

Development Management Ref No	No weeks on day of committee	Parish	Ward	Listed by:
163058	21/13	Wokingham Town	Emmbrook	Major

Applicant	Ashill Land Ltd		
Location	Hewden Plant Hire, Old Forest Road	Postcode	RG41 1HY
Proposal	Full application for proposed erection of 43 dwellings (7 x 1 bedroom apartments, 11 x 2 bedroom apartments, 17 x 3 bedroom houses and 8 x 4 bedroom houses) together with associated access improvements, parking and refuse storage following the demolition of existing buildings.		
Type	Full		
PS Category	7		
Officer	Daniel Ray		

FOR CONSIDERATION BY	Planning Committee on 29 st March 2017
REPORT PREPARED BY	Head of Development Management and Regulatory Services

SUMMARY

The application proposes the erection of 43 dwellings, including 18 apartments, with associated parking, access improvements and landscaping as well as cycle parking and refuse storage area following the demolition of the existing plant hire buildings.

The application site is within the major settlement of Wokingham and therefore the principle of development is acceptable subject to all other material planning considerations. The site is within a sustainable location within good transport links.

It is proposed that the site will provide 20% affordable housing units within the site (9 units) that would be secured through a S106 Agreement.

The site would provide 77 parking spaces within the site as well as sufficient cycle storage facilities that would exceed the Borough Parking standards. A parking management plan shall be submitted as required by details within the S106.

The property types, sizes and designs give a variety of housing for a wide mixture of future occupants with units ranging from 1 bed apartments to 4 bedroom homes.

TPO's on the eastern boundary shall be managed by way of management company throughout the life time of the development and this shall be secured through the requirements of the S106.

Overall the application site lends itself well to residential development and the proposal is acceptable. The proposal would result in a significant reduction in the amount of hardstanding on this Brownfield Site by virtue of the proposed private rear gardens and landscape areas. Currently the site has 100% coverage in hardstanding and buildings.

PLANNING STATUS

- | |
|---------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> • Major Settlement • Contaminated Land Consultation Zone |
|---------------------------------------------------------------------------------------------------------------------|

- TPO (western boundary)
- Groundwater Protection Zone
- Wind Turbine Safeguarding Zone
- Adjacent to Railway

RECOMMENDATION

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

A. Prior completion of a legal agreement to ensure the provision of 20% (9 units) affordable housing is provided on site, a car park management plan and a maintenance plan for the trees covered by a TPO.

B. Conditions and informatives:

Conditions:

1. 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. This permission is in respect of the submitted application plans and drawings numbered:

- 2465-A-1005 – Rev Q
- 2465-A-3000 - Rev E
- 2465-A-3001 - Rev E
- 2465-A-3005 - Rev E
- 2465-A-3006 - Rev E
- 2465-A-3010 - Rev E
- 2465-A-3011 - Rev E
- 2465-A-3015 - Rev E
- 2465-A-3020 - Rev G
- 2465-A-3021 - Rev G
- 2465-A-3030 - Rev E
- 2465-A-1010 - Rev C
- 2465-A-1011 - Rev C

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. Prior to the commencement of the development, full details of both hard and soft landscape proposals shall be submitted to and approved in writing by the local planning authority. These details shall include, as appropriate, proposed finished floor levels or contours, means of enclosure, car parking layouts, other vehicle and pedestrian access and circulation areas, hard surfacing materials and minor artefacts and structure (e.g. furniture, play equipment, refuse or other storage units, signs, lighting, external services, etc). Soft landscaping details shall include planting

plan, specification (including cultivation and other operations associated with plant and grass establishment), schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate, and implementation timetable.

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

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

4. Before any above ground work 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*

5. Before any above ground work 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.

6. Before any above ground work is commenced details of any proposed external lighting scheme shall be submitted to and approved in writing by the local planning authority. The scheme shall set out the steps that will be taken to ensure that external lighting does not cause a nuisance to local residents including future residents of the site and shall include details of location, direction and level of illumination.

Reason: To protect the amenity of local residents. Relevant policy: Core Strategy policy CP3.

