

# Agenda Item 61.

ITEM NO: 61

<b>Development Management Ref No</b>	<b>No weeks on day of committee</b>	<b>Parish</b>	<b>Ward</b>	<b>Listed by:</b>
161452	20/8	Barkham	Barkham	Councillor Kaiser

<b>Applicant</b>	Mr P and D Robins		
<b>Location</b>	1 – 3 Coppid Hill, Barkham Road, Barkham	<b>Postcode</b>	RG41 4TE
<b>Proposal</b>	Outline application for the erection of 3no 4 bedroom detached dwellings and 1no 2 bedroom bungalow with additional parking for 1 - 3 Coppid Hill (access to be considered).		
<b>Type</b>	Outline		
<b>PS Category</b>	13		
<b>Officer</b>	Graham Vaughan		

<b>FOR CONSIDERATION BY</b>	Planning Committee on 12 <sup>th</sup> October 2016
<b>REPORT PREPARED BY</b>	Head of Development Management and Regulatory Services

## SUMMARY

The application site is within a limited development location in Barkham. Currently three terraced properties occupy the site with a large area of residential garden around them. The area is residential in character however is also dominated by Barkham Road which links Barkham to Wokingham. This section of Barkham Road is a designated Green Route.

The proposal is for outline permission to erect four dwellings on the site and the creation of a new entrance onto Bearwood Road. All matters have been reserved except for access. The indicative layout shows that three dwellings would front Bearwood Road and a further dwelling as well as an area of car parking would front Barkham Road. Garden spaces would be provided to the rear of the dwellings and the existing gardens for 1 – 3 Coppid Hill would be shortened.

The proposal would be in keeping with the character of the area. Furthermore, the indicative layout has been revised to ensure the proposal would assimilate into the area through potential areas for landscaping. It is also noted that no harmful impact on residential amenity would occur due to meeting separation distances set out in the Borough Design Guide and the existing dwellings (1-3) would retain gardens which meet Borough Design Guide recommendations. Parking provision across the site meets parking standards and the Highways Officer raises no objection to the access proposed. As such, it is considered all other aspects would be satisfactorily mitigated through the use of conditions and therefore, the scheme is compliant with the policies of the development plan and is recommended for conditional approval.

## PLANNING STATUS

- Limited development location
- Green Route
- Contaminated land consultation zone
- Special Protection Area – 5 and 7 km

## RECOMMENDATION

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

**A. Prior completion of a legal agreement to secure a financial contribution to mitigate impacts of the development on the Thames Basin Heaths Special Protection Area.**

**B. Conditions and informatives:**

*Conditions:*

1. a) No development shall commence until details of the appearance, scale, layout and landscaping (hereinafter called "the reserved matters") have been submitted to and approved in writing by the local planning authority and the development shall be carried out as approved.  
  
b) Application for approval of the reserved matters shall be made to the local planning authority not later than three years from the date of this permission. The development hereby permitted shall begin not later than two years from the date of approval of the last of the reserved matters to be approved.  
*Reason: In pursuance of s.92 of the Town and Country Planning Act 1990 (as amended by s.51 of the Planning and Compulsory Purchase Act 2004).*
2. This permission is in respect of the submitted application plans and drawings numbered '2965 - 01', '2965 - 02', '2965 - 03 Rev B' and '2965 - 04 Rev B' received by the local planning authority on 26<sup>th</sup> May and the revised plans on 19<sup>th</sup> August 2016. The development shall be carried out in accordance with the principles of 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. 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. 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, spacing and numbers of trees/shrubs to be planted, and any existing trees or shrubs to be retained. 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)*

5. 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*

6. No development shall take place until a Flood Risk Assessment has 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 unless in otherwise agreed in writing with the Local Planning Authority:

- (a) Calculations indicating the Greenfield/existing runoff rate from the site.
- (b) BRE 365 test results demonstrating whether infiltration is achievable or not.
- (c) Use of SuDS following the SuDS hierarchy, preferably infiltration.
- (d) Calculations to demonstrate that any SuDS features have been sized to cater for runoff generated by the 1 in 100 year flood event with a 40% allowance for climate change in accordance with new guidelines.
- (e) Groundwater monitoring to confirm groundwater levels.
- (f) Control of site discharge at green field rates or better.
- (g) A drainage strategy plan of how the development will drain.
- (h) Details demonstrating how any SuDS for this development would be managed throughout the lifespan of the development.

