:

Landscaping plan

X01 rev J

X02 rev K

04 rev F

X01 rev E

Location Plan

X05 rev K

The development shall be carried out in accordance with the approved details unless otherwise agreed in writing by 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. Material Samples/details

Before the development hereby permitted is commenced, samples and details of the materials to be used in the construction of the external surfaces of the building/s shall 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.*

### 4. Tree protection

a) No development or other operation shall commence on site until an 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).

b) 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.

c) 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.

d) 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*

## **5. Landscaping**

Prior to the commencement of the development there shall be submitted to and approved in writing by the local planning authority a scheme of landscaping, which shall specify species, planting sizes, boundary treatment, tree pits spacing and numbers of trees/shrubs to be planted, and any existing trees or shrubs to be retained. Details of boundary treatment and hard landscaping shall also be included. Planting shall be carried out in accordance with the approved details in the first planting and seeding seasons following the occupation of the building(s).

Any trees or plants which, within a period of 5 years from the date of the planting (or within a period of 5 years of the occupation of the buildings in the case of retained trees and shrubs) die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species or otherwise as approved in writing by the local planning authority.

*Reason: To ensure adequate planting in the interests of visual amenity. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21 (and TB06 for garden development)*

## **6. Tree retention**

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 ensure adequate planting in the interests of visual amenity. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21 (and TB06 for garden development)*

## **7. Vehicular parking and turning**

No part of any building(s) hereby permitted shall be occupied or used until vehicle parking and turning space has been provided in accordance with details to be submitted to and approved in writing by the local planning authority. The vehicle parking and turning space so-approved shall be retained in accordance with the approved details and the parking space remain available for the parking of vehicles at all times and the turning space shall not be used for any purpose other than vehicle turning.

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

## **8. Cycle storage**

Prior to the commencement of the development hereby permitted details of secure and covered bicycle storage/ parking facilities for the occupants of the development shall be submitted to and approved in writing by the local planning authority. The cycle storage/ parking 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 4 (Sustainable Transport) and Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.*

## **9. Construction Method Statement**

No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- i) the parking of vehicles of site operatives and visitors,
- ii) loading and unloading of plant and materials,
- iii) storage of plant and materials used in constructing the development,
- iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate,
- v) wheel washing facilities,
- vi) measures to control the emission of dust and dirt during construction,
- vii) a scheme for recycling/disposing of waste resulting from demolition and construction works.

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

## **10. Drainage**

No building hereby permitted shall be occupied until surface water drainage works have been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in Annex F of PPS25 (or any subsequent government guidance),

and the results of the assessment provided to the local planning authority. Where a sustainable drainage scheme is to be provided, the submitted details shall:

i) provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;

ii) include a timetable for its implementation; and

iii) provide a management and maintenance plan for the lifetime of the development, which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

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

#### **11. Hours of construction**

No work relating to the development hereby approved, including works of demolition or preparation prior to building operations, shall take place other than between the hours of 8:00am and 6:00pm Monday to Friday and 8:00 a.m. to 1.00p.m. Saturdays and at no time on Sundays or Bank or National Holidays.

*Reason: In the interests of the amenities of neighbouring occupiers.*

#### **12. Permitted Development Rights**

Notwithstanding the provisions of Class A 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 enlargement permitted shall be carried out without the express permission in writing of the local planning authority.

*Reason: to maintain a continuity of the development and preserve the character and appearance of the area.*

#### **13. Obscure glazing**

The upper floor side windows in the development hereby permitted in units 1 and 2 and the upper floor middle front elevation window in unit 1 shall be fitted with obscured glass and shall be permanently so-retained. The window 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 avoid overlooking into neighbouring dwellings and a loss of privacy.*

#### **14. No new openings**

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 level or above in the side elevations of the buildings 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*

#### **15. Boundary Treatment**

Before the development hereby permitted is commenced details of all boundary treatment(s) shall first be submitted to and approved in writing by the local planning authority. 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 and highway safety. Relevant policy: Core Strategy policies CP1, CP3 and CP6*

#### **16. Nesting Birds**

All areas of hedges, scrub or similar vegetation where birds may nest which are to be removed as part of the development, are to be cleared outside the bird-nesting season (March - August inclusive) or if clearance during the bird-nesting season cannot reasonably be avoided, a suitably qualified ecologist will check the areas to be removed immediately prior to clearance and advise whether nesting birds are present. If active nests are recorded, no vegetation clearance or other works that may disturb active nests shall proceed until all young have fledged the nest.

*Reason: To ensure that wildlife is not adversely affected by the proposed development in line with Policy CS36 of the core strategy and wildlife legislation.*

#### **17. Biodiversity enhancements**

No development hereby permitted shall commence until details of biodiversity enhancements, to include bird and bat boxes, tiles or bricks on and around the new buildings and native and wildlife friendly landscape planting has been submitted and approved in writing by the council. The biodiversity enhancements shall thereafter be installed as per the approved details

*Reason: To provide biodiversity enhancements in and around developments in accordance with Paragraphs 109 and 118 of the NPPF.*

### **Informatives**

1. 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: addressing concerns relating to highway safety and residential amenities. The decision to grant planning permission in accordance with the presumption in favour of sustainable development as set out in the NPPF is

considered to be a positive outcome of these discussions.

2. Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on adjacent highways. For further information contact the Highway Authority on tel.: 0118 9746000.
3. The development hereby permitted is liable to pay the Community Infrastructure Levy. This is a matter for the developer. The Liability Notice issued by Wokingham Borough Council will state the current chargeable amount. 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/>.
4. The applicant is advised to consider the rubbish and recycling information on the Council's website: <http://www.wokingham.gov.uk/rubbish-andrecycling/collections/information-for-developers/>.

#### PLANNING HISTORY

F/2006/9154. Proposed erection of two detached dwellings with associated garages and car parking. Refused. 20/12/2006.

- Refused due to a lack of infrastructure contributions.

F/2004/3095. Erection of 5 detached dwellings and demolition of number 45 Lowther Road. Refused.

- Refused due to 'inefficient use of land'

#### SUMMARY INFORMATION

Site Area	0.1194 ha
Previous land use(s) and floorspace(s)	Residential garden
Existing units	0
Proposed units	2
Existing parking spaces	0
Proposed parking spaces	6
Proposed density	16.75 dph

#### CONSULTATION RESPONSES

<b>Highways</b>	No objections subject to <b>conditions 7 and 8.</b>
<b>Environmental Health</b>	No comment.
<b>Waste Services</b>	No comments received.

**Drainage:** No objection subject to **condition 10**

**Landscape and Trees** No objection subject to **conditions 5, 6.**

**Ecology** No objection subject to **conditions 16 and 17**

**Cllr. Mirfin,**

- supports comments made by Emmbrook Residents association
- Backland development on this site should be resisted(**See paragraph 9**)

**Emmbrook Residents Association (ERA):**

- Past refusals set precedent for future applications
- Given amount of new development going up, no need for this proposal. (**See paragraph 10**)
- Dwellings scale and massing is too large (**See paragraph 12**)
- Would result in overlooking (**see paragraph 28- 34**)
- Errors in design and access statement

*Officer comment: Each planning application must be determined on its own merits. The design and access statement has been amended since these comments were made.*

Further comments have been received following re-consultation on the revised proposal:

- Gardens are now not considered brownfield land.
- The dwellings are still larger than the neighbouring properties.
- The fence retained to the front of the dwellings would create a barrier between them and the street, the plans are misleading.
- Highlights discrepancies in the Design and Access Statement and expresses views regarding statements made within it.

**Parish Council – Objection:**

- The scale and mass of the proposed dwellings would have a detrimental impact on the amenities of the occupants of neighbouring properties and their quality of life, contrary to policy CP3 of the adopted Core Strategy (**See paragraphs 27 -46**)
- The ridge height of the proposed dwellings is excessive in relation to the adjoining properties (**See paragraph 16**)
- The proposed dwellings do not reflect the character of the area and therefore represent inappropriate backland development which does not comply with the adopted Borough Design Guide. (**See paragraph 24**)

## **REPRESENTATIONS**

**Neighbours: 18 Objections, 1 no comment. (including those received after re-consultation).**

**Existing development**

- Further development needs to be managed more than ever

- Wokingham council's MDD resists inappropriate development in residential back gardens
- Lower priority for backland sites given the number of current development sites in Wokingham **(See paragraph 10)**
- The proposal is inappropriate as it is not needed. **(See paragraph 10)**

### **Policy**

- Government reclassified garden land from brownfield to green field – encouraging retention of gardens/resisting their development. **(See paragraph 10)**

### **Highways (see paragraphs 48 - 51)**

- Increased traffic
- Issues with the road infrastructure
- Lack of parking in Evesham Place which would be made worse
- Issues of safety for children who play in the space (turning head)
- Evesham Place not yet adopted (which would require mitigation of ground water issue).
- Dropped curb is not approved
- No room for construction traffic or place for workers to park (*Officer Comment: a construction management plan is attached to address disturbance during construction **condition 9***).

### **Planning history**

- Past 2 applications were refused

### **Character (See paragraph 11 - 25)**

- Houses are larger than that of Evesham Place and Lowther Road.
- Overdevelopment
- Scale and massing is too large
- Design will stand out inappropriately
- The layout of the development is poor – narrow access and no space for front garden.
- Piecemeal development reduces character of the area
- Conifer trees on the boundary between Common Road and proposed buildings are not sufficient to provide long term screening
- Would remove a green and pleasant amenity, removing hedges, trees and grassland. (*Officer Comment: the site is already clear of trees*).
- There is a TPO tree nearby. (*Officer Comment: There is not a TPO tree that is in proximity to the site that would be impacted by the proposal or its construction*).
- An amount of 'artistic license' with the plans.