7. 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 any of the elevations of the building 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*

8. 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

9. No development shall commence until further gas monitoring and a revised risk assessment has been carried out on the site in accordance with CIRIA C665: 2007 'Assessing the risks posed by hazardous ground gases to buildings' to adequately characterise the gas regime at the site. A written report of the findings must be submitted to the Local Planning Authority for approval.
Reason: To protect future occupiers of the site from the risks associated with landfill gas.
10. No development shall commence until a revised remediation scheme has been submitted to the Local Planning Authority for written approval. The revised remediation scheme shall include detailed proposals on the installation of suitable gas protection measures into all new dwellings following completion of the additional gas monitoring on the site as well as additional detailed proposals on the installation of vapour protection measures and engineered capping layers in all new dwellings. The revised remediation scheme shall also include the proposed remediation objectives and remediation criteria, details of all works to be undertaken, the timetable of works and site management procedures. The remediation scheme shall ensure that the site cannot be declared as being contaminated under part 2A of the Environmental Protection Act 1990, in relation to the intended use, after remediation works are completed.
Reason: To ensure that future users of the site are protected from the harmful effects of contamination
11. The approved remediation scheme shall be implemented before other groundworks or construction works commence unless a phased approach has been agreed as part of the approved remediation scheme or unless written approval is given by the Local Planning Authority. The applicant or contractor must give at least two weeks written notice before remediation works commence. Following completion of remediation works at the site, and prior to occupation of the site, a verification report shall be submitted to the Local Planning Authority for written approval.
Reason: To ensure that future users of the site are protected from the harmful effects of contamination
12. If unexpected contamination is found at any time during development this shall be reported in writing as soon as possible to the Local Planning Authority. An investigation and risk assessment shall be carried out and where remediation work is necessary a remediation scheme must be prepared and submitted for written approval to the Local Planning Authority. Following the completion of measures set out in the approved remediation scheme, and prior to occupation of the site, a verification report shall be submitted to the Local Planning Authority for written approval.
Reason: To ensure that future users of the site are protected from the harmful effects of contamination
13. Before development commences the applicant shall submit for written approval to the Local Planning Authority a scheme of works that sets out the measures that will

be taken to minimise dust arising from the development. The dust mitigation measures identified in the scheme shall be carried out and maintained until construction is complete.

Reason: To protect the amenity of local residents during the construction period

14. The development shall not begin until a scheme for protecting the proposed development from noise and vibration from the railway line and roads adjacent to the proposed development has been submitted to and approved in writing by the local planning authority. Any works which form part of the scheme approved by the Authority shall be completed before any dwelling is occupied unless an alternative phased approach is agreed in writing by the Authority.

Reason: As occupiers of the development, without such a scheme, are likely to suffer from noise caused by nearby railway and roads to a degree which would be unacceptable and to protect future residents of the proposed development from road and rail traffic noise and vibration.

15. No development shall take place until full details of the drainage system for the site have been submitted to and approved in writing by the LPA. The details shall include:

- Results of intrusive ground investigation demonstrating seasonal high groundwater levels for the site and infiltration rates in accordance with BRE365.
- Demonstration that the base of SuDS features are at 1m above seasonal groundwater level.
- Full calculations demonstrating the performance of soakaways or capacity of attenuation features to cater for 1 in 100 year flood event with a 40% allowance for climate change and runoff controlled at Greenfield rates, or better.
- A maintenance arrangement for the SuDS features throughout the lifetime of the development.

Reason: To ensure that the development does not increase flood risk on or off site.

16. No development shall take place within the site until the applicant, or their agents or their successors in title, has secured and implemented a programme of archaeological work (which may comprise more than one phase of work) in accordance with a written scheme of investigation, which has been submitted to and approved in writing by the Local Planning Authority. The development shall only take place in accordance with the detailed scheme approved pursuant to this condition.

Reason: To ensure that any archaeological remains within the site are adequately investigated and recorded or preserved in situ in the interest of protecting the archaeological heritage of the borough.

17. Prior to the commencement of the development there shall be submitted to and approved in writing by the local planning authority, details of off-street parking space within the site for 73 spaces. The dwellings shall not be occupied until the parking space so-approved has been provided in full accordance with the approved details. The parking space shall thereafter be retained in accordance with the approved details and shall remain available 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.

