

Agenda Item 20.

Development Management Ref No	No weeks on day of committee	Parish	Ward	Listed by:
171328	9	Wargrave	Remenham, Wargrave and Ruscombe	Scheme of delegation

Applicant Oraclemarker Ltd.

Location 15-27, High Street, Wargrave. **Postcode** 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.

Type Minor
PS Category 13
Officer Mark Croucher

FOR CONSIDERATION BY Planning Committee on 12th July 2017
REPORT PREPARED BY Head of Development Management and Regulatory Services

SUMMARY

The application proposes the erection of 10 dwellings (6 x 2 bed houses, 2 x 2 bed flats and 2 x 3 bed duplex units) following the demolition of existing buildings at Wargrave Motors and the property known as Suncroft.

The application site is on a prominent corner at the entrance to Wargrave and is within a Conservation Area. It is within a Modest Development Location close to local facilities and service and it is considered that the principle of residential development is acceptable in such areas. The proposal will result in the loss of employment land and the planning policy team has raised no objection to this, partly because the existing buildings detract from the character and appearance of the Conservation Area.

The Conservation Officer has recommends the application for approval and the design of the scheme will enhance the character and appearance of the Conservation Area. The development will have 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. Sufficient 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 polices. The application is accordingly recommended for approval subject to conditions.

PLANNING STATUS

- Modest Development Location
- Area of high archaeological potential.
- Conservation Area.

- Local Centre.
- Green Route.

RECOMMENDATION

APPROVAL, subject to the following conditions:

Time Limit

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).

Approved plans

2. This permission is in respect of the submitted application plans and drawings numbered ref: 16-P1382-200; 16-P1382-200.1; 16-P1382-201; 16-P1382-202; 16-P1382-203; 16-P1382-204; 16-P1382-205; 16-P1382-LP; 16-P1382-CP; 16-P1382-105; 16-P1382-107 and P596/001 Rev A. 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.

Material Samples/details

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. Before the development hereby permitted is commenced, further details showing how the existing brick/flint building is to be adapted for use as a cycle and bin store shall first be 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: In the interests of visual amenity and to safeguard the character of the conservation area in which the development is located.

Trees & Landscaping

5. 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. 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)

Highway safety and parking

7. 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. No building shall be occupied until secure and covered parking for cycles has been provided in accordance with the approved drawing(s)/details. The cycle parking/storage shall be permanently so-retained 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. The dwelling/building shall not be occupied until visibility splays of 2.0 metres by 2.0 metres, have been provided at the intersection of the driveway and the adjacent footway. (Dimensions to be measured along the edge of the drive and the back of the footway from their point of intersection). The visibility splays shall thereafter be kept free of all obstructions to visibility above a height of 0.6 metres.

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

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 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.

11. The existing vehicular access(es) to the site shall be stopped up and abandoned,

and the footway and/or verge crossings shall be re-instated within one month of the completion of the new access(es) in accordance with details to be submitted to and approved in writing by the local planning authority.

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

12. 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.

13. Prior to the occupation of the dwellings hereby approved, a parking schedule shall be submitted to and approved in writing by the local planning authority setting the allocated and unallocated spaces unless otherwise first agreed in writing by the local planning authority.

Reason: to ensure a satisfactory level of parking and parking layout.

Drainage

14. 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 least 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.
- Calculations demonstrating that there will be no flooding of pipes for events up to and including the 1 in 100 year flood event with a 40% allowance for climate change.
- A drainage strategy plan for the proposed development, including pipe details with invert levels.
- A maintenance management plan for the SuDS features throughout the lifetime of the development, as well as who will be responsible for the maintenance.

*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.*

Environmental Health

15. 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 8:00 am and 6:00 pm Monday to Friday and 8:00 am to 1.00pm. Saturdays and at no time on Sundays or Bank or National Holidays.