### **Residential amenity (See paragraphs 28 - 47)**

- Would cause overlooking
- loss of privacy
- Would cause shadowing to back gardens of number 4 – 7 Evesham Place, and block light from sun from November to February
- Amenities will be compromised with a view of cars against the backdrop of large house
- Significant increase in noise due to vehicle movements
- Vegetable garden will lose the light
- Small rear gardens. **(See paragraph 27)**

- More headlights would shine into bedrooms and living rooms.

#### **Drainage and flooding (See paragraph 54)**

- Ground Water issues is an existing problem for Evesham Place (2007 and 2016) nearly flooding Evesham Place.
- No volumes provided with proposed crate soakaways. No details given of foul water distribution or connection.

#### **Ecology**

- Birds nest in the trees.
- Loss of wildlife habitat

*Office comment: conditions to avoid disturbance to nesting birds is addressed in **condition 16** and biodiversity enhancement around the development is required by **condition 17**.*

#### **Sustainability**

- Removal of trees have not included plans to provide substantial carbon offset and therefore are harmful
- Development will exacerbate effects of climate change by covering greenfield land with non-porous areas leading to run-off.
- Houses would adversely affect environment by way of noise, more cars, pollution, demand for school places etc.

*Officer comment: The proposals of this size, the assessment of the environmental sustainability of the proposal by way of climate change/ carbon offset is now covered under Building Regulations following the removal of the Code of Sustainable Homes. It would not be reasonable for the LPA to require such offsets. It would not be reasonable to refuse this application based on the need for additional school places since such increase in demand would be small. In terms of pollution Environmental Health have no comment to make to the proposal, and in terms of more cars Highways have raised no objection to the proposal. The proposal is for two residential dwellings in a residential area and as such the noise levels arising from the development would be consistent with that of a residential area. Noise from construction has been controlled by way of condition for hours of **construction 11**.*

#### **Other**

- Application form contains many opinions regarding design, access and thermal efficiency.
- Potential to damage no.36 and 34 Commons Road due to proximity of the building to them.
- Errors in the design and access statement- the appendix is not online (*Officer Comment: this has been amended and consulted on*)
- Loss of views – Residents would end up looking on to houses.
- Pavements and roadway etc form part of the application site.
- Access required to Evesham place for a chronically ill resident.

*Officer comments: Issues of potential damage during construction and views are not a matter material to the determination of this planning application.*

## APPLICANTS POINTS

- The houses are laid out giving similar spacing in line with existing properties within the area. The spacing would also meet the council's standards. The siting of the houses also protects the amenity spaces adjacent properties both to the North West and South East in Lowther Close.
- The scale of the two buildings on the site are similar to the seven houses currently in Evesham Place noticeably No's 2 and 3 and are similar in design and they reflect the context and bulk of the majority of existing buildings within the locality.
- The setting of each building allows sufficient space within the development for soft landscaping, which not only consists of a grassed area, but shrub planting and new tree planting. A number of existing trees are to be retained around the site.

## PLANNING POLICY

NPPF	Chapter 4: Promoting sustainable transport Chapter 6: Delivering a wide choice of quality homes Chapter 7: Requiring good design Chapter 10: Meeting the challenge of climate change, flooding and coastal change Chapter 11: Conserving and enhancing the natural environment
Core Strategy	CP1 Sustainable Development CP2 Inclusive communities CP3 General Principles for Development CP5 Housing mix, density and affordability CP6 Managing travel demand CP7 Biodiversity CP9 Scale and location of development proposals CP17 Housing delivery
MDD Local Plan	CC01 Presumption in Favour of Sustainable Development CC02 Development Limits CC03 Green Infrastructure, Trees and Landscaping CC06 Noise CC07 Parking CC09 Development and Flood Risk (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

## PLANNING ISSUES

### Description of Development:

1. The proposal is for 2 new dwellings accessed from Evesham Place. The dwellings would be located to the rear of number 41 and 39 Lowther Road. Unit1 would be located so that it fronts onto the flank wall of number 7 Evesham Place. Unit 2 would

front onto Evesham Place.

2. The garden of number 41 Lowther Road would be reduced to 19.4m and the garden of number 39 Lowther Road would be reduced to 21.9m in depth.
3. The application site did contain a number of trees however some of these have been felled during the processing of this planning application. These trees were not protected by a TPO.
4. Unit number 1 would measure 8.1 metres to the ridge, 4.8m to its eaves, 11.1 metres wide (excluding the chimney). The garage would measure 5.4m to the ridge, 2.6m to the eaves. Its garage would be located 2.8m from the boundary with number 7 Evesham Place and 4.1 m from the flank wall and boundary fence of the garden of number 7 Evesham Place. The front elevation of unit 1 would measure 8.7m from the boundary of the site or 10 metres from the boundary with the flank elevation of number 7. The rear of unit 1 would be 14.8m from the boundary with number 25 Lowther Close.
5. Unit number 2 would be 8 metres in height, 4.8 metres to the eaves and 8.3 metres in width. Unit 2 would be located approximately 7.2 metres from the boundary of the site with Evesham Place. It would be located 4.2 metres staggering to 1.5 metres from the rear garden boundary of 41 Lowther Road.

#### **Principle of development**

6. The National Planning Policy Framework has an underlying presumption in favour of sustainable development which is carried through to the local Development Plan. The Managing Development Delivery Local Plan Policy CC01 states that planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise.
7. The site is located within settlement limits within a major development location.
8. The proposed dwellings would be located within an area of private garden and therefore policy TB06 of the Managing Development Delivery Document applies.
9. A number of objections have referred to the proposal as being unacceptable because it is a form of backland and/or garden development. The relevant development plan policy for backland development is TB06. For clarity, TB06 does not prohibit all backland/garden development in principle as standard, but rather, policy TB06 will resist inappropriate development of residential gardens where development would cause harm to the local area. The NPPF does not define private residential gardens as a form of 'previously developed land' and this is a material consideration in the determination of this planning application.
10. A number of objections to the proposal argue that lower priority should be given the number of development sites in Wokingham and that the proposal is inappropriate as, given the amount of development in the Borough, the site is not needed. Whilst the council has a NPPF compliant supply of housing land, this does not mean that the Council cannot allow additional housing development if such proposals would comply with development plan policy. Such considerations are set out in this report.

### **Design and impact on character and appearance of the area**

11. The application site comprises of sections of garden from 2 dwellings. Policy TB06 of the MDD Local Plan states that proposals for new residential development that includes land within the curtilage of private residential gardens will only be granted planning permission where the proposal makes a positive contribution to the character of the area with reference to a set of criteria. Such criteria is now accessed in relation to the current proposal.

#### *Siting, scale and massing*

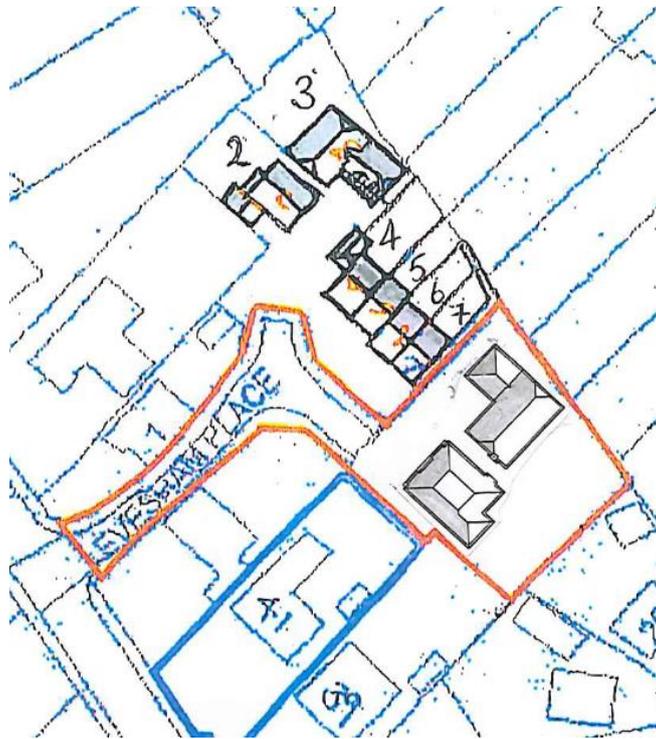
12. Policy TB06 requires that proposals for new residential development that includes land within the curtilage of private residential gardens will only be granted planning permission where the proposal makes a positive contribution to the character of the area in terms of:

- I. The relationship of the existing built form and spaces around buildings within the surrounding area;*
- II. A layout which integrates with the surrounding area with regard to the built up coverage of each plot, building line(s), rhythm of unit/frontages, parking areas, and*
- III. Existing pattern of openings and boundary treatments on the site frontage*
- IV. Compatibility with the general building height within the surrounding area*

13. The site would be accessed from Evesham Place and would be opposite the existing dwellings that form part of the Evesham Place development.

14. Evesham Place is a backland development of 7 dwellings consisting of a terrace of dwellings to the rear of the site and two larger dwellings located to the side of the terrace, and one dwelling fronting Lowther Road. The proposal would result in the erection of two dwellings in the rear garden of 41 and 39 Lowther Road. One unit would face out towards the turning head of Evesham Place, the other unit would face onto the side garden of number 7 Evesham Place. As such the proposal, whilst a backland site would have a functional relationship with the streetscene.