18. Prior to the commencement of the development hereby permitted details of secure and covered bicycle storage/ parking facilities for the occupants of [and visitors to] 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.
19. Prior to the commencement of the development there shall be submitted to and approved in writing by the local planning authority, details of the proposed vehicular access to include visibility splays of 22m. The access shall be formed as so-approved and the visibility splays shall be cleared of any obstruction exceeding 0.6 metres in height prior to the occupation of the development. The access shall be retained in accordance with the approved details and used for no other purpose and the land within the visibility splays shall be maintained clear of any visual obstruction exceeding 0.6 metres in height at all times.
Reason: In the interests of highway safety and convenience. Relevant policy: Core Strategy policies CP3 & CP6.
20. 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 10 metres measured from the carriageway edge.
Reason: To avoid spillage of loose material onto the highway, in the interests of road safety. Relevant policy: Core Strategy policy CP6.
21. No building shall be occupied until the access has been constructed in accordance with the approved plans.
Reason: In the interests of highway safety and convenience. Relevant policy: Core Strategy policies CP3 & CP6.
22. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no gates or barriers shall be erected unless set back a distance of at least 12 metres from the highway boundary and so as to open away from the highway.
Reason: To ensure that vehicles do not obstruct the highway whilst waiting for gates or barriers to be opened or closed, in the interests of road safety. Relevant policy: Core Strategy policies CP3 & CP6.
23. 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:
- a) the parking of vehicles of site operatives and visitors,
 - b) loading and unloading of plant and materials,

- c) storage of plant and materials used in constructing the development,
- d) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate,
- e) wheel washing facilities,
- f) measures to control the emission of dust and dirt during construction,
- g) a scheme for recycling/disposing of waste resulting from demolition and construction works.
- h) phasing of construction
- i) lorry routing and potential numbers
- j) types of piling rig and earth moving machinery to be utilized

In addition the plan should make note of any temporary lighting that will be used during the construction phase of the development. The plan shall be implemented in full and retained until the development has been constructed. Any deviation from this Statement shall be first agreed in writing with the Local Planning Authority.

Reason: In the interests of highway safety & convenience and neighbour amenities.

Relevant policy: Core Strategy policies CP3 & CP6.

24. Highway construction details:

Prior to the commencement of development, full details of the construction of roads and footways, including levels, widths, construction 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.

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.

Informatives:

1. The Head of Highways at the Council Offices, Shute End, Wokingham [0118 9746000] should be contacted for the approval of the access construction details before any work is carried out within the highway (including verges and footways). This planning permission does NOT authorise the construction of such an access or works.
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 developer's attention is drawn to the fact that this permission does not authorise the physical construction of the proposed off-site highway works and site access connections to the public highway. A separate legal agreement made with the Council under s.278 of the Highways Act 1980 is required. No work within or affecting the public highway shall commence until the agreement has been completed and the Council, as local highway authority, has approved all construction and installation details together with a programme of works.

4. 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.

5. Information and comments received from Network Rail have been passed on to the applicant whom has been made aware their responsibilities.
6. Information, comments and plans have been forward to the applicants from Southern Gas Network. The applicants/developer have been made aware their responsibilities relating to the gas network.

PLANNING HISTORY

- None relevant to this application.

SUMMARY INFORMATION

Site Area	0.8ha
Proposed density	53.75 dwellings per hectare
Existing units	0
Proposed units	43
Existing parking spaces	NA
Proposed parking spaces	77

CONSULTATION RESPONSES

WBC Drainage	No objection subject to condition (15)
WBC Environmental Health	No objection subject to conditions (9 to 13)
WBC Highways	No objection subject to conditions (17-24)
WBC Tree & Landscape	No objection subject to condition (3)
WBC Waste Services	No objection
Thames Water	Initial Objection regarding capacity, a portable water capacity flow and pressure investigation was subsequently submitted which concluded sufficient capacity was present in the network. No further objection received.
SGN	No objection - Informative
Network Rail	No objection - Informative

REPRESENTATIONS

- Wokingham Town Council:**
Object for the following reasons:
- Too high a density (para. 6)