*Reason: To prevent increased flood risk from surface water run-off. Relevant*

*policy: NPPF Section 10 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Core Strategy policy CP1 and Managing Development Delivery Local Plan policies CC09 and CC10*

7. Prior to commencement of the development a detailed scheme to provide wildlife enhancements for invertebrates, birds, and bats shall be submitted to and approved in writing by the local planning authority. The measures contained within the plan shall be implemented in accordance with the approved plan unless otherwise approved in writing by the local planning authority.

*Reason: To secure wildlife enhancements within the course of the development, as appropriate under the NPPF.*

8. 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.*

9. 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.*

10. No building shall be occupied until the vehicular access has been surfaced with a permeable and bonded material across the entire width of the access for a distance of 5.0 metres measured from the carriageway edge.

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

11. No other development of the site as hereby approved shall take place until the access has been constructed in accordance with the approved plans.

*Reason: To ensure adequate access into the site for vehicles, plant and deliveries associated with the development in the interests of highway safety and convenience. Relevant policy: Core Strategy policies CP3 & CP6.*

12. No trees, shrubs or hedges within the site which are shown as being retained on the approved plans shall be felled, uprooted wilfully damaged or destroyed, cut back in any way or removed without previous written consent of the local planning authority; any trees, shrubs or hedges removed without consent or dying or being severely damaged or becoming seriously diseased within 5 years from the completion of the development hereby permitted shall be replaced with trees, shrubs or hedge plants of similar size and species unless the local planning authority gives written consent to any variation.

*Reason: To secure the protection throughout the time that development is being carried out, of trees, shrubs and hedges growing within the site which are of amenity value to the area. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB215*

13. The Reserved Matters applications shall be submitted in accordance with the following details and the principles of the development as per the submitted plans received by the Local Planning Authority on 26<sup>th</sup> May and the revised plans on 19<sup>th</sup> August 2016:

- (i) Car Parking and cycle provision - to be designed to comply with Wokingham Borough Council Parking Standards
- (ii) Internal Space Standards - to comply with national internal space standards

*Reason: To ensure any reserved matters application does not compromise the delivery of suitable and appropriate housing for the site. Relevant Policies: Core Strategy policies CP1 and CP3*

14. No works related 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 8.00am to 13.00pm on Saturdays and at no time on Sundays or Bank or National Holidays unless otherwise agreed in writing with the Local Planning Authority

*Reason: To safeguard amenity of neighbouring properties. Relevant policies: NPPF, Core Strategy Policies CP1 and CP3*

*Informatives:*

1. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
2. Any works/ events carried out by or on behalf of the developer affecting either a public highway or a prospectively maintainable highway (as defined under s.87 New Roads and Street Works Act 1991 (NRSWA)), shall be co-ordinated and licensed as required under NRSWA and the Traffic Management Act 2004 in order to minimise disruption to both pedestrian and vehicular users of the highway.

Any such works or events, and particularly those involving the connection of any utility to the site must be co-ordinated by the developer in liaison with the Borough's Street Works team (0118 974 6302). This must take place AT LEAST three months in advance of the intended works to ensure effective co-ordination with other works so as to minimise disruption.