15. It is acknowledged that unit 1 would face towards the side elevation of number 7 Evesham Place and the dwellings form an addition to an existing backland development. However, the proposal replicates the existing layout of numbers 2 and 3 Evesham Place. For this reason, the development represents a logical rounding off of the backland site. This can be seen on the plan below:



16. Evesham Place consists of a terrace of dwellings (nos.4 – 7) and two detached dwellings (2 and 3). Number 1 faces Lowther Road. The scale and massing of the dwellings varies, with a terrace in the middle, and two detached dwellings of different sizes. The proposed dwellings would be larger than the other dwellings of Evesham Place. However, given such variation in the building sizes, larger dwellings in the street scene would not harm this varied character. The dwellings would not appear cramped within their plots, allowing greater space around and between the dwellings than that had between number 2 and 3 Evesham Place, appearing more spacious. Permitted development rights for Class A extensions have been removed in order to limit harm caused by additional bulk to these properties (**Condition 12**). As such, given the existing variation of dwelling sizes, and that the proposed dwellings do not appear cramped within their plot, the proposal would not adversely harm the character of the street scene of Evesham Place.
17. The proposed dwellings would also be lower than the prevailing building heights of Evesham Place. Whilst the proposed buildings would be significantly higher than the bungalows of Lowther Road, the principle of higher buildings in this area has been established and given such height the proposed building height would not appear out of character.



18. The proposal would incorporate parking to the side or front of the dwellings which is consistent with Evesham Place. Details of boundary treatments are dealt with by way of **condition 15**.

19. It should be noted that revised plans have been received by the Local Planning Authority which reduce the size of the proposed dwellings, which were originally significantly larger than those which are now proposed. After these revisions, the proposal would be in keeping with the relationship of the existing built form and spaces around the buildings, the built up coverage of the plots, rhythm of plot frontages, and parking areas, and is compatible with the general building height in the surrounding area. Further to this, the development would result in a positive impact on the character of the area, by rounding off the existing backland site and complementing the existing built form of Evesham Place. As such, the proposal would comply with this part of Policy TB06 of the MDD.

*Detailing*

20. Policy TB06 goes on to say that proposals for new residential development that includes land within the curtilage of private residential gardens will only be granted planning permission where the proposal makes a positive contribution to the character of the area in terms of:

- iv. Providing appropriate hard and soft landscaping, particularly at site boundaries.
- vi. The materials and elevational detail are of high quality, and where appropriate distinctive and/ or complementary

21. The proposal would face onto Evesham Place and would have a relationship with its character. The street scene of Evesham Place consists of a staggered terrace with a pitched roof, and 3 detached dwellings. One faces onto Lowther Road, the two others face onto Evesham Place. One of the detached dwellings is of an 'L' shape configuration with a hipped roof (upon the double garage) with dormers, and the other detached dwelling has a gable roof with a canopy to the front elevation.

22. Unit1 would be of an 'L' shape configuration with a hipped roof, and unit 2 would have a gable style roof with a canopy to the front elevation. Both unit1 and 2 have

chimney features. Chimney features are present on number 2 and 3 Evesham Place and as such these would not appear out of character in this street scene. In terms of materials unit 1 and 2 would consist of tiled roof and brick faces, the details of which are secured by **condition (3)**. Such features and uses of materials would appear in keeping within the street scene character of Evesham Place.

23. The proposal site had contained a number of trees within the site that had some contribution to the street scene character. However, these have been removed during the processing of this planning application. The loss of these trees is unfortunate to the areas character and the proposal is required to provide appropriate hard and soft landscaping to mitigate such impact. This is required by **condition 4**.
24. As such, the proposal would provide a positive contribution to the character of the area in terms of additional landscaping, high quality external materials and high quality elevational detailing which would relate positively to the character of the area and would appropriately round off this backland development, in accordance with policy TB06.
25. Therefore the proposal would comply with Policy TB06 of the MDD.

#### **Amenity of future residents**

26. The proposal would provide accommodation that will exceed the internal floor size requirements as set out in national and local policy. Unit 1 would provide 4 bedrooms with an internal floor area of 157sqm, and unit 2 would contain 4 bedrooms and an internal area of 150sqm, both exceeding the Technical Housing Standards: Nationally described space standard of 117sqm and the Borough Design Guides standard of 100sqm. As such, the proposal would be acceptable in this respect.

#### **Amenity space**

27. The Borough Design Guide requires that residential gardens have a depth of at least 11 metres and are sufficiently usable and private for normal garden activities. Unit 1 would have a garden depth of 15 metres and unit 2 would have a garden depth of 13 metres. This would leave a garden depth of 21 metres for both 39 Lowther Road and 20 metres for 41 Lowther Road. The gardens would be sufficiently private and be of a size to allow normal garden activities. As such, the proposal would be acceptable in this respect.

#### **Impact on Neighbours**

##### ***Overlooking:***

28. The Borough Design Guide does not specify a distance for front to side elevations in terms of privacy. However, the 'front to front' distance requires a distance of 10m.
29. Unit 1 would be located to the side of the rear garden of number 7 Evesham Place and number 36 Commons Road. The garage of unit 1 would be 2.8 metres from the

fence / side elevation of number 7 Evesham Place, and the dwelling would be some 8.7 metres away. The dwelling would be 10m from the flank elevation and garden boundary of number 7 Evesham Place, and the garage would be 4.1m away.

30. The only window proposed in the garage is that which faces to the south. There is a landing window in the middle of unit 1. However this has been proposed to be obscure glazed and can be conditioned as such (**Condition 13**). Views from the other front facing windows would be at an oblique angle and would be blocked by the roof of the garage. As such the 7 Evesham Place has an upper floor side window that serves a bathroom. This was conditioned under the consent for that dwelling to be obscure glazed and as such would not result in a loss of privacy to either of the units.
31. The Borough Design Guide requires that the separation distance of rear elevations be at least 22m. There would be a separation distance of 28m between the rear elevations of unit 1 and the rear elevation of number 25 Lowther Close and unit 2 would be 24.5ms from the rear elevation of no. 25, Unit 2 would be around 23m from the rear elevation of number 23. This would meet the requirements of the guide and as such there would not be a loss of privacy between these dwellings.
32. Unit1 has an upper floor window facing towards unit2. However, this window is proposed to be obscure glazed and as such would not result in a loss of privacy to the prospective occupants of either building (**condition 13**).
33. The Guide requires a separation distance of 12 metres between side elevations and rear elevations of dwellings. There are two upper floor windows from unit 2 facing towards the rear garden of number 41, however these are proposed to be obscure glazed and this and their non-opening could be secured by way of condition. The distances between the dwellings would be 16 metres. As such the proposal would not result in a loss of privacy in this respect. Views from ground floor windows would be obscured by the boundary fences.
34. As such, the proposal meets the requirements of the Borough Design Guide and is acceptable in terms of loss of privacy.

#### ***Loss of Light:***

35. The garden of number 7 Evesham Place would be to the north west of Unit 1. The garage of unit1 would be around 4 metres from the garden boundary with number 7, and the dwelling would be some 8.7 metres away from the site boundary. Whilst the proposal, given its orientation, would result in some shadowing to the rear garden of number 7, given the separation distance and its scale and massing, the proposal would not result in a harmful level of shadowing and loss of light to the rear habitable windows of number 7 or to the garden area.
36. The side elevation of unit1 would be close to the boundary with 36 and 34 Commons Road. However, given the significant separation distances and the length of the garden, any shadowing would not be adverse to result in harm to their habitable windows or the quality of the garden space.
37. There would be a separation distance of 28m between the rear elevations of unit 1

and the rear elevation of number 25 Lowther Close and unit 2 would be 24.5ms from the rear elevation of no. 25. Unit 2 would be around 23m from the rear elevation of number 23. Given the separation distances, the proposal would not result in a harmful loss of daylight and sunlight to the gardens of Lowther Close or their habitable windows.

38. The distances between proposed unit 2 and number 39 and 41 Lowther Road would exceed 12 metres. The side projection facing number 41 would be single storey albeit with a tall sloping roof, and would be located to the north east of number 41. Whilst there is likely to be some shadowing to its rear garden, given the separation distance, the size of the garden, any shadowing would not be adverse to warrant refusal of the application.

39. As such, the proposal would not result in harm by way of a loss of sunlight and daylight.

***Overbearing:***

40. The Borough Design Guide does not specify a distance for front to side elevations, but requires as a guide that there is a 10 metre distance between the front-front elevations of dwellings.

41. Unit 2 would face onto the turning head of Evesham Place. There would be a separation distance of approximately 35 metres between it and the side garden elevation of number 1 Evesham Place. As such unit 2 would not appear overbearing.

42. Unit 1 would have its garage 4.1 metres from the side elevation of number 7 Evesham Place's garden. The façade of unit 1 would also be 10 metres from the flank elevation of number 7 Evesham Place. The separation distance of the dwelling would meet the Guides requirement for a front to front elevation relationship. The garage is single storey in height with a hipped roof. This garage would be 4.1 metres away from the garden fence of number 7. Given such separation distance and the scale and massing of the garage, the proposal would not appear unduly overbearing to result in harm to residential amenity.

43. The Borough Design Guide states that there should be a minimum distance of 12metres for a flank to rear wall relationship. Unit1 would be located close to the boundary with 36 and 34 Commons Road. However, given the length of the rear gardens of 36 and 34 Commons Road (of around 39metres), and that the proposed dwelling would be set off the boundary by between 3 – 5.8m that the proposal would not be overbearing to the extent to harm the residential amenity of 36 and 24 Commons Road.