- The parking allocation should not include tandem parking in back gardens (Tandem parking in the back gardens has been removed following officer advice)
- Insufficient parking on the estate road or Old Forest Road, while the application may meet the guideline parking standards, these are minimum and not maximum. On-street parking will lead to little or no room for emergency vehicles. (para's. 17 – 20)
- Parking spaces and road are too narrow to allow cars to manoeuvre in or out when adjacent spaces are occupied. (para's. 17 – 20)
- Depth of parking bays would appear to be below the standard at 4.75m which may cause vehicles to protrude into the shared surface. (para's. 17 – 20)
- Gardens fail to meet the minimum length specified in the Borough Design Guide. (para's 31-35)
- Small gardens will lead to pressure from future residents to remove the TPO trees. (para. 31-35)

Winnersh Parish Council:

No objection

Neighbours:

19 letters have been received from neighbours over the course of the application.

- 6 letters support the application – High Quality Development, improvement to the depot, needed housing.
- 2 letters objection on the grounds that there are too many houses and high density. (para. 6)
- 8 letters of objection raised specific concerns with traffic and highway safety issues. Concern regarding the existing bottleneck that is Old Forest Road is not acceptable and likely to get worse during the construction of other development in the nearby area. (para's 15 to 20)
- 1 letter also included concern regarding the initial objection (subsequently removed) from Thames Water regarding existing capacity.
- 1 letter outlined that the development is out of character with the adjoining properties and will put further strain on the existing road and rail infrastructure. (para's 3-10)
- A number of letters were received from a neighbouring resident raising concerns that can be summarised as follows:
 - The TPO'd trees are in a poor condition and are dangerous, branches have fallen in to neighbouring gardens at various times of the year.
 - The retention of the TPO trees shall lead to an unacceptable loss of light to the gardens of plots along the south-eastern boundary.
 - Concern has been raised regarding the quality of the tree report which rates four trees as category A and have a life expectancy of at least 40 years. The trees have dropped a number of branches and no management has taken place.
 - A solution would be to remove the existing trees and replace them with more suitable trees.
 - The inclusion of bat boxes on the trees is not supported as this would affect the future management of these trees if retained.
 - No information on the mix, tenure or location of affordable housing on the site (para's 45 and 46).

Following revisions to the scheme a further letter was received that sought clarification whether the buffer strip for the maintenance of the TPO's be fenced off/gated and secure from the rest of the site to ensure safety and security to the boundary. Further concerns were raised that the 3m strip will not provide enough space for the eventual removal of the trees. No mention of who will manage the maintenance of the boundary fences, the trees and the land within the strip and this will take place for the lifetime of the trees.

In addition to the neighbour letters Emmbrook Residents Society raised the following concerns:

- The proposal is far too high a density (para. 6)
- The proposal is out of character with surround area, no four storey flats are present, and 3 floor terraced houses are also not present in the area. (para's 3-10)
- The architecture of the large blocks to the front of the site are out of step with the local vernacular. (para's 3-10 and 27 to 30)
- No need for a gateway feature for a small, linear development and doesn't conform to building lines. (para's 3-10)
- Plots 30 to 36 would not benefit from acceptable light given the large number of recesses from the front gables. (scheme amended)
- No private or communal garden for plots 1 – 11. (a total of 141sqm of communal garden space is being provided)
- A number of gardens fall short of 11m. (para's 31-35)
- Shading issues for the southernmost plots due to the protected trees (para 35)
- Tandem parking spaces will lead to inappropriate off plots parking (tandem parking to the rear of properties has been removed from the scheme although tandem parking remains however is considered acceptable by highways)
- The current location of the access should be moved further away from the bridge to improve the safety of the junction. (para. 15 and 16)

PLANNING POLICY		
National Policy	NPPF	National Planning Policy Framework
Adopted Core Strategy DPD 2010	CP1	Sustainable Development
	CP3	General Principles for Development
	CP4	Infrastructure Requirements
	CP5	Housing mix, density and affordability
	CP6	Managing Travel Demand
	CP7	Biodiversity
	CP9	Scale and Location of Development Proposals
	CP17	Housing Delivery
	Adopted Managing Development Delivery Local Plan 2014	CC01
CC02		Development Limits
CC03		Green Infrastructure, Trees and Landscaping
CC04		Sustainable Design and Construction

	CC09	Development and Flood Risk (from all sources)
	CC10	Sustainable Drainage
	TB05	Housing Mix
	TB07	Internal Space standards
	TB21	Landscape Character
Supplementary Planning Documents (SPD)	BDG	Borough Design Guide – Section 4
	NISS	DCLG – National Internal Space Standards

PLANNING ISSUES

Description of Development:

The application proposes to demolish the existing buildings within the brownfield site that was formerly the Hewdens Plant Hire Depot off Old Forest Road. The site has become vacant during the determination of this application as Hewdens Plant Hire now ceases to trade.

