

Agenda Item 30.

Development Management Ref No	No weeks on day of committee	Parish	Ward	Listed by:
171358	13	Winnersh	Winnersh	Councillor Bray

Applicant Mr M Porter

Location Land to the rear of 484-488, Reading Road, Winnersh. **Postcode** RG41 5ET.

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

Type Minor
PS Category 13
Officer Mark Croucher

FOR CONSIDERATION BY Planning Committee on 9th August 2017
REPORT PREPARED BY Head of Development Management and Regulatory Services

SUMMARY

The application site is in a Major Development Location in the defined settlement boundary of Winnersh. The proposed development is for the erection of 2 no. 3 bedroom semidetached dwellings on existing garden land.

The design of the scheme will have an acceptable impact on the character and appearance of the area and reinforce the street frontage onto Baslow Road. 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

- Major Development Location
- TPO Tree

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: 2387/PL/401 Rev A; 2387/PL/402 Rev A and 2387/PL/403 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.

Trees & Landscaping

4. a) The development hereby approved shall be carried out wholly in accordance with the Arboricultural and Planning Integration Report ref: GHA/DS/13360:17a from GHA Trees unless otherwise agreed in writing by the Local Planning Authority.

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

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

(d) The fencing or other works which are part of the Approved Scheme shall not be moved or removed, temporarily or otherwise, until all works including external works have been completed and all equipment, machinery and surplus materials removed from the site, unless the prior approval in writing of the local planning authority has first been sought and obtained.

Reason: To secure the protection throughout the time that the development is being carried out of trees shrubs or hedges growing within or adjacent to the site

which are of amenity value to the area, and to allow for verification by the local planning authority that the necessary measures are in place before development and other works commence Relevant policy: Core Strategy policy CP3 and [Managing Development Delivery Local Plan policies CC03 and TB21

5. 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. 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.

Drainage

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

- i) provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii) include a timetable for its implementation; and
- iii) provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

Reason: This is to prevent increased flood risk from surface water run-off. Relevant policy: NPPF Section 10 (Meeting the Challenge of Climate Change,

Flooding and Coastal Change), Core Strategy policy CP1 and Managing Development Delivery Local Plan policies CC09 and CC10.

Environmental Health

11. 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 8:00a.m. and 6:00p.m. Monday to Friday and 8:00 a.m. to 1.00p.m. Saturdays and at no time on Sundays or Bank or National Holidays.

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

12. Prior to the demolition of the existing buildings and structures and prior to development of the site, an assessment shall be carried out to determine whether any harmful materials are present, and where such materials are found then measures shall be taken to prevent such materials from contaminating the land to be redeveloped. No building shall be occupied until a report detailing the assessment and where necessary mitigation measures undertaken, has been submitted to and approved by the LPA.

Reason: To ensure any contamination on the site is remedied to protect the existing/proposed occupants of the application site and adjacent land.

Permitted development rights

13. Notwithstanding the provisions of Classes A 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.

14. Notwithstanding the provisions of Class F of Part 1 and Class A Part 2 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, gates and fences, 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.

15. 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.

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

O/2010/1499: Outline application for the proposed erection of two semi detached three bedroom houses (access layout and scale to be considered). Withdrawn: 24/08/2010.

170306: Full application for the proposed erection of a pair of semi-detached dwellings at the rear of 484-488 Reading Road following demolition of existing garage & outbuilding at rear of 484 Reading Road. Refused: 23.03.2017

SUMMARY INFORMATION

Site Area	0.06 hectares
Previous land use(s) and floorspace(s)	Residential garden
Existing units	0
Proposed units	2
Existing parking spaces	2
Proposed parking spaces	4
Density	37.5 dph

CONSULTATION RESPONSES

Highways No objection subject to conditions.

Environmental Health Recommend approval with conditions.

Waste Services No objection subject to conditions.

Ecology Recommend approval with no conditions

Landscape and Trees Impact on trees is acceptable. Objection to the cramped layout.