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

#### PLANNING HISTORY

- No planning history

#### SUMMARY INFORMATION

Site Area	0.27 hectares
Existing units	3
Proposed units	7
Existing parking spaces	0
Proposed parking spaces	14

#### CONSULTATION RESPONSES

Thames Water	No objection subject to informative (1)
WBC Highways	No objection subject to conditions (8 - 11)
WBC Biodiversity	No objection subject to condition (7)
WBC Tree and Landscape	No objection subject to conditions (5, 6, 13)
WBC Environmental Health	No objection
WBC Drainage	No objection subject to condition (6)
WBC Waste Services	No comments received

#### REPRESENTATIONS

**Barkham Parish Council:** Objection due to design of properties which appear cramped and not in keeping with the area or existing dwellings

**Local Members:** Listing request received from Councillor Kaiser with regards to cramped design and not in keeping with the area or existing dwellings

**Neighbours:** Six letters of objection received with regards to the following:

- Over development of the site
- Out of keeping with the character of the area
- Insufficient parking
- Dangerous access
- Better if there was only access onto Barkham Road
- Hedge on Bearwood Road should be kept
- Increase in traffic
- Round-a-bout already dangerous

#### APPLICANTS POINTS

- Development contributes towards housing stock
- No harmful impact in terms of flooding, ecology or environmental health
- Additional parking for existing cottages provided

<b>PLANNING POLICY</b>		
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
	<b>CP4</b>	Infrastructure Requirements
	<b>CP5</b>	Housing mix, density and affordability
	<b>CP6</b>	Managing Travel Demand
	<b>CP7</b>	Biodiversity
	<b>CP8</b>	Thames Basin Heaths Special Protection Area
	<b>CP9</b>	Scale and Location of Development Proposals
Adopted Managing Development Delivery Local Plan 2014	<b>CC01</b>	Presumption in Favour of Sustainable Development
	<b>CC02</b>	Development Limits
	<b>CC03</b>	Green Infrastructure, Trees and Landscaping
	<b>CC04</b>	Sustainable Design and Construction
	<b>CC09</b>	Development and Flood Risk
	<b>CC10</b>	Sustainable Drainage
	<b>TB05</b>	Housing Mix
	<b>TB06</b>	Development of private residential gardens
	<b>TB07</b>	Internal Space standards
	<b>TB21</b>	Landscape Character
Supplementary Planning Documents (SPD)	<b>BDG</b>	Borough Design Guide – Section 4
		DCLG – National Internal Space Standards
		Barkham Village Design Statement

<b>PLANNING ISSUES</b>
<p><b><u>Description of Development:</u></b></p> <p>1. The application is outline with access to be considered and with scale, layout, appearance and landscaping remaining as reserved matters. The proposal is for the erection of four dwellings, three of which are indicated as fronting onto Bearwood Road and potentially be two storeys, the other a bungalow indicated as fronting onto Barkham Road. An area of car parking provision for the bungalow and the existing houses on the site is also indicated to the north.</p>

### **Principle of Development:**

2. 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.
3. The site is located within a limited development location and within a settlement boundary and as such the development should be acceptable providing that it complies with the principles stated in the Core Strategy. 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.

### **Character of the Area:**

4. The site currently comprises of three terraced dwellings and their respective amenity space to the rear. Access is onto Barkham Road however there is no formal parking provision for the three properties. Around the site is residential development on Barkham Road which comprises of linear residential development along the road. There is a mix of dwelling types along Barkham Road but the scale is predominantly two storey and the dwellings are set back on a building line. Mature trees and front boundary vegetation are characteristic of the street and this has resulted in the road being a designated Green Route. The road connects to Bearwood Road and this continues the general urban grain and although not a Green Route, still has trees and vegetation to the front boundaries. To the north east is Aggisters Lane, a track road again with residential development but contradictory to the grain of development in the surrounding area. Nonetheless, it still maintains a verdant characteristic not least due to the large collection of trees at the junction with Barkham Road. To the south west of the site is a collection of dwellings along Barkham Road. Originally this reflected the past development along Barkham Road but has since been added to with backland development and an intensification of residential properties.
5. The proposal is for the erection of four further properties on the site however the application is for outline permission with only access to be considered. As such, although not approving the layout through this application, it needs to be indicated that four dwellings could be suitably and appropriately accommodated on the site having regard to relevant planning policy and guidance. Specifically, policies CP1 and CP3 of the Core Strategy, policies TB06 and TB21 of the MDD Local Plan and the recommendations set out in the Borough Design Guide. Also of relevance is the Barkham Village Design Statement however this is considered at paragraph 10.
6. In terms of the scale of the proposal, three two storey dwellings and a bungalow are indicated on the submitted plans. Whilst the predominant character is for two storey properties in the area, there are some bungalows including one adjacent to the site. As a result, it is considered the indicated scale of the dwellings would

not conflict with the character of the area and a bungalow provides a stepped change to the two storey form of the existing properties.