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

16. Before development commences the applicants 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.

17. Prior to the commencement of development, unless otherwise agreed by the local planning authority, development other than that required to be carried out as part of an approved scheme of contamination remediation must not commence until conditions A – D (below) have been complied with. If unexpected contamination is found after development has commenced, development must be halted on that part of the site affected by the unexpected contamination, to the extent specified in writing by the Local Planning Authority, until there is compliance with condition D (below)

a) *Site Characterisation*

An investigation and risk assessment shall be completed in accordance with a scheme that has been submitted and approved in writing by the local planning authority to assess the nature and extent of contamination on the site, whether or not it originates at the site. (This is in addition to any assessment that may have been provided with the planning application) The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be submitted to the local planning authority for approval. The report of the findings must include:

- (i) a survey of the extent, scale and nature of the contamination;
- (ii) an assessment of the potential risks to:
 - (a) human health;
 - (b) property (existing or proposed) including buildings, crops, livestock, pets, woodland and services and pipework;
 - (c) adjoining land;
 - (d) groundwater and surface waters;
 - (e) ecological systems;
 - (f) archaeological sites and ancient monuments
- (iii) an appraisal of remedial options, and proposal of the preferred option (N.B. The assessment must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination CLR11.)

b) *Submission of a remediation scheme*

A detailed remediation scheme that describes how the site will be made suitable for the intended use must be submitted to the local planning authority for written approval. The remediation scheme shall 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.

c) *Implementation of the approved remediation scheme*

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, or upon completion of each phase a verification report shall be submitted to the Local Planning Authority for written approval.

d) *Reporting of Unexpected Contamination*

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 in accordance with the requirements of condition A (above), and where remediation work is necessary a remediation scheme must be prepared and submitted for written approval to the local planning authority, in accordance with condition B (above). Following the completion of measures set out in the approved remediation scheme a verification report shall be submitted to the local planning authority in accordance with condition C.

Reason: to ensure that any contamination of the site is identified at the outset to allow remediation to protect existing/proposed occupants of property on the site and/or adjacent land.

Permitted development rights

18. Notwithstanding the provisions of Classes A, B and E of Part 1 of the Second Schedule the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no buildings, enlargement or alterations 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.

19. Notwithstanding the provisions of Classes E of Part 1 of the Second Schedule the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no additional hard surfacing, other than depicted in the plans hereby approved, shall be laid to between the front elevation of the dwellings and the highway unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the soft landscaping to the front of the site maintained and to preserve the character and appearance of the area.

20. The side windows in the development hereby permitted 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.

Archaeology

21. 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.

Ecology

22. Prior to commencement of the development, a detailed scheme to provide wildlife enhancements for 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.

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. 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.
3. 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.
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. 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/>.
6. 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/>.
7. Should any bats or evidence of bats be found prior to or during the development, all works must stop immediately and an ecological consultant or the Council's ecologist contacted for further advice before works can proceed. All contractors working on site should be made aware of the advice and provided with the contact details of a relevant ecological consultant.

PLANNING HISTORY

170129: Full application for the demolition of existing car showroom and repair/MOT garage and associated structures and their replacement with 8 new dwellings (6x2-bed and 2x3-bed), demolition of dwelling known as "Suncroft" and replacement with a detached building comprising 2x1-bed flats and 1x2-bed dwelling, provision of off-street car parking, private amenity space, bin and bicycle storage. Withdrawn: 04/05/2017.

SUMMARY INFORMATION

Site Area	0.26 hectares
Previous land use(s) and floorspace(s)	Vehicle sales and repairs (B2 & sui generis)
Existing units	1
Proposed units	10
Existing parking spaces	40
Proposed parking spaces	17

CONSULTATION RESPONSES

WBC Policy and Plans – No objection.

WBC Conservation Officer – No objection.

WBC Drainage – No objection subject to condition 14.

WBC Environmental Health – No objection subject to conditions 15 - 17.

WBC Highways – No other objection subject to conditions 7 -13.

WBC Trees and Landscape – No objection subject to condition 5 and 6.

WBC Biodiversity – No objection subject to condition 22.

Archaeology – No objection subject to condition 21.

Affordable Housing/Viability – No objection. It is not viable to provide and affordable housing contribution.

Cllr Halsall - list on the grounds of inappropriate development in the conservation area in particular with its intensity. I believe that vehicles will spill out into the High Street and Wargrave Hill and that vehicles will not be able to suitably manoeuvre in the site to access rear buildings.

Parish Council - proposal was situated in a locality of pre-existing car parking issues and therefore, there was inadequate parking provision for the practicality of the site (including visitor or delivery):

- Inadequate turning arrangements for the rear element of the proposal (especially deliveries/collection of refuse);
- The overall size site density of the proposal is out of keeping with the conservation area locality and therefore represents an over development of residential development.
- The rear element of the proposal may lead to an intensification of activity impacting upon highway safety.
- The proposal lacks affordable housing provision on site.