Councillor Bray – Baslow Road is a very busy road that is part of a rat run. There are already issues with vehicles getting safely past the cars parked in the road. The idea that the cars belonging to these houses could safely reverse into the road is nonsensical. Also the new houses are much closer to the existing houses on Chatsworth Avenue than they are to the existing houses on Reading Road. I note that site plan provided does not show the houses on Chatsworth Avenue, probably for that reason. At the moment there is a single storey building where the new houses are proposed. This presents no overlooking issues for 30 Chatsworth Avenue. A two-storey dwelling with windows facing 30 Chatsworth Avenue would. As the site plan does not extend to showing Chatsworth Avenue, it is not clear what the distance is between the flank of the new dwelling and the back of 30 Chatsworth. I cannot see how this application has overcome the reasons for refusal on 170306.

Parish Council – No objection.

REPRESENTATIONS

12 letters received.

6 letters objecting to the development points raised (in summary):

- The proposal will overlook the neighbouring houses and gardens. (paragraphs 17 – 19)
- Overdevelopment. (paragraphs 2 – 13 & 15 - 23)
- Increase in noise and disturbance (paragraph 23)
- Loss of privacy. (paragraphs 18 – 20)
- Loss of trees. (paragraphs 27 – 29)
- Cramped and incongruous development. (paragraphs 2 – 13)
- Baslow Road is busy and the proposed parking will impact highway safety. (paragraphs 24 – 26)
- Loss of peaceful enjoyment of neighbouring gardens. (paragraphs 14 – 22)
- Loss of light. (paragraphs 15 - 17)
- Conifer trees have been felled since the last application. (paragraphs 27 – 29)
- Unnecessary back garden development. (paragraphs 1 – 13)

6 letters received in support of the application points raised (in summary):

- No major trees will be felled.
- The new relief road will reduce much of the local traffic.
- There is already a driveway in the current location and that hasn't had an impact.
- There will be minimal impact on the surrounding area.
- No negative impact on light or privacy.
- Off road parking is incorporated.
- Residents do not have an issue reversing out of their driveway.
- The houses look nicer than the ones opposite the site.

APPLICANTS POINTS

- The applicant has taken the Council's comments on board since the previous refused application and has amended the scheme accordingly.
- The size of the houses has been reduced from 4 bedrooms to 3 bedrooms.
- The roof form has been changed from a half hip design to a fully hipped design which lessens the bulk of the building.
- The development has been reduced in height by 0.8 metres and measures approximately 8.3 metres in height. The dwellings will be lower than the neighbouring properties that front onto Reading Road which are 8.8 metres in height.
- The leylandii trees to the north of the site have now been removed.
- The site width has been increased to give a more open plan appearance.
- The separation distances meet all of the Borough Design Guide recommendations.
- The Highway Engineers raises no objection.
- The site is within a sustainable Major Development Location.

PLANNING POLICY

NPPF	Chapter 4: Promoting sustainable transport Chapter 6: Delivering a wide choice of quality homes Chapter 7: Requiring good design
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	Chapter 10: Meeting the challenge of climate change, flooding and coastal change Chapter 11: Conserving and enhancing the natural environment
Core Strategy	CP1 Sustainable Development CP2 Inclusive communities CP3 General Principles for Development CP5 Housing mix, density and affordability CP6 Managing travel demand CP7 Biodiversity CP9 Scale and location of development proposals CP17 Housing delivery
MDD Local Plan	CC01 Presumption in Favour of Sustainable Development CC02 Development Limits CC03 Green Infrastructure, Trees and Landscaping CC06 Noise CC07 Parking CC09 Development and Flood Risk (from all sources) CC10 Sustainable Drainage TB05 Housing Mix TB06: Development of Private Residential gardens TB07: Internal Space Standards TB21 Landscape Character TB23: Biodiversity and Development

PLANNING ISSUES

Principle of development

1. The application site is in a Major Development Location in the defined settlement boundary of Winnersh where the principle of sustainable development is acceptable. The proposal is for the erection of 2 no. semidetached dwellings on existing garden land. Policy TB06 of the MDD Local Plan states that the Council will resist inappropriate development of residential gardens where it would cause harm to the local area. It is considered that residential development is acceptable in principle on the site subject to the other material considerations set out in this report.