7. In terms of the layout of the proposal, the bungalow is indicated as fronting Barkham Road and adjacent to 3 Coppid Hill. Also proposed is an area of dedicated parking for the existing properties to the south eastern corner. The three two storey properties are indicated as fronting Bearwood Road and adjacent to number 12. Given that the site is used as residential garden for 1 – 3 Coppid Hill, policy TB06 of the MDD Local Plan is relevant. This policy restricts the development of residential gardens where it would have a harmful impact on the character of the area and looks at aspects such as the layout and spacing of development, impact on the frontage and respect of building lines.
8. Given the grain of development described above, the indicative location of all of the properties is considered to accord with the established character of the area. Some concern was originally raised with regards to the three dwellings fronting Bearwood Road due to the gaps between dwellings. Typically, in the surrounding area this amounted to 2.0 metres as a minimum. The layout of the scheme has therefore been altered to reflect this and overcome the concern raised.
9. It is noted that there are two main areas of parking to accommodate the new dwellings and provide parking for 1 – 3 Coppid Hill which currently has no dedicated parking. Both of these areas have been reduced in size on the indicative layout with an emphasis on providing greater landscaping buffers. This is considered particularly important due to Barkham Road being designated as a Green Route. The changes made are considered to ensure that appropriate landscaping remains along the Green Route. Additionally, the indicative layout meets the recommendations of the Borough Design Guide in terms of separation distances and garden depths.
10. Concern has been raised by the Parish Council regarding the appearance of the proposal in respect of the Barkham Village Design Statement (VDS). Specific landscaping and appearance details would be considered through reserved matters applications however it is considered that the indicated landscaping areas and the use of similar materials to the existing palette would help the proposal integrate into the area. In terms of the indicative layout, it is acknowledged that the proposal would result in permanent built form and this would replace some existing landscaping. Nonetheless, the VDS notes the attractiveness of Coppid Hill cottages and given that the proposal does not alter these, no conflict with the VDS is considered to occur. Furthermore, areas of landscaping would be provided to replace what would be removed and this would help mitigate the impact of built form. Overall therefore, the indicative layout is considered to demonstrate that four dwellings could be accommodated on site.

#### **Residential Amenities:**

11. The indicative layout demonstrates that the proposal would not impact negatively on the residential amenities of neighbouring properties in terms of overlooking, overbearing and a loss of light due to the separation distances. In terms of the properties to the north, the distance would exceed that recommended in the Borough Design Guide and with regards to 12 Bearwood Road, mutual overlooking typical of residential properties would occur. In terms of 1 – 3 Coppid

Hill, although the outlook would be altered from the rear elevation, the new dwellings would be located a sufficient distance to mitigate an overbearing impact. Similarly, the indicated bungalow would be of a sufficient distance from the other new dwellings to ensure no harmful overbearing/loss of light would occur.

### **Access and Movement:**

12. **Highway Safety:** The proposal would require access onto Barkham Road and Bearwood Road. The Highways Officer has not objected and considers sufficient visibility splays can be achieved at each access point. As such, no objection is raised subject to conditions. In addition, the moving of the lamppost is acceptable in planning terms but precise details would be agreed outside of the planning application.
13. **Traffic Impact:** The proposal would add to the cumulative impact of development in the area and therefore would be expected to mitigate against this through CIL payments.
14. **Parking:** The proposal indicates that two parking spaces for each of the dwellings fronting Bearwood Road could be provided as well as a garage space and this is considered to accord with the parking standards. Also indicated is an area of four parking spaces with an additional one adjacent to the bungalow. This would lead to betterment across the site as the existing dwellings do not have formal parking. As such, it is considered suitable parking provision has been indicated on the site.
15. **Sustainability:** The site is in settlement and near public transport links and all the properties could have rear access for cycle provision. As such, cycle provision could be secured through the reserved matters (13).