REPRESENTATIONS

11 letters received.

4 letters **objecting** to the development and 6 letters making both negative and positive comments. **Objecting points raised (in summary):**

- Overdevelopment. (paragraphs 9 – 29, 31, 34 - 36)
- Access points are very busy. (paragraphs 30 - 34)
- Rear access is on a blind bend. (paragraphs 30 - 34)
- Loss of privacy to neighbouring houses. (paragraphs 23 & 25)
- The increase in the use of the track to the rear will result in greater conflict with pedestrians. (paragraph 33)
- The track to the rear is in a poor state of repair. (paragraph 33)
- Overlooking. (paragraphs 23 & 25)
- Overbearing impact on neighbouring properties. (paragraphs 22 – 29)
- The development is too large. (paragraphs 9 – 29, 31, 34 - 36)
- The trees on the site will not adequately screen the development. (paragraphs 25, 39 – 40)
- Insufficient parking. (paragraph 35 – 37)

- There are few amenities in the area. (paragraph 1 & 36)
- There is no turning for delivery vehicles on the northern part of the site. (paragraph 31)
- No space for construction vehicles to park. (condition 12)
- There is no pavement on Wargrave Hill. (paragraph 34)
- The flat roof dormer window is not in keeping with other dormers in the area. (paragraph 17)
- UPVC fascia and soffits are not in keeping with the Conservation Area. (condition 3)
- Parking is a problem in the area. (paragraph 35)
- The density is too high. (paragraphs 10 – 12)

1 Letter of **support** and 6 other letters making both positive and negative comments.

Supporting points raised (in summary):

- It will improve the appearance of the village.
- The scheme looks good.
- The development will enhance the Conservation Area.
- Supportive of 'less expensive' properties in Wargrave.

APPLICANTS POINTS

- The new dwellings are of a high quality, traditional design that is reflective of the Conservation Area within which it is located.
- The proposed development will enhance the character and appearance of the Conservation Area.
- Parking is provided within a courtyard to the front of the building, this parking area will be enclosed by new landscaping which will positively enhance the area. No landscaping currently exists to the front of the site to screen the area used to display cars for sale.
- The proposed layout has been influenced by the adjoining houses and in particular, the need to take account of their amenity.
- The proposed buildings are staggered which breaks up the visual bulk of the proposal.
- The proposed buildings have been sensitively sited with habitable room windows located away from sensitive boundaries to ensure that no material overlooking occurs.
- The new bin and cycle store will be formed by incorporating an element of the original garage brick and flint building.
- The application site falls within a highly sustainable location where the principle of redevelopment receives strong support from the NPPF and relevant adopted planning policies.

PLANNING POLICY

NPPF

- Chapter 1: Building a strong, competitive economy
- Chapter 4: Promoting sustainable transport
- Chapter 6: Supporting a prosperous rural economy
- 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
- Chapter 12: Conserving and enhancing the historic environment

Core Strategy	<p>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</p>
MDD Local Plan	<p>CC01 Presumption in Favour of Sustainable Development CC02 Development Limits CC03 Green Infrastructure, Trees and Landscaping CC04: Sustainable Design and Construction 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 TB15: Major Town, and Small Town/ District Centre Development 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</p>

PLANNING ISSUES

Principle of development

1. The site is located within development limits of Wargrave, which is a Modest Development Location. The Core Strategy sets out that *'Modest Development Locations are those with access to some facilities and services either within them or through good public transport services to major development locations or centres in neighbouring areas'* and that residential developments up to 25 units is appropriate in such areas. The proposed development seeks the erect of 10 residential units resulting in a net gain of 9 dwellings. The scale and quantum of development proposed is acceptable in Modest Development Locations such as Wargrave.
2. The site is not located within a designated Core Employment Area. The proposed development would result in the loss of 168.4m² of Class B2 floor space (General Industrial) from the MOT/repair garage and 296m² of class Sui Generis floorspace.
3. Core Strategy Policy CP15 (Employment Development) states: 'Any proposed change of use from B1, B2 and B8 should not lead to an overall net loss of floor-space in B Use within the Borough'. Paragraph 4.70 to policy CP15 of the Core Strategy refers to an Employment Land Study (2005) which sets out that the supply of floor space for industry and warehousing needs to increase by 51,000m² to meet forecast B use growth in the Borough over the Plan period to 2026.