44. Unit2 would be located close to the boundary of 41 Lowther Road. There would be a distance of 24 metres between the rear elevation of number 41 and the flank elevation of unit2. As such the proposal would comply with the council's requirements in this respect.

45. The Borough Design Guide requires that the separation distance of rear elevations be at least 22m. There would be a separation distance of 28m between the rear elevations of unit 1 and the rear elevation of number 25 Lowther Close and unit 2

would be 24.5ms from the rear elevation of no. 25. Unit 2 would be around 23m from the rear elevation of number 23. Given the separation distances the proposal would not appear overbearing.

46. As such the proposal would meet the requirements of the Guide and therefore the proposal would not appear overbearing to those properties.

#### *Noise and light pollution*

47. Concerns were raised with additional noise from vehicles access the site and from vehicle headlights. The proposal would use an existing access and turning head which is already used by vehicles. Whilst there would be additional vehicles, given that the site joins to an existing close with 7 dwellings the additional vehicles would not result in a material difference in terms of noise and light pollution from headlights. As such, the proposal would not result in harm to residential amenity in this respect.

#### **Highways and Parking**

48. Concerns were raised with regard to parking stress and issues associated with an increase in traffic. Given the size of the proposal, it would not result in a significant increase of vehicles using the road infrastructure in the local area. For this reason there would not be a detrimental impact on the local highway network which would substantiate a reason to refuse this application.

49. Six off street parking spaces have been demonstrated between the two dwellings, which would accord with the size and number of bays as required by the Council's adopted parking standards. The provision of this can be ensured by **conditions 7 and 8**. As such the proposal would comply with the council's parking policy.

50. The garage proposed at unit 1 would not accord with the Council's minimum length of 6 metres, however sufficient parking would be accommodated outside this garage and therefore this is acceptable.

51. The proposal would result in two additional dwellings. It is considered that for a development of this size that there would not be a harmful impact upon the local highway network. Highways have raised no concerns with regard to highway safety.

52. There is potential for the proposal to impact on the Local Highway in the short term, during the construction phase, however this can be mitigated by condition. A construction Management statement is required by **Condition 9** and this would suitably mitigate any short term effects of the development.

53. The Highways Officer has no objection to this development in terms of Highways impacts or parking, however they have requested a condition to ensure that adequate cycle parking is provided, this has not been demonstrated on the received plans and therefore this has been added as a condition (**Condition 8**).

#### **Drainage and Flooding**

54. Concerns were raised with regard to surface water flooding existing within Evesham Place and the impact the new proposal would have upon this. The council's

Drainage Officer has advised there is no objection to the development subject to **Condition 10**. Such details would require the proposal to not increase rain water run-off/ drainage.

**CIL**

55.As the proposal is for new residential floor space, it would be a CIL liable development. CIL is charged at a rate of £365 per square metre.

**4.0 CONCLUSION**

The application site is in a Major Development Location in the defined settlement boundary. The proposed development is for the erection of 2 detached dwellings on existing garden land. The proposal would not harm the character of the area and would not result in harm to residential amenity, meeting the Guides separation distances. The proposal would meet highway standards and not result in issues of highway safety. The proposed development is considered to be acceptable in all aspects and compliant with the relevant national and development plan policies. The application is accordingly recommended for approval subject to conditions.

**CONTACT DETAILS**

<b>Service</b>	<b>Telephone</b>	<b>Email</b>
Development Management and Regulatory Services	0118 974 6428 / 6429	development.control@wokingham.gov.uk

**From:** Mike Dunstan  
**To:** [Planning Enquiries](#)  
**Subject:** RE: Planning application - ref: 170794  
**Date:** 17 August 2017 11:26:56  
**Attachments:** [DPS37668.docx](#)

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Good morning

Wokingham Town Council has considered the revised / additional plans for this application and I have been asked to advise you that while the issue of ridge height has been addressed their remaining original objections still stand, i.e.:

*The scale and mass of the proposed dwellings would have a detrimental impact on the amenities of the occupants of neighbouring properties and their quality of life, contrary to policy CP3 of the adopted Core Strategy*

*The proposed dwellings do not reflect the character of the area and therefore represent inappropriate backland development which does not comply with the adopted Borough Design Guide*

Regards

Mike Dunstan  
Planning & Transportation Officer

Wokingham Town Council  
Town Hall  
Market Place  
Wokingham  
RG40 1AS

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Direct Tel: 0118 974 0885  
[www.wokingham-tc.gov.uk](http://www.wokingham-tc.gov.uk)

☞ My working days are Monday to Thursday ☞



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Date: 1 August 2017 at 16:33  
Subject: Planning application - ref: 170794  
To: [planning@wokingham-tc.gov.uk](mailto:planning@wokingham-tc.gov.uk)

Dear Sir/Madam,

Please find attached letter with information regarding revised additional plans.

Kind regards,

Planning Department,  
Wokingham Borough Council

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MR FRANCIS  
 LOWTHER ROAD  
 WOKINGHAM  
 LANDSCAPING PLAN



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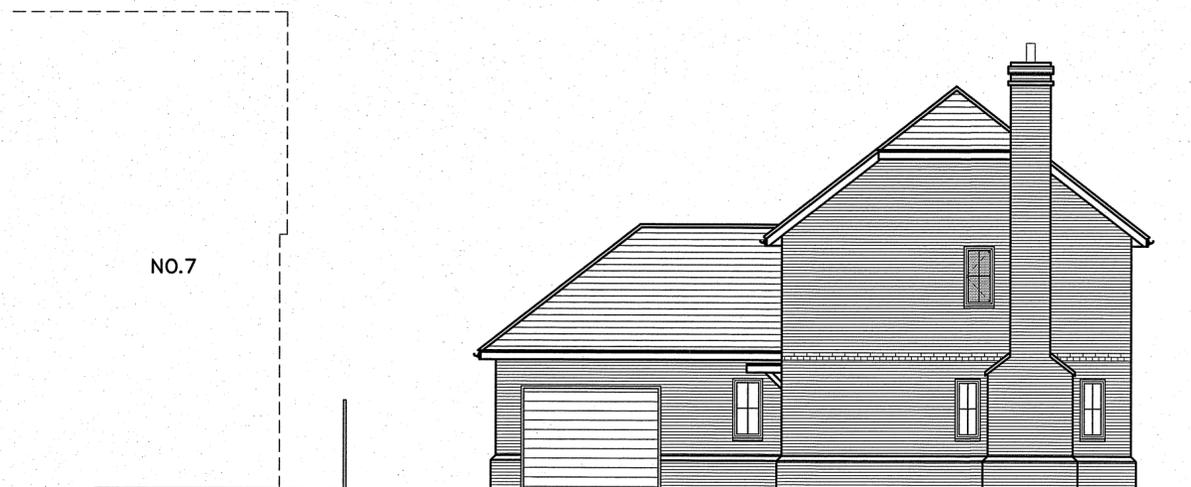
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C	LAYOUT REVISIONS	6/2/17	LW	
D	LAYOUT REVISIONS	20/2/17	LW	
E	NEW DESIGN SCHEME	9/5/17	LW	
F	AMENDED DESIGN	07/6/17	EW	
G	AMENDED DESIGN	22/6/17	EW	
H	AMENDED DESIGN	30/6/17	EW	
I	AMENDED GARAGE	06/7/17	EW	
J	AMENDED SIDE ELEVATION	21/7/17	EW	



FRONT ELEVATION



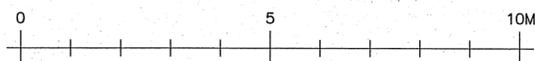
SIDE ELEVATION



SIDE ELEVATION



REAR ELEVATION



**scandiahus**  
 SCANDIA-HUS BUSINESS PARK,  
 FELCOURT ROAD, FELCOURT, EAST GRINSTEAD,  
 WEST SUSSEX, RH19 2LP : TEL 01342 838060