The application proposes to introduce 43 dwellings, which comprises 7 x 1 bedroom apartments and 11 x 2 bedroom apartments as well as 17 x 3 bedroom houses and 8 x 4 bedroom houses). In addition to the dwellings, parking is to be provided, communal gardens, landscaping and the inclusion of cycle and refuse storage. Access improvements would be made and a parcel of land to be transferred to the Local Authority to ensure that future infrastructure projects can be met.

Affordable housing is proposed at 20% which has been deemed viable by an independent assessment which would comprise of 9 units. A parking management plan and a tree management plan would be secured, along with the affordable housing contribution through a S106.

The site is accessed off Old Forest Road and two blocks of three storey apartment buildings are proposed at the entrance of the site. Communal gardens and landscaping along with additional planting would be introduced around the flats along with an area for cycle storage and refuse collection. Two parking areas would be present for the residents of the flats to the rear of these blocks.

A planted avenue would run in a south easterly direction from the access to the site with two blocks of terraced housing on either side of the road being present. The northern two blocks would comprise 8 x 3 bedroom houses that would be 2.5 storey in height. To the southern 2 blocks would comprise 8 x 4 bedroom homes that would also be 2.5 storey in height. Each dwelling would benefit from 2 parking spaces per household.

9 further 3 bedroom dwellings are proposed at the end of the avenue to the south east and are presented in 3 terraces of 3 houses.

Landscaping and planting is proposed within the site that currently benefits from no green space at all.

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 (MDD) 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. Policy CC02 of the MDD sets out the development limits for each settlement as defined on the policies map and therefore replaces the proposals map adopted through the Core Strategy, as per the requirement of policy CP9. Policy CP9 sets out that development proposals located within development limits will be acceptable, having regard to the service provisions associated with the major, modest and limited categories. As the site is within a major development location, the proposal is acceptable in principle.

Character of the Area:

3. The area is characterised by a wide variety of house types, sizes, designs and materials. To the south of the site large detached dwellings front Reading Road, with long gardens with mature planting on the boundary between the properties and the development site. To the south fronting Old Forest Road is Arnwood, a block of 14 flats/apartments over 2.5/3 storeys. To the north west is Lenham Close which comprises a mix of detached and terraced 2 storey housing as well as Forest Lodge, a 2.5/3 storey block of apartments.
4. To the north, the site is adjacent to the railway line beyond which is the Emmbrook Sports Club grounds. Opposite the sports club is Wayside, a relatively high density development with a mix of detached, semi-detached and terraced housing which are 2 to 3 storey's in height. To the south west is Landen Grove which is a small cul-de-sac estate with a mix of 2 storey detached and semi-detached dwellings.
5. The site is bound by mature planting on all sides however the entire site is currently wholly given over to hardstanding and buildings at present which was associated with the former Hire Plant Depot.
6. The proposed development is a relatively high density development within an existing residential area. Notwithstanding this, the development at Wayside is a 36 dwelling development with no landscaping that includes terracing and flats that results in a density of 46dph with a mix of 2 and 3 storey units. The proposed development would introduce a new aspect to the street scene by way of two blocks of flats of a modern design the scale and height of the proposal is broadly in line with that of other blocks within the area (Arnwood and Forest Lodge). The two blocks of flats would have an overall height of 11m to ridge at the highest point which is the same height as the 2.5storey block at Arnwood which is adjacent to the site. It is accepted that both blocks are closer to the street than that of Arnwood or Forest Lodge opposite, however the application gives an opportunity to improve the planting to the front of the site and contribute further to the sylvan character that characterises this area. The application as originally submitted proposed four stories for plots 1-11, however removed two units and brought this block down to 3 storeys and 9 units following negotiations with the applicant.
7. Once within the site, an avenue would run south easterly towards three blocks of

three terraced house. Two terraces of four 3 bedroom houses are on the north side of the main road within the site with parking to the front. These houses would be 2.5 stories in height. The properties to the south of the main road are larger and link-detached to create two blocks of 4 x 4 bedroom houses over 2.5 storeys. A physical gap of 3m between the two blocks helps to break up the massing and this was again revised following negotiations with the applicant.