4. The Employment Land Monitoring Report for April 2013 – March 2014 demonstrates that there has been a net gain of 3,649m² of B use floor space in the borough since 1st April 2006. The report also shows that the borough has 88,099m² of extant permissions for B use floorspace in the monitoring year, which could be completed in the next six years based on historic completion rates. It should be noted that the 3,649m² figure is based on data that is almost three years old and it is considered highly likely that this figure has since been further eroded.
5. The Central FEMA (Functional Economic Market Area) Economic Development Needs Assessment (EDNA) report has been published (October 2016) which identifies a recommended net manufacturing (B1c/B2) space requirement for 2013-2036 of at least 11,655m² based on the labour supply approach. This would suggest the need to retain employment land in any future local plan strategy and therefore careful consideration should be given before permitting loss of employment floorspace. It is however noted that this study has not factored in the allocated Science Park south of the M4, which is expected to deliver significant amounts of employment floorspace up to and beyond the current plan period.
6. Notwithstanding the above, it is noted that the site lies on the edge of the local centre of Wargrave on the high street, within the conservation area. There are houses between the subject site and the main centre retail units, creating a separation within the current local centre boundary area.
7. The planning policy team has considered the information set out above and raised no objection:

'On balance, in this highly prominent location in the conservation area, there should be a consideration of a more suitable use and form of development. As such, there is no policy objection in principle to the proposed development in the context and setting, subject to Conservation Officer confirming that this would lead to the enhancement of the conservation area. Marketing information to show that there is no requirement/demand for the existing use is therefore not required in this case.'

8. The loss of employment and proposed residential re-development of the site is therefore acceptable in principle subject to the material considerations set out below.

Design and impact on character and appearance of the Conservation Area

9. The site is in a prominent location on the corner of Wargrave Hill and the High Street and forms part of the gateway into the centre of the village. The proposed building will replace a garage, sales forecourt and large canopy structure, which is considered to detract from the historic character and appearance of the Conservation Area. It is therefore considered that the proposed development will vastly improve the visual amenity of the locality and the rationale for this conclusion is set out in further detail in this section of the report.
10. The proposed development will have a density of 38 dwellings per hectare (dph). The density of the existing area varies due to the mix of property types in close proximity to the site and the clustered & irregular historic settlement pattern. The row

of terrace properties along the high street to the south east has a density of approximately 80 dwellings per hectare. Whereas the properties immediate to the south of the site have a density of 20 dwellings per hectare. Larger dwellings at the edge of the village have a density of approximately 5 dwellings per hectare.

11. Given the irregular development pattern of Wargrave and the broad range of property sizes and types close to the application site, the dph ratio is not a particular useful tool in assessing the proposed development in this case. Notwithstanding this, it is considered that the dph of the site is keeping with the character of the settlement and is commonly found in built up areas.
12. The proposed building to the front of the site will be in keeping with the grain of development along the High Street. It will respect the existing building line and have a staggered form to provide visual interest and replicate the gable features that characterise the area. The footprint of the building to the frontage will have a similar depth and form to the other buildings in the locality.
13. The properties located to the rear of the site will replace an existing bungalow and it is therefore not out of keeping with the existing settlement pattern to have residential development in this location. There are also of examples of buildings set back behind the properties along the High Street.
14. The proposed development includes four flats, which have been designed to appear as one large property. This is entirely in keeping with the area, which includes large houses that have been subdivided into flats. Wargrave Hall to the west of the site is one such example of this.
15. The proposed dwellings along the road frontage will be approximately 9.7 metres in height and will in fact be marginally lower than the neighbouring properties to the south of the site, which are approximately 10.45 metres high. As aforementioned, the depth and footprint of the properties is reflective of the area.
16. The elevational design utilises Edwardian and Victorian design features. The Arts & Craft movement spans from the late Victorian period to the early 20th century and the proposed development also incorporates details that are associated with this architectural movement. The proposal will utilise design features such as: tile hanging; rough cast render; solid arch detailing; prominent string course; gable features; steep roof pitches; finial detailing, and sash & casement windows. The development will also utilise brick and flint to reflect existing buildings on the site (proposed to be retained and used as a cycle and bin store) and local building materials. The bays and proportions of windows to masonry of the buildings will also complement the existing properties in the locality.
17. A neighbour representation has criticised the use of flat roof dormer windows. These features are characteristic of historic buildings and are common found on Georgian properties: There is a prominent example of this on a building located at the main cross roads in the centre of the village. There are also other examples of flat roof dormer windows on buildings along Church Street and School Lane. Whilst the proposed building is not replicating a Georgian style, Arts & Crafts properties utilised traditional buildings techniques and flat roof dormer windows were not uncommon. The proposed dormer windows will be proportionately small features positioned on the middle of the roof slope. It is considered they will be elegant features to the

building and have a satisfactory appearance.