FOR  
**MR. FRANCIS**

SITE  
 LOWTHER ROAD  
 WOKINGHAM

TITLE  
**PROPOSED  
 PLOT 1  
 ELEVATIONS**

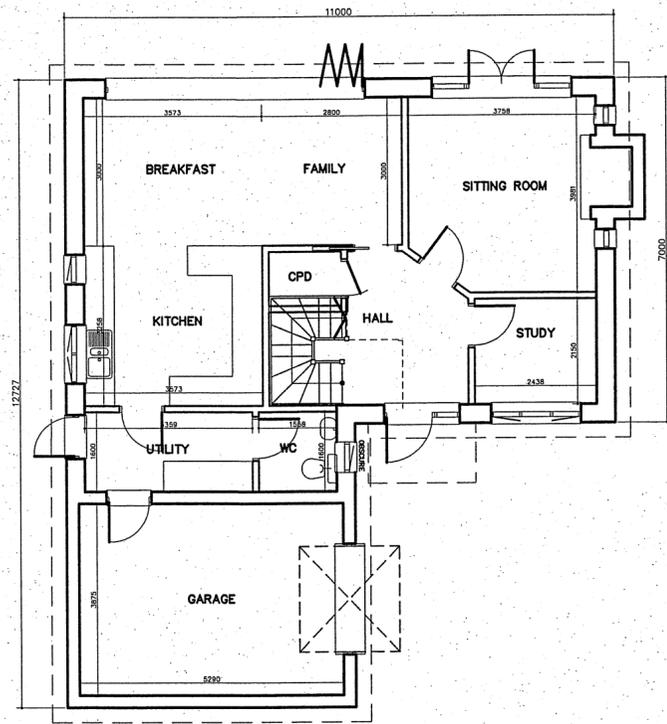
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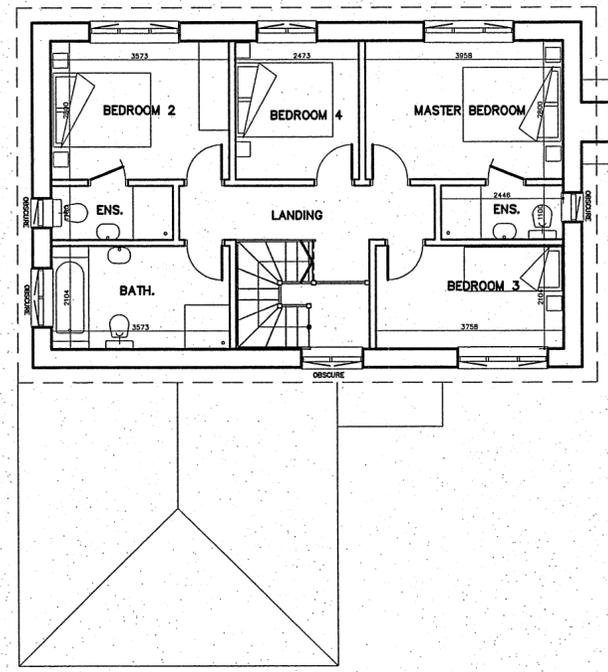
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D	AMENDED STAIRS	8/2/17	EW	
E	LAYOUT REVISIONS	20/2/17	LW	
F	NEW DESIGN SCHEME	9/5/17	LW	
G	AMENDED LAYOUTS	07/6/17	EW	
H	AMENDED DESIGN	22/6/17	EW	
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J	AMENDED GARAGE	06/7/17	EW	
K	AMENDED DOWNSTAIRS WC	07/7/17	EW	

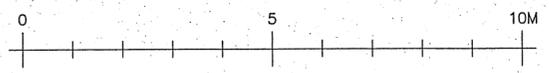


GROUND FLOOR  
EXTERNAL AREA 106.88 sq.m



FIRST FLOOR  
EXTERNAL AREA 77 sq.m

87



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FOR  
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SITE  
LOWTHER ROAD  
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TITLE  
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PLOT 1  
FLOOR PLANS

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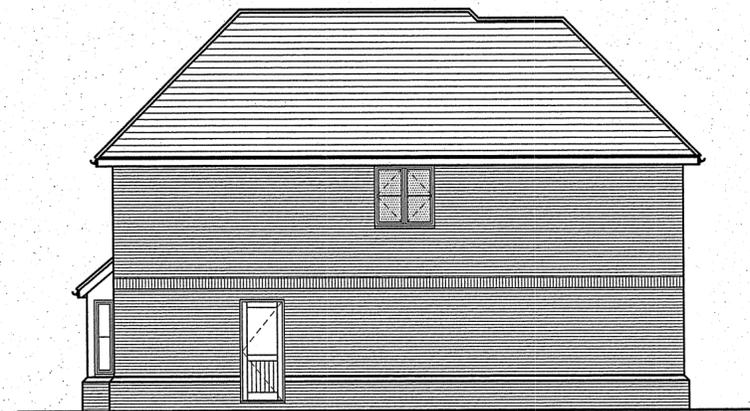
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FRONT ELEVATION



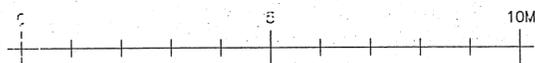
SIDE ELEVATION



SIDE ELEVATION



REAR ELEVATION



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FOR  
 MR. FRANCIS

SITE  
 LOWTHER ROAD  
 WOKINGHAM

TITLE  
 PROPOSED  
 PLOT 2  
 ELEVATIONS.

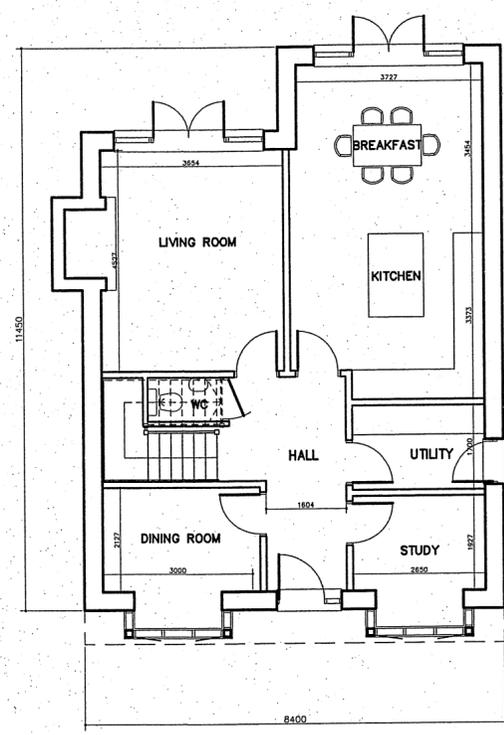
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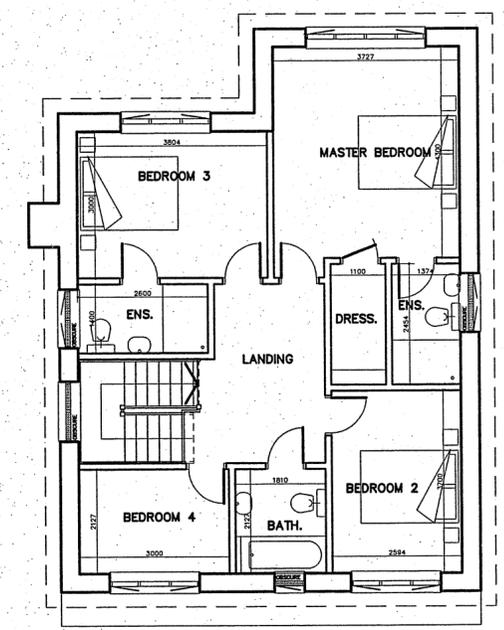
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REV	DESCRIPTION	DATE	DRN	CHK
A	REVISED DESIGN	13/1/17	LW	
B	LAYOUT REVISIONS	6/2/17	LW	
C	LAYOUT REVISIONS	20/2/17	LW	
D	DESIGN REVISIONS	07/6/17	EW	
E	REDUCED FOOTPRINT	09/6/17	EW	

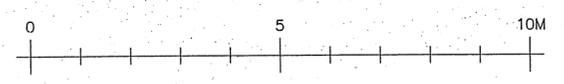


**GROUND FLOOR**  
EXTERNAL AREA 116.04 sq.m



**FIRST FLOOR**  
EXTERNAL AREA 83.75 sq.m

91



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WEST SUSSEX, RH19 2LP : TEL 01342 838060

FOR  
**MR. FRANCIS**

SITE  
LOWTHER ROAD  
WOKINGHAM

TITLE  
**PROPOSED  
PLOT 2  
FLOOR PLANS**

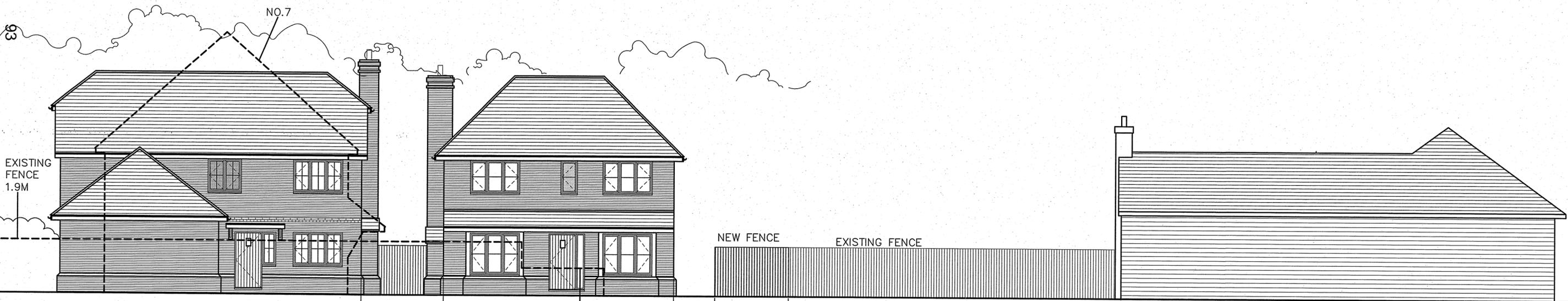
C/No. 215045	O/No.	SCALE 1/100 @A2
DRAWN LW		DRAWING NUMBER X01
DATE 12/16		REV E

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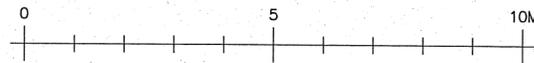
REV	DESCRIPTION	DATE	DRN	CHK
A	UPDATED WITH NEW ELEVATIONS	07/6/17	EW	
B	NEW ELEVATION FOR PLOT 2	09/6/17	EW	
C	MOVED POSITION OF PLOT 2	12/6/17	EW	
D	ADDED NEW ELEVATION FOR PLOT 1	22/6/17	EW	
E	ADDED NO.41 TO STREET SCENE B	22/6/17	EW	
F	ADDED NEW ELEVATION	30/6/17	EW	
G	MINOR MODIFICATIONS	06/7/17	EW	
H	AMENDED STREET SCENE A	07/7/17	EW	
I	ADDED FENCE DETAILS	21/7/17	EW	
J	ADDED NO.7 OUTLINE TO SS B	27/7/17	EW	
K	ADDED DIMS, MOVED NO.41	31/7/17	EW	