8. Whilst the overall height and massing of the buildings throughout the site is substantial, the site is largely viewed independently from the surrounding area and would create its own character within an existing residential area. The layout is considered acceptable as a street scene within the site would be created with acceptable parking and turning as well as areas for defensible space to provide soft landscaping features. A mixed palate of surfacing materials helps to define parking spaces, shared spaces and act as natural traffic calming measures within the site.
9. The application proposes a mix of materials and design features to give the application site its own sense of place. A mix of brick and render as well as a variety of dormer types, various sizes of gables and dormers bring a variety to the proposed vernacular which, whilst not necessarily taking a particular feature from the immediately adjacent dwellings, is present within the Wokingham Borough area. When looking in to the site, observers will see a mix of red brick, and render with protruding bay windows that give a variation of depths and design detailing within the block of flats that front the site. Although views will be diminished by both the existing tree planting and the additional planting that shall be introduced. Views into the site would be limited with only views of the northern most plots on the west side (plots 32, 34 and 36) being visible. A number of gables would be visible along with a two storey bay window on plot 36 which gives further depth, character and variation to the appearance of the buildings.
10. Within the Section 106 agreement that shall accompany any planning permission granted, a tree management plan would ensure the long term maintenance of the TPO trees on the eastern boundary of the site.

Residential Amenities:

11. The proposed development has been designed to ensure that there are no overlooking, overshadowing or overbearing issues for future occupiers of the site. The site as designed meets the Borough Design guide standards to ensure that there is no direct overlooking between properties and between opposing windows between properties within the site.
12. Furthermore, there would be no overlooking, overshadowing or overbearing issues for neighbouring residents at Landan Grove to the east, with the nearest properties some 26m between rear elevations (plots 22 and no. 40 Landan Grove) as well as properties fronting Reading Road due to the large gardens these properties benefit from. The nearest opposing elevations are plot 34 and no 237 Reading Road which are approximately 42m from each other.
13. As such, the proposal is considered acceptable in this regard.

Noise and Vibration

14. A noise and vibration assessment was submitted by the applicant to address any potential issues caused by noise emanating from the road and railway network.

Environmental Health have raised no objection regarding noise and vibration subject to the inclusion of a condition that requires a scheme for protecting the proposed development from noise and vibration from the railway line and roads adjacent to the proposed development has been submitted to the local authority.

Access and Movement:

15. **Traffic Impact:** The applicants have provided a trip rate assessment with figures higher than those contained in the Borough Strategic Model Forecasting report and therefore the traffic studies findings are considered acceptable. The estimated increase in traffic generated by the development over existing would be 6 vehicles in and 18 vehicles out for the AM peak hours and 17 in and 8 out for the PM peak hour. This level of traffic would not have an adverse impact on the highway network and as such the development is considered acceptable on this basis.
16. It is accepted that there are existing traffic issues around Old Forest Road however the overall trip rate generated from the site would not adversely impact upon the highway network. It is also considered that the entrance and exit of cars from this site, rather than the large and substantial vehicles that entered and exited the site in association with the depot is far more in keeping with the residential nature of the immediate area.
17. **Parking:** It is proposed that there will be 33 allocated spaces, 34 unallocated spaces (including 3 disabled bays) and 5 visitor spaces, giving a total of 73 spaces at a ratio of 1.7 parking spaces per dwelling. The proposed development has been assessed through the Borough's parking calculation which resulted in a total of 66 spaces (33 allocated and 33 unallocated). Therefore the proposed parking is above Borough requirements and is acceptable. However, due to the level of unallocated spaces a parking management plan will be required.
18. It is noted that Borough standards require 7 visitor parking spaces (rather than the proposed) however as an excess of unallocated spaces has been provided, these 2 visitor spaces can be taken from the unallocated spaces.
19. Within the S106, a Car Parking Management Plan shall be required that shall ensure that this takes place as well as the long term management of the parking maintained.
20. Revisions to the scheme have ensured that 3m wide access to enable cycles to access the rear gardens for plots 27 to 34. This has been amended and is now acceptable.
21. **Sustainability:** As the site is within development limits, the sustainability in highway terms has already been considered acceptable through the adoption of the MDD.