18. The application site is within a Conservation Area. Policy TB24 of the MDD Local Plan states the Borough Council will conserve and seek the enhancement of designated heritage assets in the Borough and their settings by *'supporting development proposals or other initiatives that will conserve and, where possible, enhance the local character'*.
19. The Conservation Officer has made the following comments and recommend the application for approval:

'Whilst representing an increase in the density of residential development on this prominent corner, the removal of the unsightly garage forecourt and canopy weigh in its favour.

The existing modern garage buildings are of no historic or architectural interest and their removal is welcome. To the northern boundary of the site are an attractive brick and flint wall and a number of older buildings, which have historic interest as evidence of the former use of this site. Both the wall and the older of these buildings are now to be retained, the latter proposed for use as a store for cycles/bins.

The northern corner of the development has also be revised following comments that the swept curve design of the building, around the corner to face Wargrave Hill, had little precedent in the village. The more frequent use of gables to turn a corner in the village is now reflected in the proposed building.

To the rear of the site, a unit has been removed to reduce the density and cramped feel of this part of the development.

The materials proposed are consistent with those traditional materials used locally (red/orange brick and flint, clay tiles and painted timber windows and doors).

Overall, subject to conditions, the revised scheme is considered to preserve the character of the conservation area and setting of nearby listed buildings.'

(it should be noted that the reference to previous proposals in the above comments refer to the withdrawn application ref: 170129)

20. For the reasons set out above, it is considered that the proposed development will enhance the character and appearance of the Conservation Area.

Amenity of future residents

21. The gardens to the residential dwellings will be at least 11 metres deep and will meet the minimum garden depth requirement set out in the Borough Design Guide SPD. The proposed flats will have a communal outdoor space that is considered commensurate with the size of the apartments. All of the properties will meet the nationally described space standards. The development will therefore result in a

satisfactory level of amenity for the future occupiers.

Impact on Neighbours

The Garth

22. The rear elevation of the neighbouring property known as 'the Garth' faces the application site. It will be at an oblique angle to the proposed building along the frontage and would be approximately 18 metres from the corner of the structure. The Borough Design Guide SPD recommends a back to flank separation distance of 12 metres and the proposed development will achieve this. Whilst the building is two storeys in height, there is accommodation in the roof space and therefore it is also appropriate to consider recommended separation distances for buildings over 2 storeys: The Borough Design Guide recommends a 15 metres gap from rear to flank and the development will also achieve this measurement.
23. The Garth is situated on higher land than the proposed building to the front of the site and this will lessen the impact of the development to the occupiers of this property. None of the upper floor windows in the side (north) elevation of the proposed building will serve as the principal windows to habitable rooms and condition 20 is recommended ensuring they are obscurely glazed.
24. The Garth does not directly back onto the rear elevation of the proposed building and therefore the recommended back-to-back separation distances are not entirely relevant in this case. However, it is useful to consider these as the buildings would be at an oblique angle to each other. To avoid overlooking the Borough Design Guide SPD recommends a back-to-back separation distance of 22 metres for 2 storey windows and 30 metres for windows above this. These separation distances assume the common boundary is equidistant between both properties. Therefore, rear windows should be at least 11 metres (2 storey) and 15 metres (over 2 storeys) from the common boundary. The centre point of the rear windows in the proposed building will be at least 11 and 15 metres from the common boundary with The Garth. The rear windows of the proposed building are also orientated to look directly out onto the application site.

29 High Street

25. Plots 9 and 10 will be located to the rear of the site and will replace the existing bungalow known as Suncroft. Both properties will have gardens 11 metres deep and will comply with the Borough Design Guide SPD. The gardens will share a common boundary with the rear garden of no. 29 High Street. This property has a relatively long rear garden measuring 34 metres with trees along the common boundary. It is considered that plots 9 and 10 will have an acceptable impact on the amenity of the neighbouring occupants given the size of the neighbouring garden, tree screening and the distance of these proposed dwellings from the boundary.
26. Plot 1 will be set 3.4 metres from the side elevation of 29 High Street and this complies with the separation distances in the Borough Design Guide SPD. This separation distance is also considered to be appropriate taking into account the tight grain of development that characterises Wargrave. Plot 1 will project approximately 2 metres beyond the rear of this neighbouring property but this will not detrimentally affect light or outlook to the neighbouring rear windows or garden area.