STREET SCENE A NO's 2&3 NO.4 NO.5 NO.6 NO.7 PROPOSED GARAGE PROPOSED PLOT 1

STREET SCENE B PROPOSED PLOT 1 PROPOSED PLOT 2 NO.41 LOWTHER ROAD

FENCE DROPS TO 1M HIGH FOR 3M THEN 1.9M EXISTING FENCE



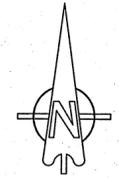
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FOR  
 MR. FRANCIS

SITE  
 LOWTHER ROAD  
 WOKINGHAM

TITLE  
 STREET SCENES

C/No. 215045 O/No. SCALE 1/100 @A2  
 DRAWN LW DRAWING NUMBER  
 DATE 5/17 X05  
 REV K



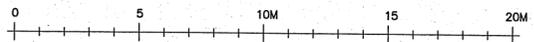
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REV	DESCRIPTION	DATE	DRN	CHK
A	MINOR REVISIONS	23/1/17	LW	
B	MINOR REVISIONS	20/2/17	LW	
C	PLOT 2 DRIVE REVISIONS	22/2/17	LW	
D	REVISED PLOT 1 FOOTPRINT	25/4/17	JW	
E	REVISED FOOTPRINTS	9/5/17	LW	
F	STREET SCENE INDICATIONS	10/5/17	LW	
G	NEW FOOTPRINTS, UPDATED DETAILS	07/6/17	EW	
H	NEW FOOTPRINT ADDED	09/6/17	EW	
I	MOVED FOOTPRINT OF PLOT 1	12/6/17	EW	
J	NEW FOOTPRINT FOR PLOT 1	22/6/17	EW	
K	REMOVED BUSHES AND PATIOS	22/6/17	EW	
L	GENERAL AMENDMENTS	28/6/17	EW	
M	NEW FOOTPRINT AND LANDSCAPING	30/6/17	EW	
N	AMENDED SITE PLAN	06/7/17	EW	
O	GENERAL AMENDMENTS	18/7/17	EW	
P	ADDED LANDSCAPING	26/7/17	EW	
Q	ADDED DIMENSIONS	31/7/17	EW	



94



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FOR  
**MR. FRANCIS**  
 SITE  
**LOWTHER ROAD  
 WOKINGHAM**

TITLE  
**PROPOSED  
 SITE PLAN**

C/No. <b>215045</b>	O/No.	SCALE <b>1/200 @A2</b>
DRAWN <b>LW</b>	DRAWING NUMBER <b>01</b>	REV Q
DATE <b>1/17</b>		

# Agenda Item 40.

<b>Development Management Ref No</b> 172013	<b>No weeks on day of committee</b> 11/8	<b>Parish</b> Wokingham Town Council	<b>Ward</b> Norreys	<b>Listed by:</b> Cllr Lee
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**Applicant:** Mr Fred Warren

**Location:** 2 Budes Cottages, Keephatch Road, Wokingham, RG40 5PY

**Proposal:** proposed erection of single storey front extension to dwelling and covered porch

**Type:** Householder

**PS Category:** 21

**Officer:** Dariusz Kusyk

**FOR CONSIDERATION BY** Planning Committee on 13<sup>th</sup> September 2017  
**REPORT PREPARED BY** Head of Development Management and Regulatory Services

## SUMMARY

The application site is an attractive two storey semi-detached dwelling located along Keephatch Road and is located on a corner plot. The application site is within a Major Development Location. It differs in style from the group of houses to the north and west.

The proposal is for the erection of a single storey front extension to form a new entrance porch to the dwelling with a pitched roof. This would measure approximately 1.5m deep, 6.4m wide and with an eaves height of approximately 2.3 metres. There would be a new front door and front window, following the removal of one of the existing windows. In addition, the gabled porch would be relocated and made wider by 0.4m, up to 1.95m.

The report concludes that the proposed extension would not have a detrimental impact on the character of the area or the residential amenity of neighbouring properties.

## PLANNING STATUS

- Major Development Location: Wokingham
- Great Crested Newt Consultation Zone
- Thames Basin Heath SPA 5 & 7km Zone
- TPO 189/1980

## RECOMMENDATION

That planning permission be granted, subject to the following 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 details

This permission is in respect of the submitted location plan and plans and drawings numbered '02-00', '02-01', '02-02', '01-00', '04-01', '04-02' and 'SKV1' received by the local planning authority on 07/07/2017. The development shall be carried out in accordance with the approved details unless otherwise agreed in writing by 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. External materials

The materials to be used in the construction of the external surfaces of the extension hereby permitted shall be of a similar appearance to those used in the existing building unless otherwise agreed in writing by the local planning authority.

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

## 4. Protection of trees etc.

- a) No development or other operation shall commence on site until an 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).
- b) 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.
- c) 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.
- d) 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.*

## **PLANNING HISTORY**

Application 35005 for a two storey extension. Approved 29/01/1990, subject to conditions.

Application F/2005/3902 for a single storey side extension. Approved 18/03/2005, subject to conditions.

Application F/2014/1102 for a first floor side extension to provide new staircase to first floor and storage area. Approved 10/12/2014, subject to conditions.

## **SUMMARY INFORMATION**

Site Area: 0.03 ha

Existing bedrooms: 3

Proposed bedrooms: No change

Existing parking spaces: Parking area for 2 vehicles and an associated detached garage

Proposed parking spaces: No change

## **CONSULTATION RESPONSES**

Trees and Landscape Officer: Approval recommended, subject to condition (4).

Highways Officer – Approval recommended.

## **REPRESENTATIONS**

Parish/Town Council: No comment received.

Local Members: Cllr David Lee raised following concerns:

- The proposal is not in line with Policy CP3 a, c, d and f;
- The proposed front extension does not follow the built line;
- The proposal does not fit the character of the area;
- Does not comply with the Design Guide 4.2 Character and context.

Local Residents: 3x letters with following concerns raised:

- Overshadowing to No. 1;
- Adverse impact of heavy duty vehicles access on the private road;
- Proposed materials should be the same as original;
- Out of keeping with the character of the area and the appearance of the application dwelling;
- Overdevelopment of no. 2 Budes Cottages.

## **APPLICANTS POINTS**

The proposed single storey front extension is considered to be sympathetic and in keeping in its design with the character of the surrounding area and appearance of the host dwelling. Given a single storey scale and insignificant projection beyond the front elevation of the proposal would be considered cohesive, well-balanced which would not cause any unacceptable overbearing or overshadowing impact. The existing TPO in the

front garden, biodiversity, highways and parking arrangements would not be detrimentally affected by the proposed development.

## **PLANNING POLICY**

National Policy	<b>NPPF</b>	National Planning Policy Framework
Adopted Core Strategy DPD 2010	<b>CP1</b>	Sustainable Development
	<b>CP3</b>	General Principles for Development
Managing Development Delivery Local Plan	<b>CC01</b>	Presumption in Favour of Sustainable Development
	<b>CC02</b>	Development Limits
	<b>CC04</b>	Sustainable Design and Construction
	<b>CC07</b>	Parking
Supplementary Planning Documents (SPD)	<b>BDG</b>	Borough Design Guide SPD

## **PLANNING ISSUES**

### **Principle of Development**

1. The National Planning Policy Framework has an underlying presumption in favour of sustainable development which is carried through to the Local Development Plan. The Managing Development Delivery Local Plan Policy CC01 states that planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise.
2. The site is located within the Major Development Location of Wokingham, and as such development is acceptable providing that it complies with the principles stated in the Local Development Plan. Policy CP3 of the Core Strategy states that development must be appropriate in terms of its scale of activity, mass, layout, built form, height, materials and character to the area in which it is located and must be of high quality design without detriment to the amenities of adjoining land uses and occupiers.
3. The application is before the committee due to request of Councillor Lee.

### **Description of Development**

4. The proposal consists of a single storey front extension which projects 1.5 metres from the front wall of the host dwelling and it would be 6.4 metres wide, with a new front door and a window to match the existing windows. The total height of the extension would be 3.2 metres and the eaves height would be approximately 2.3 metres, with the roof being pitched.

### **Impact on the Character of the Area and the Host Dwelling**

5. The application site is in an area on the outskirts of Wokingham, which consists of dwellings and other buildings of a mixed style and form. The host dwelling is located on a corner plot and does not match any of the design patterns, when compared to the existing buildings in the surrounding area. The application site has been extended with a part single part two storey side extensions over the years. The development would be visible from Keephatch Road, however it is considered that it would have an acceptable impact on the street scene. According with the Borough Design Guide advice front extensions would be “*generally only acceptable where the building is set well back from the street frontage in a large plot or where the building is set further back from the street than the prevailing building line*” and that “*front extensions should generally be no more than single storey in height and should not project significantly forward of the building line*”. The proposal is modest in its scale and conforms to the advice contained in the Borough Design Guide in that the building is set well back from the street frontage and the extension would not project more than 2 metres from the front of the building. There are several examples of front porches covered with pitched roof in the surrounding area in various scales. Given the non-uniform appearance of the main dwelling, retention of the gable roof above the entrance and a minor character and scale of the proposed front extension, the proposal does not have an unacceptable detrimental impact on the character of the area or the appearance of the streetscene. Although full width front extensions would generally be discouraged, by virtue of a set back positioning from the neighbour to the north and the adjoining neighbour’s front garage, which projects well beyond this proposal and the site is well back from the street and screened, there would be no detrimental impact upon the streetscene and local character.
6. The application property is one of a pair of semi-detached dwellings, which has been enlarged with a part single part two storey side extension, previously constructed in materials in keeping with the host dwelling. The proposed single storey front extension would also retain the appearance of the existing dwelling through use of matching materials and would be considered as cohesive and in keeping with the appearance of the host dwelling.
7. It is considered that the proposal, in terms of its design and appearance would not significantly impact upon the character or appearance of the host property or the local area and is therefore in accordance with Core Strategy Policy CP3 and the Borough Design Guide.

