

Agenda Item 27.

Development Management Ref No 171328	No weeks on day of committee 13	Parish Wargrave	Ward Remenham, Wargrave and Ruscombe	Listed by: Scheme of delegation
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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 Major
PS Category 01
Officer Mark Croucher

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

Addendum Report

1. The application was deferred at the Planning Committee meeting on 12th July 2017. Councillor Wayne Smith proposed that the application be deferred to enable the developer to take on board and consider the committee members concerns with the site regarding parking and layout and this proposal was seconded by Councillor Philip Houldsworth.
2. The site/parking layout and number of parking spaces has been amended in response to the member's deliberations at the committee meeting. The amendments to the plans are summarised as follows:
 - Increase in parking spaces from 17 to 23.
 - Rear vehicle access has been removed and will be stopped up. A pedestrian access to the rear of the site will be maintained.
 - The vehicle access to all of the properties will via the High Street entrance.
 - An internal driveway will link the east and west parts of the site. Previously the site was separated into two separate sections.
 - The position of the parking spaces has been amended to accommodate a single access development.
 - The width of the main building to the front of the site has been reduced by 1.6 metres to accommodate the new driveway to the north.
3. This addendum report will assess the impact of the revised layout in relation to the relevant material considerations.

Highways and Parking

4. Previously the proposed plans showed a vehicular access to the north onto Wargrave Hill and an access to the south onto the High Street. The vehicle

entrance to the north has now been removed from the proposal and the site layout shows the entire development being served by the vehicle access onto the High Street. A pedestrian access to the north of the site onto the public right of way will remain. Members raised concerns regarding the safety of the junction onto Wargrave Hill and those safety concerns have been mitigated by the removal of the rear vehicle entrance. Condition 14 has been added to ensure the existing vehicle access to the rear is stopped up in perpetuity.

5. A new driveway will link the dwellings at the rear of the site with the entrance onto the High Street. The Highways Team has considered this arrangement and considers it acceptable. Vehicles will be able to manoeuvre safely on the site and enter and leave the highway in a forward gear. The width of the internal access is sufficient to allow vehicles to pass each other. The access onto the High Street is wide enough to allow vehicles to enter and leave the site simultaneously.
6. The number of parking spaces has been increased from 17 to 23 from the previous layout. The minimum parking standard 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 provision of 23 parking spaces can therefore be considered a 100% uplift from the requirement in the council's parking standards. The Highway Engineer has reviewed the amended layout and advised *'if all the properties had 1 allocated spaces there would be an additional 11 unallocated spaces and 2 visitor spaces which would result in 2.3 spaces per unit. This is a good level of parking'*. The amount of onsite parking is therefore considered to be acceptable and is well in excess of the council's standards. Condition 13 is recommended to secure a parking schedule that sets out areas of allocated, unallocated and visitor parking.
7. The revised layout with a single vehicle access improves the flexibility of the parking provision because the spaces will all be located on one plot, rather than two separate parcels as depicted in the previous plans. It is considered that the proposed layout is more practical and flexible than the previously considered plans.

Design and impact on the character and appearance of the Conservation Area

8. To accommodate the revised layout, which includes a driveway to the north of the site, the main building has been reduced in width by 1.6 metres. The reduction in width does not significantly affect the overall appearance of the development and the proposal will have an acceptable impact on the Character and Appearance of the Conservation Area.

Impact on Neighbours

9. The reduced size of the main building lessens the impact on the property known as The Garth as there will now be 19.5 metres between the structures, rather than 18 metres as depicted in the previous plans. The proposed building to the front of the site will be at an oblique angle to this neighbouring property and due to the acute angle, there will be no direct overlooking from the upper floor rear windows in the main building. Given the distance of the common boundary, the outlook from the rear windows will fall within the application site and the privacy of this neighbouring dwelling will not be detrimentally impacted. The Garth is situated on

higher land and the first floor windows of the development will only be marginally higher than the ground floor windows of this neighbouring bungalow. The impact on this neighbouring property is considered to be acceptable.

10. The level of vehicle movements along the new driveway to the north would be limited and at low speeds. It is not considered that the amount of vehicle movements would result in a level of noise or disturbance that would detrimentally impact the neighbouring occupants. Furthermore the proposed residential use will be less intrusive to neighbouring residents than the existing MOT garage and car sales currently carried out on the site.

Amenity of future residents

11. The revised layout would result in a satisfactory living environment to the future occupiers. 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.

Conclusion

12. The amended layout secures adequate parking capacity significantly over the council's parking standards and there will be no detrimental highway safety implications. The design and appearance of the development will have a positive impact on the character and appearance of the Conservation Area. The amended plans lessen the impact of the development on a neighbouring property because the main building will be located further away from north boundary. 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.

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 Rev A; 6-P1382-200.1 Rev A; 16-P1382-202 Rev A; 16-P1382-203; 16-P1382-204 Rev A; 16-P1382-205; 16-P1382-LP; 16-P1382-105; 16-P1382-107; P596/001 Rev A and Schedule of accommodation 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.

14. The existing vehicular access to the north of the site shall be stopped up and abandoned in perpetuity and shall only be used for pedestrian access, in accordance with the approved plans listed in condition 2 of this planning consent unless otherwise agreed in writing by the Local Planning Authority.

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

Drainage

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

- Results of intrusive ground investigation demonstrating seasonal high groundwater levels for the site and infiltration rates in accordance with BRE365.
- Demonstration that the base of SuDS features are at 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

16. 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.

17. 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.

18. 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:
 - b) human health;
 - c) property (existing or proposed) including buildings, crops, livestock, pets, woodland and services and pipework;
 - d) adjoining land;
 - e) groundwater and surface waters;
 - f) ecological systems;
 - g) 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

19. 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.

20. 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, 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.

21. 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

22. 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

23. 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.

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