27. 29 High Street has 2 first floor side windows that face the application site. One of the windows serves as the principal window to a bedroom. The outlook of the bedroom is orientated towards the roof of the car sales building and it is considered that there would not be a detrimental impact to the outlook of this room. With regard to a loss of light, the centre point of this window will not face the highest point of the roof and the total 3.4 metre separation distance to the proposed building will be sufficient for this room to afford natural light. The bedroom is not a main room to the house or the master bedroom. It is not considered that the impact to this window would weigh in the balance of refusing the proposed development.

Other properties

28. The proposed development will be suitably located away from any other residential dwellings as to not detrimentally impact the amenity of the respective occupiers.

29. No objection is raised with regard to the impact of the development on neighbouring properties.

Highways and parking

Access / safety

30. The existing access to the site is located on the Junction of the High Street and Wargrave Hill. The proposal development will stop up this access and move it further away from the junction. There is an existing dropped kerb in the location where the proposed access will be located and it appears that there may have once been an entrance in this position. Moving the access further away from the junction will improve highway safety. It is considered that the proposed access would achieve satisfactorily visibility splays.

31. The submitted Transport Statement includes tracking diagrams for both parking areas showing that there is sufficient space for vehicles (including delivery vehicles) to manoeuvre on the site and enter and leave the highway in a forward gear.

32. A traffic survey has been undertaken as part of the Transport Statement. The survey found that there was an average of 74 vehicle movements per day to and from the existing garage on the site. The TRICS data suggests a daily traffic generation rate of 4.283 trips per dwelling. The resulting daily traffic generation will therefore be 42 movements which is a significant reduction from the observed 74 movements per day from the existing garage. The reduction in traffic generation from the site is a significant benefit to road safety and weighs in favour of the proposed development.

33. There will be an access to the rear of the site via a public Right of Way. This is already used by vehicular traffic associated with The Garth; Suncroft; Woodclyffe and 5 Wargrave Hill. The vehicle access section of the Right of Way is privately owned and the surface is comparable to other private roads in the borough. The Highway Officer has raised no objection to one additional dwelling using this access. The Public Right of Way Officer also raises no objection.

34. A neighbour representation has commented on the fact there is no footpath along the lower part of Wargrave Hill. The Highway Engineer has advised that due to the

width of the carriageway and the neighbouring land, it is not feasible for a footpath to be retrofitted in this location. It is considered that the majority of footfall from the development would be onto the High Street towards the village centre. The properties to the rear will be able to access the centre via a public right of way that runs parallel to the eastern boundary.

Parking

35. There will be 17 parking spaces on the site serving the proposed dwellings. The Highway Engineer has advised that '*the parking standards for this development would be 14 spaces (10 allocated 2 unallocated and 2 visitor spaces) or 11 spaces (3 allocated 6 unallocated and 2 visitor spaces).*' The proposed parking is therefore well in excess of the Council's parking standards. Each of the proposed dwellings will have secured cycle parking facilities and this will be secured by condition 8. Furthermore, the site is located within a sustainable location and the future occupiers will be able to access local facilities and service without the reliance on private motor vehicles. A bus stop is located directly outside of the site with services to Reading; Henley; High Wycombe and Twyford.
36. Several representations have raised concerns regarding parking on the site and the local area. The development will exceed the councils parking standards and is located within a sustainable settlement with access to local facilities, service and public transport. Taking these factors into consideration, no objection can be raised regarding insufficient parking capacity.
37. The Highway Engineer has not raised any objections regarding highway safety implications and the residential redevelopment of the site will result in highway safety improvements. There will be no detrimental conflict between cars manoeuvring on to- and off- of the site and traffic movements along Wargrave Hill or the High Street. It is considered that the proposed development has an acceptable level of parking and will not result in any detrimental highway safety impacts subject to conditions 7 - 13.