### **Flooding and Drainage:**

16. The proposal would increase the amount of built form on the site and it is acknowledged this would have an impact on surface water runoff. The site is within Flood Zone 1 and at low risk of flooding however the Drainage Officer has stated a Flood Risk Assessment should be submitted at the reserved matters stage. This would detail any flooding risks on the site as well as a drainage strategy to ensure flooding would not occur off the site as a result of the proposal. Subject to a condition, this is considered acceptable (6).

### **Landscape and Trees:**

17. There are no trees protected by a Tree Preservation Order on the site but there is an area TPO to the east. This is of sufficient distance from the site to ensure no harmful impact would occur. There are some trees on the site and where these are retained they would need to be protected which can be secured through a condition (5). In terms of the landscaping proposals, Barkham Road is a designated Green Route and therefore landscaping is paramount on this boundary. As a result, the parking area has been reduced and an area of landscaping is provided to the front. Similarly, planting in front of the properties is necessary and this can be agreed through a landscaping scheme (4). As such,

the Tree and Landscape Officer does not object to the proposal.

**Environmental Health:**

18. The proposal site and the buildings contained within it are not known to have any contamination issues and there are no sites nearby that may give rise to potential contamination and as such, the Environmental Health Officer has not raised any objection.

**Amenity Space for future occupiers:**

19. The Borough Design Guide states that new dwellings should have a minimum of 11 metres useable garden space. The proposal could provide gardens which either meet or exceed this recommendation and therefore no objection is raised with regards to this. Furthermore, the gardens for 1 – 3 Coppid Hill would be reduced but maintained at 11 metres and therefore is considered acceptable.

**Internal Space Standards:**

20. Internal space standards are not considered at an outline stage but could be considered through reserved matters. They are set nationally and the minimum requirements for a 2 and 4 bedroom property are 70m<sup>2</sup> and 124m<sup>2</sup> respectively. The indicative layout suggests the dwellings would be of a sufficient size to meet the standards and therefore no objection is raised. As such, a condition is required to ensure that any reserved matters application is submitted in accordance with these standards (13).

**Ecology:**

21. The proposal would result in the loss of some garden habitat currently on the site and its replacement with built form. However, gardens would still remain on the site and therefore the loss is not considered significant. There is no evidence of protected species on the site and the works required would not be likely to harm any such species however it is considered wildlife enhancements should be provided as per the NPPF and this can be controlled through a condition (7).

**Sustainable Design/Construction:**

22. Due to the replacement of the Code for Sustainable Homes with national standards in building regulations, the proposal is not 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. It is considered that sufficient internal and external storage could be provided to accommodate this.

**Community Infrastructure Levy, Affordable Housing and Special Protection Area (SPA):**

23. **Community Infrastructure Levy:** As the proposal is for the construction of new dwellings, it would be a CIL liable development. As this is an outline application, a CIL liability notice would not be issued until the approval of the last outstanding reserved matter. The CIL charge for new residential development is set at £365

per square metre for any net increase in residential floor space.

24. **Affordable Housing:** The proposal does not exceed the threshold required for the provision of affordable housing as per Policy CP5 of the Core Strategy.

25. **SPA:** The proposal is located within 5 km of the Thames Basin Heath Special Protection Area and therefore meets the threshold required to mitigate its impact on this through contributing to the Council's mitigation strategy. A legal agreement pursuant to this is required and subject to being completed, the impact on the SPA is considered to be mitigated against.

#### **CONCLUSION**

The application is considered to be acceptable in terms of the impact on the character of the area, neighbouring properties and future occupiers. Parking could be provided in accordance with the parking standards and the scheme indicates that the recommendations of the Borough Design Guide could be met. As such, the proposal is recommended for conditional approval.

#### **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