### **Impact on Neighbours**

8. Loss of Light  
The proposal would marginally infringe a 45° sightline from the habitable ground floor window, however, given its single storey scale and insignificant projection beyond the front elevation and position of the application dwelling to the north of the neighbour, it does not lead to an unacceptable level of overshadowing, either horizontally or vertically.
9. Overbearing  
The proposed extension would come close to the boundary with number 1 Budes Cottages, it would comprise a pitched roof and 2.3 metre high eaves being approximately 0.8 metres from the ground floor front elevation habitable window of

the adjacent property. It would be in accordance with the BDG which emphasizes that “*the eaves height of single storey extensions should not exceed 3m within 2m of a side boundary*”. The proposed single storey front extension would project 1.46m beyond the existing frontage of the pair of semi-detached dwellings nos. 1&2. Given that the proposal would be in compliance with the Borough Design Guide it is acceptable.

The proposed development would be sited approximately 10.0m from the houses to the north and about 27.0 from the dwelling to the west. As such it will not have any adverse impact on the dwellings to the north and west.

10. Overlooking

The proposed extension would not have any windows in the side elevation and would be single storey, therefore it would not facilitate overbearing.

**Highways & Parking**

11. The proposal would not increase the amount of habitable space available at the dwelling and would not increase parking demand. The Highways Officer has recommended approval.

**Biodiversity**

12. The proposal would comprise a single storey extension, with no amendment to the existing main roofslope, therefore no unacceptable impact in terms of biodiversity would occur.

**Trees and Landscape**

13. The Council’s Trees and Landscape Officer has no objections to the proposals; however it is noted that there is 1 No. TPO Oak tree at the front / side of the application site next to the private drive. Both the rooting area and the canopy of this tree may be affected by the construction of the proposals and therefore mitigation is required.

14. Accordingly condition 4 required an ‘Arboricultural Method Statement’ (AMS).

**CONCLUSION**

15. The proposed single storey front extension would not have a harmful impact on the character of the area or the residential amenities of neighbouring properties. Although the risk of impact on the protected tree in the front garden is low, an AMS has been recommended. The development is in accordance with Wokingham Borough Council’s Core Strategy Policies CP3 and CP7, MDD Local Plan Policies CC03 and CC07 and the advice contained within the Borough Design Guide. Therefore, the application is recommended for approval.

**CONTACT DETAILS**

Service	Telephone	Email
Development Management and Regulatory Services	0118 974 6428 / 6429	development.control@wokingham.gov.uk

# Agenda Item 41.

<b>Development Management Ref No</b>	<b>No weeks on day of committee</b>	<b>Parish</b>	<b>Ward</b>	<b>Listed by:</b>
171187	19/08	Wargrave	Remenham, Wargrave & Ruscombe	Cllr Halsall

**Applicant** Mr and Mrs C Copland

**Location** 5 Hatchgate Cottages, Hatchgate Lane, Cockpole Green, Wargrave, Berkshire **Postcode** RG10 8NE

**Proposal** Householder application for the proposed erection of a part single/part two storey side, rear and front extension to dwelling plus erection of an open front porch.

**Type** Householder

**PS Category** 21

**Officer** Omar Sharif

**FOR CONSIDERATION BY** Planning Committee on 13<sup>th</sup> September 2017  
**REPORT PREPARED BY** Head of Development Management and Regulatory Services

## SUMMARY

The application site is a two storey semi-detached dwelling set along a row of similar properties overlooking Cockpole Green along a country lane. The site is located within the Metropolitan Green Belt and open countryside.

The application proposes the demolition of the storage/garage outbuildings and extension of the property to the side and rear by two storeys as well as the creation of a new front porch. Vehicular parking will be provided on-plot and the site will make use of existing arrangements.

Strict policies are in place to prevent inappropriate development in the Green Belt, restricting extensions to dwellings to a limited scale (35% increase in volume). The proposed development would represent an increase in volume of 102% and by definition is inappropriate development. There will also be an adverse impact on the dwelling as it not of a subservient scale when compared to the original dwelling. This will also adversely impact on the attributes of the Green Belt.

## PLANNING STATUS

- Green Belt
- Groundwater Protection Zone
- Designated Countryside
- Contaminated Land Consultation Zone
- Wind Turbine Safeguarding Zone

## RECOMMENDATION

**That planning permission be REFUSED for the following reason:**  
**The proposed extensions would enlarge the volume of the original dwelling beyond 35%. As such the proposal would result in extensions which are excessive in scale and detrimental to the open and rural character of the Green**

**Belt and therefore represents inappropriate development within the Green Belt, contrary to Policy CP12 of the Core Strategy, Policy TB01 of the MDD Local Plan and Section 9 of the National Planning Policy Framework.**

### **PLANNING HISTORY**

Although there is no direct recent planning history for the application site, there are a plethora of applications submitted on adjacent sites over the years as demonstrated below:

**F/1996/63920 - 3 Hatchgate Cottages - Proposed Single And Two Storey Rear Extension – APPROVED**

**F/1997/66247 - 4 Hatchgate Cottages - Proposed Single Storey Rear Extension To Dwelling – APPROVED**

**F/2000/0277 - 4 Hatchgate Cottages - Proposed first floor rear extension to dwelling – REFUSED**

**F/2011/1533 - 3 Hatchgate Cottages - Proposed erection of single storey side extension to dwelling – REFUSED**

**CLP/2013/0026 - 3 Hatchgate Cottages - Application for a certificate of lawfulness for the proposed erection of single storey side and rear extensions to dwelling – APPROVED**

For the volume calculation of recent appeals in the area please see Appendix 1.

### **CONSULTATION RESPONSES**

WBC Ecology	Offered a condition with regards to the implementation of a bat license
WBC Drainage	No comments received
WBC Environmental Health	No comments received.
WBC Highways	No comments received.
WBC Tree & Landscape	No comments received
WBC Conservation	No comments received.

### **REPRESENTATIONS**

Parish/Town Council	On balance the design is compatible with neighbouring development and contained within the existing building line and therefore will not impact upon the openness of the Green Belt.
Ward Member(s)	Cllr Halsall has called the scheme into committee on the basis that: <ul style="list-style-type: none"> <li>• The proposal does not do harm to the openness of the Green Belt.</li> <li>• It makes a property habitable.</li> <li>• Is consistent with what has happened to the neighbouring property.</li> </ul>

Neighbours	<p>11 letters of support for the application were received on the basis of:</p> <ul style="list-style-type: none"> <li>- The size, design and scale are considered subservient to other properties.</li> <li>- General upgrade and maintenance of the building</li> <li>- Enables young families to stay and expand in the village</li> </ul>
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## **PLANNING POLICY**

### National Policy

National Planning Policy Framework 2012

National Planning Policy Guidance 2014

### Wokingham Borough Core Strategy policies:

CP1 – Sustainable development

CP3 – General Principles for Development

CP7 – Biodiversity

CP9 – Scale and location of development proposals

CP11 – Proposals outside Development Limits (including countryside)

CP12 – Green Belt

### Managing Development Delivery Local Plan (MDD LP) policies

CC01 – Presumption in Favour of Sustainable Development

CC02 – Development limits

CC09 – Flood Risk

TB01 – Development within the Green Belt

### Supplementary Planning Documents

Borough Design Guide Supplementary Planning Document

CIL Guidance + 123 List

## **PLANNING ISSUES**

### **Principle of Development:**

1. The National Planning Policy Framework has an underlying presumption in favour of sustainable development which is carried through to the local Development Plan. The Managing Development Delivery Local Plan Policy CC01 states that planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise.
2. The Government attaches great importance to Green Belts. Paragraph 87 of the National Planning Policy Framework (the Framework) indicates that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Paragraphs 89 and 90 of the Framework indicate limited exceptions to inappropriate development. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. This approach is reflected in the NPPF as well as Core Strategy Policy CP12 and Adopted Managing Development Delivery Local Plan Policy TB01, which aligns with the NPPF test that permits extensions provided they are not disproportionate over and above the size of the original building.
3. The NPPF says the following with regard to Green Belts:

4. *“87. As with previous Green Belt policy, inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.”*
  5. *“88. When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. ‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.”*
  6. *“89. A local planning authority should regard the construction of new buildings as inappropriate in Green Belt. Exceptions to this are: inter alia:*
    - ***the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;***”
  7. As can be seen above, paragraph 89 establishes that an extension or alteration to a dwelling within the Green Belt providing the extension of any building does not result in disproportionate additions over and above the size of the original building, and that any development contrary to this would be inappropriate in a Green Belt location.
  8. The application site is located outside of settlement limits and within designated countryside outlined by policy CP9 of the Core Strategy; as such an assessment against policy CP11 is also required. In line with the NPPF, Core strategy policy CP11 seeks to protect the intrinsic beauty of countryside locations. The policy advises that;
  9. ‘In order to protect the separate identity of settlements and maintain the quality of the environment, proposals outside of development limits will not normally be permitted except where: inter alia:
    - 1) ***It does not lead to excessive encroachment or expansion of development away from the original buildings; and***
    - 2) ***In the case of residential extensions, does not result in inappropriate increases in the scale, form or footprint of the original building;***
  10. The proposed development is considered to have an adverse impact on the on dwelling as it not of a subservient in scale when compared to that of the original dwelling and this will adversely impact on the attributes of the Green Belt countryside as further detailed below. The principle of development is therefore not acceptable.
- Impact on the Character of the Area and Openness of the Green Belt:**
11. It is thus apparent that the policy context presented by the Local Plan, and by the NPPF, requires an assessment of the size, scale and design of any proposed extension in order to establish whether the proposal is in keeping with the original building and does not result in a disproportionate addition. Policy TB01 of the MDD requires that extensions to dwellings in the Green Belt are of a ‘limited’ scale, defining limited as 35% over and above the volume of the original dwelling. Any extensions over 35% would therefore be considered to be inappropriate development.