Trees and Landscaping

38. The Tree and Landscape Officer has advised that there is a slight conflict relating to the footprint of plot 10 coming slightly into the root protection area (RPA) of a Beech tree to the east. However, the incursion into the RPA will be approximately 2% and this will not be an issue now or in the future with continued growth of the tree.
39. A 'Landscape General Arrangement Plan' has been submitted and this provides an indication of design intent with the tree and shrub species. The front of the site will be punctuated by elements of soft landscaping to break up the hard surfacing. This will be an improvement on the existing garage forecourt, which contains no landscaping. The proposed soft landscaping will also be more generous than many of the other properties along the High Street that are entirely hard surfaced at the front. It is considered that the level of landscaping to the front of the site is appropriate for a development within an area with a tight urban grain and enhances the Conservation Area.
40. The Landscape and Tree Officer has recommended that adequate tree pits will be required so that the trees and hedges to the front of the site will establish and grow.

Further details are recommended by condition 5.

41. It is considered that the proposed landscaping is acceptable and will complement the development and provide some enhancements to the character and appearance of the area.

Drainage and Flooding

42. The application site is in Flood Zone 1 where the risk of flooding from rivers or seas is low and, as such all forms of development, including 'more vulnerable' uses, are acceptable.
43. MDD Local Plan policy CC10 states that all development proposals must ensure surface water arising from the proposed development including taking into account climate change is managed in a sustainable manner and this must be demonstrated through a Surface Water Drainage Strategy. The Highway Engineer raises no objection with regard to drainage or flooding implications subject to recommended condition 14.

Affordable Housing

44. The threshold for affordable housing is 5 dwellings or more or residential sites of 0.16 hectares or larger. The site exceeds this threshold and there is a requirement for the provision of 20% of the total number of units (net) to be provided as affordable housing, this equates to 1.8 units. The Affordable Housing Team recommended that the provision of 2 no. 2 bedroom flats would have been appropriate in this case subject to viability.
45. The applicant has submitted a Viability Appraisal with the application demonstrating that in this instance it is not viable for affordable housing to be delivered. The Viability Appraisal has been independently assessed and it has been advised that it is not viable for an Affordable Housing contribution in this instance. The factors that contribute to this conclusion are the relatively high value of the existing land and buildings and the requirement for demolition and contamination remediation works.
46. Paragraph 173 of the NPPF states:
- 'Pursuing sustainable development requires careful attention to viability and costs in plan-making and decision-taking. Plans should be deliverable. Therefore, the sites and the scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.'*
47. Given the detailed assessment on behalf of the Council, it is not considered to be viable to provide an affordable housing contribution as part of this development. It would therefore be contrary to the NPPF to refuse the application on the grounds of the absence of an affordable housing contribution and therefore no objection is

raised. The Affordable Housing Team therefore raises no objection.

Environmental Health

48. The Environmental Health Team has made the following observation:

'According to our records the site has been occupied by a vehicle repair/MOT garage and car showroom. We also have evidence to suggest there are 4 No. historic underground petroleum storage tanks on the site. These land uses have the potential to give rise to contamination on the application site and this may present a risk to the proposed end users. As the proposed residential use is sensitive, in accordance with the National Planning Policy Framework 2012 and the principles of sustainable development, the applicant is required to carry out a contamination risk assessment of the site followed by remediation and validation works if found to be necessary.'

49. A report on intrusive investigation carried out at the site has been submitted with the application. The Environmental Health Team has considered this information and recommended that further information needs to be submitted (recommended condition 17).

50. The site is in close proximity to other residential dwellings. Conditions 15 and 16 to minimise noise and disturbance to the neighbouring residents as a result of construction works are therefore recommended.

Biodiversity

51. The Council's Ecologist has raised no objection to the development. An Ecology Survey has been submitted and this shows that no protected species are using the site. The Ecologist has considered this report and agrees with the survey's findings. The applicant's Ecologist has recommended that bat and bird boxes are accommodated on the site. Condition 22 is recommended to ensure this is carried out.

Archaeology

52. An Archaeological Desk-based Assessment was submitted in support of the application as the proposal site is located within a Conservation Area and an Area of High Archaeological Potential. Berkshire Archelogy has considered the Assessment and agree with the conclusions reached. They raise no objection subject to the recommended condition 21.

CIL

53. 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 within a Modest Development Location close to local facilities and service and it is considered that the principle of residential development is acceptable in such areas. The design of the scheme will enhance the character and appearance of the Conservation Area. The development will have 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. Sufficient 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 the recommended conditions.

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