Design and impact on character and appearance of the area

2. The application site comprises of sections of garden from 3 dwellings. Policy TB06 of the MDD Local Plan states that proposals for new residential development that includes land within the curtilage of private residential gardens will only be granted planning permission where the proposal makes a positive contribution to the character of the area in terms of:
 - i. The relationship of the existing built form and spaces around buildings within the surrounding area;*
 - ii. A layout which integrates with the surrounding area with regard to the built up coverage of each plot, building line(s), rhythm of plot frontages, parking areas, and*

iii. Existing pattern of openings and boundary treatments on the site frontage

iv. Providing appropriate hard and soft landscaping, particularly at site boundaries. [addressed in Trees and Landscaping section of this report]

v. Compatibility with the general building height within the surrounding area

vi. The materials and elevational detail are of high quality, and where appropriate distinctive and/ or complementary

3. Policy TB06 also states that planning permission should only be granted for the redevelopment of residential gardens where *'the application site provides a site of adequate size and dimensions to accommodate the development proposed in terms of the setting and spacing around buildings, amenity space, landscaping and space for access roads and parking'*.
4. The proposed development comprises of the erection of a pair of two storey semidetached properties with 3 bedrooms each. The site currently forms the rear gardens of 3 dwellings that front onto Reading Road. The density of the proposed development will be 37.5 dwellings per hectare (dph) which falls within the density ranges in the locality: Chatsworth Road has a density of 24 dph whereas Calver Close and Baslow Road have a density of approximately 56 dph.
5. The site would be accessed from Baslow Road and will be opposite the existing dwellings that form part of the Calver Close development. The new development will contribute to the existing street scene and the erection of residential development in this location fronting onto the street is contextually appropriate. The block in which the development will be located in also comprises of backland commercial and residential development and houses in this location will fit into the existing settlement pattern.
6. There are several examples of more modern infill development in the immediate locality, including Dexter Way and Calver Close. The properties in Claver Close have been built in close proximity to the houses in Chatsworth Road with rear to side separation distances between the 2 storey sections of the houses measuring approximately 14.5 metres. The 2 storey separation between the proposed development and the neighbouring houses would significantly exceed this and will measure approximately 21 – 23 metres. These separation distances also substantially exceed the recommended rear to side separation distance of 12 metres set out in the Borough Design Guide SPD.
7. The proposed development will have rear gardens approximately 12 metres deep and this will comply with the minimum garden depth of 11 metres in the design SPD. The houses will be located 1.5 metres away from the side boundaries, complying with the minimum separation distance of 1 metre (set out in the Borough Design SPD) and also the spatial characteristics of the area.
8. Whilst there is no established building line along the north west side of Baslow Road, the proposed houses will not project beyond the side elevations of the existing properties that flank onto the street scene. The proposed parking spaces will also roughly align with the existing fence line so that they will not protrude out into the street scene.

9. For the reasons sets out in paragraphs 3 – 7, it is considered that the proposal will fit satisfactory into the settlement pattern that characterises the area and comply with criteria i, ii and iii of policy TB06.
10. The development has been reduced in height by 0.8 metres from the previous application and measures approximately 8.3 metres in height. The dwellings will be lower than the neighbouring properties that front onto Reading Road which are 8.8 metres in height. The houses will also have less bulk and massing than the properties opposite the site that form part of the Calver Close development. The application proposal therefore complies with criterion v set out above.
11. The proposed semidetached properties will have a hipped roof form with projecting gable features. The dwellings incorporate a suburban vernacular including lean-to porches; casement windows and solid arch detailing above the windows. The overall design of the properties is visually pleasing and they will fit into the character and appearance of the area. The proposed houses will be more elegant than the development opposite the site along Baslow Road. The development will therefore comply with criterion vi set out of policy TB06.
12. An application for 2 no. semidetached dwellings was previously refused on the site (ref: 170306). The difference between the applications is summarised in the Applicant's Points section of this report. However the building has been reduced in all dimensions and positioned further away from the common boundaries. The concerns regarding the cramped appearance of the development are considered to have been mitigated by the reduction in the size & quantum of development; reduction in hard surfacing and increase in site dimensions.
13. The site is of adequate size and dimensions to accommodate the development and the proposal will adhere to the spatial characteristic of the area. It is considered that the proposal complies with policy TB06 of the MDD Local Plan and the development will have an acceptable impact on the character and appearance of the area