12. The location of the proposed extension would lead to an encroachment of built form into an undeveloped part of the site within the Green Belt. The volume of the existing house as measured on the supporting information submitted by the applicant measures some 300 cubic metres and that of the volume of the proposed development subject of this application measures some 308 cubic metres. It is therefore clear that this application would lead to the dwelling house being extended considerably above the tolerances of 35% of the original building as set out in policy TB01 of the MDD. The increase in volume amounts to some 102%, which is considered excessive and, by definition, harmful.
13. The proposed extension would project from the rear/side elevation of the existing building spreading over two storeys, in terms of its addition to the original house, and would lead to an appreciable reduction in the openness of the Green Belt by virtue of its width, depth and height representing a clearly disproportionate addition to the original building. The proposals therefore represent inappropriate development which is, by definition, harmful to the Green Belt, its openness and rural character.
14. The proposed development does not fall within an exception listed under paragraphs 89 or 90 of the Framework and as such it is inappropriate development as defined by the NPPF and would fail to safeguard the Green Belt from encroachment as set out in Paragraph 80 of the Framework.
15. A list of other applications at other Green Belt sites, including 3 Hatchgate Cottages that have considered at appeal is appended to this report as APPENDIX 1. These applications demonstrate that Inspectors have overwhelmingly upheld the Council's position with regards to protecting the Green Belt and refusing even small increases over 35% in volume.
16. With regards to no.3 Hatchgate Cottages, this was refused on the basis that it significantly exceeded the limit of 35% increase in volume over the original dwelling. The original property was approx 305m<sup>3</sup> and 244m<sup>3</sup> had already been added to the dwelling. The proposals submitted were approximately 55.5m<sup>3</sup> and increase the volume from 305 m<sup>3</sup> to 604.5m<sup>3</sup> which was considered by the case officer as 98.1% increase on original volume and therefore it was viewed that such an increase in cumulative volume in a Greenbelt location would cause harm to its openness and rural character.

#### **Design and Appearance**

17. The design is considered to be compliant with the existing appearance of the dwelling with regard to design, and as such the proposal is not considered to detract from the character of the property.

#### **Very Special Circumstances**

18. Whilst 'openness' is not defined in the Framework, it has been held by the Courts (*Gallagher Homes Limited v Solihull Metropolitan Borough Council* [2014] EWHC 1283) that it is not necessary for development to be visible to harm openness, but the degree of visual impact is nevertheless a criterion along with the volume of built development. As such, development should not be approved except in very special circumstances and these circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

19. With openness as a criterion for whether development is inappropriate, and with the need to balance 'very special circumstances' against harm, it is considered that given that the original dwelling is measured to be in the region of 300 cubic metres, and the extensions to be in excess of 300 cubic metres i.e. over a 100% increase in volume. It would therefore be inappropriate development. Whilst the applicant has not made reference to any very special circumstances in the submission, this is considered to be a very high threshold. Therefore in this instance creating larger accommodation for a family is not considered to represent very special circumstances which would outweigh the harm to the openness of the Greenbelt.

20. The applicant has argued that neighbouring properties have been given planning approval for similarly large extensions as the submitted application and that this should be considered as a precedent in the determination of the proposal. As the planning history has shown and as documented in Appendix 1, recent applications were refused on the basis that the proposals represented a cumulative increase in volume which would have a detrimental impact to the openness of the Green Belt and therefore the matter of precedent cannot be considered as a 'very special circumstance' to outweigh the harm.

**Neighbouring Amenity:**

21. *Overlooking:* Due to the space available and the relative position of adjacent buildings, it is unlikely that the proposed extensions would result in any impact to outlook or result in any further overlooking than already exists from the existing dwelling on neighbouring properties.

22. *Loss of Light:* it is considered there will be negligible loss of impact to neighbouring properties in terms of loss of light or outlook.

23. *Overbearing:* Whilst there are not considered to be any direct overbearing relationship with any adjacent dwellings, the lack of harm to neighbouring properties is outweighed by the intensification of the proposal in the Green Belt and a reduction in its visible openness by virtue of the proposals scale and volume representing a clearly disproportionate addition to the original building.

**Amenity Space:**

24. It is considered that the proposal would not give significant rise to a loss of amenity space within the site for present and future occupiers of the dwelling.

**Highway Access and Parking Provision:**

25. The Highways officer has not objected to the proposal, and it is considered that the proposal would not be detrimental to highway safety. Therefore the proposal is considered to accord with Core Strategy policy CP6 and MDD Local Plan policy CC07.

**Ecology:**

26. Policy CP7 of the Core Strategy 2010 requires the conservation of sites for nature conservation in accordance with national, regional, county and local biodiversity action plans. Development is permitted where the need for the proposal outweighs the need to safeguard nature conservation.

27. Policy TB23 of the MDD requires the incorporation of new biodiversity features, buffers between habitats and species of importance and integration with the wider green infrastructure network.
28. The Council's Ecologist has stated that the application site is located within habitat that matches that where bat roosts have previously been found in the borough, and have stated that the development can be suitably controlled through the applicant obtaining a license from Natural England to determine the adequateness of otherwise of further surveys and mitigation for the proposed scheme.
- Trees and Landscape:**
29. The proposed development would not impact any soft landscaping on site. It is therefore considered not to harm the landscape character of the site and accord with policies C03 and TB21 of the MDD Local Plan.

### CONCLUSION

The proposal would be contrary to Green Belt Policy in that the scale of the extensions proposed would amount to disproportionate additions over and above the volume of the existing dwelling. As such, it would represent inappropriate development in the Green Belt and no exceptional circumstances are submitted to overcome the presumption against inappropriate development.

### CONTACT DETAILS

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### APPENDIX 1

A number of appeals against refusal of permission for extensions in the Green Belt in the vicinity of the site of which a very large majority have been dismissed at appeal due to being considered inappropriate development in the Green Belt by virtue of their increase in volume including no. 3 Hatchgate Cottages; many dismissed appeals have been for lower increases in volume than this proposal. A list of recent appeal decisions is provided below:

LPA Reference	PINS REF	Summary	PINS DEC
F/2011/1533	APP/X0360/D/11/216552 9	Significantly exceeds the limit of 35% increase in volume over the original dwelling	Dismissed at Appeal
F/2008/1323	APP/X0360/A/09/209271 7	Refusal due to significant increase in size in Green Belt location	Appeal Dismissed

F/2008/0260	APP/X0360/ A/08/208038 1	38% increase in volume to domestic dwelling. Considered inappropriate development in Green Belt by inspector. (small 8% conservatory allowed)	Dismissed 38% increase as inappropriate. (conservatory with 8% increase allowed with split dec)
F/2008/0374	APP/X0360/ A/08/207708 4	Extension over 35% increase in volume in Green Belt. Refused inspector highlighted consistency of refusing such applications in vicinity.	Appeal Dismissed
F/2007/1459	APP/X0360/ A/07/206022 1	Appeal against refusal of permission for an extension. Appeal inspector allowed appeal as he calculated only a 34% increase in volume which fell within the 35% maximum.	Appeal Allowed as <b>within 35% guidelines.</b>
F/2007/0386	APP/X0360/ A/07/205522 3	13% conservatory increase with cumulative mass over 35% of original./ Allowed as the inspector found there were other material considerations that outweighed the Green Belt concerns.	Appeal allowed
F/2007/0280	APP/X0360/ A/07/204704 3	Small extension leading to over 35% cumulative extensions on original dwelling. Dismissed due to impact on Green Belt.	Appeal Dismissed
F/2006/7595	APP/X0360/ A/07/203331 5	100% increase in volume ruled to impact unacceptably on the openness of countryside.	Appeal Dismissed
F/2006/6001	APP/X0360/ A/06/201210 7	Conservatory extension that lead to cumulative 73% increase from original volume. Inappropriate development in Green Belt.	Appeal Dismissed
F/2005/5916	APP/X0360/ A/06/119759 0	Replacement dwelling 185% over original. Inappropriate development in the Green Belt.	Appeal Dismissed
F/2004/3093	APP/X0360/ A/05/117839 3	80% increase in volume. Inappropriate development in the Green Belt.	Appeal dismissed
F/2005/4222	APP/X0360/ A/05/119420 4	38% extension in Green Belt. Inappropriate development	Appeal Dismissed