Highways Conclusion

22. Subject to a number of conditions (conditions 17 to 24) the proposed development is considered acceptable and in accordance with adopted policy and standards and that highway safety is not at risk as a result of this proposal. In addition, a future infrastructure project has been identified adjacent to the railway bridge, the applicants have agreed to transfer a small area of land on the northern boundary to WBC to ensure that this project can go forward in the future. This is included within the S106.

Flooding and Drainage:

23. The site is within Flood Zone 1 and there are no known flooding issues associated with the site. As such no objection has been made by the Council's Flood Risk team. However, in line with good practice and surface water drainage requirements, a condition has been included (condition 15) that requires further details regarding ground infiltration and SuDS measures to ensure that the development does not increase flood risk on or off the site.

Contamination:

24. The Environmental Health Officer has not raised specific objections to the proposal however has noted the contents of the Geo-environmental Site Assessment and Outline Remedial Strategy that was submitted with the application. The report noted that pollutant linkages were found on site and as such intrusive investigation work was undertaken. As a result a number of contaminants were located at concentrated levels within the site that would present a risk to the end user. The report therefore concludes that the remediation of the site will be required and further gas monitoring required to refine the risk assessment.

25. A detailed remediation strategy was submitted, however further gas monitoring is required prior to the remediation strategy being deemed acceptable or appropriate for the risks already identified within the report. As a result further gas monitoring is advised and a new remediation scheme submitted to ensure that appropriate measures are undertaken.

26. The inclusion of conditions 9 to 12 would ensure that the required information is submitted, a suitable remediation strategy agreed and the works undertaken in accordance with the submitted details.

Trees and Landscape:

27. The landscape proposals within the application propose an interesting form of landscaping with the site that helps give the site a positive identity. The use of espalier hedges and lavender planting, climbers against walls and the use of pergolas in the communal gardens along with swale and infiltration basin are positive design features as well as providing an opportunity for biodiversity which is to be encouraged.

28. The reduction in the height of the blocks of flats to 3 storeys at a height that is comparable to that of nearby blocks of flats (Arnwood) ensures that the flats aren't overly dominant or out of keeping with the surrounding area. Whilst the site is rectangular and angle, the rows of dwellings are much more permeable than what was originally proposed as tree planting to the front of the dwellings is now proposed to the front of the dwellings on both sides of the road which leads the eye through development and extends the sylvan character in to the site from Old Forest Road.

29. Defensible spaces to the front of the dwellings helps soften the built form and create character. Permeable boundaries between the narrower gardens includes trellis and native hedgerow as well as having permeable gravel boards.

30. The protected trees are to be maintained and managed throughout their life time thus ensuring that the positive amenity the trees already contribute to the area is

retained. Condition 3 shall ensure that an appropriate more detailed landscape proposal is submitted and agreed and 5 shall ensure that appropriate boundary fencing is installed.

Amenity Space for Future Occupiers:

31. The Borough Design Guide advises that all dwellings should have access to some form of amenity space preferably in the form of private or communal garden space. The proposed flats have access to communal garden space which fronts the site and this is deemed appropriate. In addition, there is an allotment gardens within walking distance to the north west of the site and the Emmbrook Sports Club to the north east which gives future occupiers the choice to use local facilities for leisure activities.
32. It has been noted by Wokingham Town Council that a number of properties do not benefit from gardens that are 11m in length. In the case of plots 27 to 34 the garden depth measures approximately 10.3m in length however, the thinnest garden is 8.1m wide giving the future occupiers some 83.43sqm of useable amenity space. Indeed plot 31 measures 10.3m by 10.4m giving the future occupier 107sqm of garden space. These garden sizes are considered appropriate for four bedroom dwellings despite the garden length being slightly short of the required 11m.
33. Plot 18 has a maximum depth of 10m, however the garden was originally proposed to extend a further 2m in depth to the boundary to the east. However, the guidance within the Borough Design Guide has been balanced against an aspect of the development which provides for the long term management of the TPO'd trees and this was considered more important than the garden achieving the required 11m. Post and rail fencing to the rear of the gardens (plots 18 to 26) would allow for the garden to appear longer however and provide visual amenity whilst still ensuring the maintenance and access to the trees is managed by a management company and plan that is secured through the S106.
34. Plots 19 to 26, all meet the 11m in depth. As such adequate amenity space is provided as well as having a further 2 metres visual amenity at the bottom of the garden subject to appropriate fences being introduced. Condition 5 would ensure that this takes place.
35. Concern had been raised that the TPO'd trees would block light in to the rear of properties 18 and 19 and 21 to 23, however the trees themselves do not benefit from a large canopy, are being reduced and managed and as the trees are to the south and east of the gardens, direct sunlight will reach the gardens after the sun meets its zenith as it moves on its southern axis through the day. As a result, no concern has been raised regarding loss of light to these properties.

Internal Space Standards:

36. Internal space standards are set nationally and the requirement for each household type being provided on site is prescribed as follows:

1bed 2 person flat – 50sqm
2bed 3 person flat – 61sqm
2bed 4 person flat – 70sqm
3bed 4/5 person house – 84/93sqm
4bed 5/6 person house – 97/106sqm

37. Each of the property types proposed meet the national internal space standards – the 7 single bedroom 2 person flats range from 50sqm to 54sqm whilst the 2 bedroom 3 and 4 person flats range from 62sqm to 74sqm.
38. The dwellings all exceed the minimum space standards with the 3 bedroom households ranging between 91sqm and 120.5sqm which gives a wide range of house types and spaces.
39. The 4 bedroom dwellings again far exceed the minimum standard with properties ranging from 133.5sqm to 173sqm.
40. Overall, the proposed dwellings all meet or exceed the minimum space standards and as such is in accordance with national requirements and no objection is raised on this basis.

Archaeology:

41. An archaeological desk based assessment was submitted in support of the application that concluded that due to past intrusive impacts caused by the existing use on the site, the site has a low potential for archaeology.
42. The Historic Environment Records holds few records for the search area however, two sites are located at the edge of the search area including an Iron Age iron working feature at Sadlers End, Sindlesham and evidence for Iron Age and Roman occupation at Matthews Green Farm. There are however fewer records closer to the site.
43. The submitted assessment confirms the presence of modern made ground with the site being truncated with the archaeological horizons being truncated. However variation in the depth of the modern made ground across the site suggests that there is the potential that some areas have not been truncated. Berkshire Archaeology have therefore requested that trial trenching is undertaken in order to clarify the extent of past disturbance within the site and any surviving archaeological potential. As such the proposal is only acceptable subject to condition 16.

Community Infrastructure Levy:

44. 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. A CIL liability notice would be issued in the event of the application being approved.

Affordable Housing:

45. As per policy CP5 of the Core Strategy, a 40% provision of affordable housing is required however the applicants have provided an affordable housing viability study that concludes that the development is not viable should an affordable housing contribution be made.
46. The Council have had the viability study independently assessed which concludes that a 20% affordable housing contribution is reasonable while providing the developer with an acceptable profit margin. The applicants have agreed to this, which would equate to 9 units being provided on the site, however at the time of writing this report, the exact tenure has yet to be agreed. It is however proposed that the affordable units shall be contained within the flats to the front of the site.

WBC's Housing team accept that there is a need for smaller units within the area and have agreed that 4 x 1 bed apartments and 5 x 2 bed apartments is acceptable and appropriate. Any updates to this shall be reported by way of member update and shall be reflected in the S106.

CONCLUSION

The application is considered to be acceptable in terms of the impact on the character of the area, highway impact and the residential amenity of neighbouring properties and future occupiers.

As such, the proposal is recommended for conditional approval and signing of a S106 to ensure that tree management, parking management and affordable housing contributions are met and that the an area of land on the northern edge of the site is transferred to Wokingham Borough Council to ensure that future infrastructure projects are deliverable.

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