Amenity of future residents

14. 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. Both properties will meet the nationally described space standards. The development will result in a satisfactory level of amenity for the future occupiers.

Impact on Neighbours

Loss of light

15. The proposed dwellings will be approximately 14 – 17 metres away from the single storey parts of the neighbouring dwellings to the north which front onto London Road. The Borough Design Guide recommends that '*where new development faces the elevation of another dwelling with a window to a habitable room, draw a 25 degree vertical angle from the centre line of the window and ensure this remains unobstructed by development.*' The rear windows of these neighbouring dwellings will maintain an unobstructed 25° zone of daylight as a result of the development.

16. The side elevation proposed dwellings will be approximately 23 metres from the rear wall of 32 and 34 Chatsworth Avenue. The rear windows to the rear of these houses will maintain an unobstructed 25° zone of daylight as a result of the development.
17. The properties 36 & 38 Chatsworth Avenue are set further back from the street than 32 & 34 and would be closer to the proposed dwellings. The rear of these properties and the application dwellings will obliquely back onto each other; in particular Plot 1 and 36 Chatsworth Avenue. The back to back separation distance would be approximately 23 metres at the nearest point and complies with the recommended 22 metres set out in the Borough Design Guide SPD. Any overshadowing would occur in the morning and during winter months but due to the separation distance it is considered that the proposal would not detrimentally overshadow these neighbouring houses.

Loss of privacy

18. The proposed gardens will be 12 metres deep and complies with the minimum garden depth of 11 metres set out in the Borough Design Guide SPD. Therefore it is considered that there will be no detrimental levels of overlooking from the rear windows into the neighbouring garden that directly backs onto the site.
19. The proposed dwellings will have one first floor side window. The windows serve a staircase/landing and condition 15 is recommended ensuring they are obscurely glazed. Since the previously refused application, the building has been reduced in size and positioned marginally further away from the neighbouring properties. Whilst there could be some perception of overlooking from the obscurely glazed first floor windows, the development far exceed the Borough Design Guide SPD recommended separation distance of 12 metres and it is not considered that this sole issue would have a detrimental impact on the amenity of the neighbouring residents.
20. As set out previously in this report, the rear elevation of the proposed development would be approximately 23 metres from the rear of 36 Chatsworth Avenue, exceeding the recommended spacing in the SPD guidance of 22 metres. The houses will be at an oblique angle to each other and this reduces the potential for any direct overlooking. The nearest first floor window to this neighbouring property would serve a bathroom and will be obscurely glazed. The nearest first floor bedroom window will be approximately 29 metres from the rear elevation of 36 Chatsworth Avenue and this separation distance would not result in a detrimental loss of privacy.

Overbearing

21. The proposed development will be between 16 – 17.5 metres away from the single storey parts of the neighbouring dwellings to the north which front onto London Road. The side elevation of the proposed dwellings will be approximately 23 metres from the rear wall of 32 and 34 Chatsworth Avenue. The proposed development will exceed the 12 metre separation distance recommended in the Borough Design Guide SPD and will not result in an overbearing impact to these houses.
22. As previously set out in this report, the proposal will be approximately 23 metres from the corner of 36 Chatsworth Avenue and will comply with the back to back separation distances in the Borough Design Guide SPD. The neighbouring property will be at an oblique angle to the proposed houses. Considering these factors, it is not considered

that the proposal will have an overbearing impact to the occupants of this neighbouring property.

Noise and disturbance

23. It is not considered that noise emanating from the proposed dwellings or vehicles accessing the site would result in a detrimental level of noise or disturbance. Whilst noise and disturbance by buildings works is controlled under other environmental health legislative powers, given the residential character of the area, condition 11 is imposed to ensure building works are undertaken at appropriate times of the day.

Highways and parking

24. The proposed development is for the erection of 2 no. 3 bedroom dwellings. There will be 2 on site parking spaces for each plot and 4 in total. The Highway Engineer has advised that the level of parking accords with the parking standards set out in the MDD Local Plan. There are also opportunities for off street parking in the surrounding streets which are not restricting by yellow lines.
25. The onsite parking will be to the front of the site. Concerns have been raised regarding the parking arrangement and vehicles manoeuvring to and from the site from Baslow Road. The Highway Engineer considers this arrangement acceptable and has advised that *'due to the size of the plot, it is not possible to have vehicles entering and leaving in forward gear, therefore it was accepted that cars would reverse out of these spaces. Baslow Road is a relatively wide residential road with good lines of site. The distance from the edge of the property to the road appears to be the order of 4m which together with the design over good sight lines for vehicles reversing out.'* An existing driveway; garage and dropped kerb are also already located in this position which serves 484 Reading Road.
26. The Highway Engineer has raised no objection to the proposed development subject to conditions 7 – 9.

Trees and Landscaping

27. There is an Oak Tree Located to the north east of the site which is protected by a Tree Preservation Order. The Tree and Landscape Officer has advised that the TPO tree can be protected and other notable trees have received acceptable impact mitigation advice. There are 3 small trees located on the site which will be removed to facilitate the proposed development. The trees are not protected and have limited impact on the public realm. No objection is raise with regard to their removal.
28. The front of the site will incorporate soft landscaping to soften the impact of the development. The tree and landscape officer has raised a concern that additional hardsurfacing could be incorporated into the development at a later date. Condition 14 is recommended to control additional hardsurfacing.
29. It is considered that the proposed landscaping is acceptable and will respect the existing character and appearance of the area.

Drainage and Flooding

30. 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.
31. 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 Drainage Engineer raises no objection with regard to drainage or flooding implications subject to recommended condition 10.

Environmental Health

32. The Environmental Health Team has advised that *'the proposal includes demolition of an existing garage and outbuilding. Such structures and their demolition may give rise to contamination of the site through the presence of asbestos, oil storage facilities or other contaminating materials present in the buildings to be demolished.'* Recommended condition 12 is considered to mitigate this concern.
33. The site is in close proximity to other residential dwellings. Conditions 11 to minimise noise and disturbance to the neighbouring residents as a result of construction works is therefore recommended.

Biodiversity

34. The application site comprises garage and outbuilding which will be demolished. The ecologist has advised that the garage and outbuilding is unlikely to contain features potentially suitable for use by roosting bats and the site is not located in habitat matching that where bat roosts have been discovered in the borough. Moreover, the trees that are to be removed are unlikely to contain features potentially suitable for use by roosting bats (refer to arboricultural report). As such bats are unlikely to prove to be a constraint to the proposals.
35. The application site is located within 100m of a site where great crested newts have been recorded (the ponds behind Chatsworth Gate, 466-480 Reading Road, Winnersh, Berks within the GIS dataset). However, the site is separated from the ponds by a road and large areas of hardstanding car park, and the site is unlikely to contain terrestrial habitat of high suitability for this species. As such great crested newts are unlikely to prove to be a constraint to this application. The ecologist has raised no objection to the proposed development.

CIL

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

4.0 CONCLUSION

The application site is in a Major Development Location in the defined settlement boundary of Winnersh. The proposed development is for the erection of 2 no. 3 bedroom semidetached dwellings on existing garden land. The design of the scheme will have an

acceptable impact on the character and appearance of the area and reinforce the street frontage onto Balsow Road. 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 conditions.

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

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