

Agenda Item 124.

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| Development Management Ref No | No weeks on day of committee | Parish | Ward | Listed by: |
| F/2014/2353 | 23/13 | Twyford | Twyford | Major application |

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|--------------------|--|-----------------|----------|
| Applicant | Mr S Hicks | Postcode | RG10 0AN |
| Location | Land to the rear of 58 Hurst Road, Twyford | | |
| Proposal | Proposed erection of 12no dwellings (including 4no affordable dwellings) with access, parking, open space and landscaping. | | |
| Type | Small scale dwellings | | |
| PS Category | 7 | | |
| Officer | Graham Vaughan | | |

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| FOR CONSIDERATION BY | Planning Committee on 1 st April 2015 |
| REPORT PREPARED BY | Head of Development Management and Regulatory Services |

SUMMARY

The application site is in a major development location and allocated for residential development. It currently consists of a field behind existing houses on Hurst Road with some trees on the site. The proposal is for the demolition of 58 Hurst Road to provide an access into the site and the erection of 12 new dwellings. This would include off-street parking and garages for the properties, visitor parking and a turning head.

The proposal would provide part of the housing for an allocated site and would achieve all necessary standards. A sufficient mix of housing would be provided including affordable housing and would be of an appropriate scale and density for the area. No significant impact would occur on residential amenity and all other aspects can be secured through conditions. The site is in proximity to flooding areas however a Flood Risk Assessment has demonstrated the proposal would not have a harmful impact. As such, the proposal is considered to accord with the development plan and is recommended for approval subject to the signing of a section 106 agreement and appropriate conditions.

PLANNING STATUS

- Major development location
- Allocated housing site
- Wind turbine safeguarding zone
- Bat Roost
- Groundwater zone 3
- Land liable to flooding
- Flood Zone 2
- Minerals consultation zone
- Contaminated land consultation zone

RECOMMENDATION

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

- A. Prior completion of a section 106 agreement as outlined in this report to**

provide for contributions to local services, amenities, infrastructure and affordable housing.

B. In the event of the application becoming CIL liable, the Head of Development Management be authorised to approve the application and issue a CIL liability notice in conjunction with the prior completion of a section 106 agreement to secure the provision of affordable housing.

C. Conditions and informatives:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
Reason: In pursuance of s.91 of the Town and Country Planning Act 1990 (as amended by s.51 of the Planning and Compulsory Purchase Act 2004).
2. This permission is in respect of the submitted application plans and drawings numbered '2174/10 Rev A', '2174/100', '2174/101', '2174/102', '2174/103', '2174/104', '2174/105', '2174/106' and '2174/107' received by the local planning authority on 27th October 2014 and the revised plans on 16th February 2015. The development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the local planning authority.
Reason: For the avoidance of doubt and to ensure that the development is carried out in accordance with the application form and associated details hereby approved.
3. Before the development hereby permitted is commenced, samples and details of the materials to be used in the construction of the external surfaces of the building/s shall have first been submitted to and approved in writing by the local planning authority. Development shall not be carried out other than in accordance with the so-approved details.
Reason: To ensure that the external appearance of the building is satisfactory.
Relevant policy: Core Strategy policies CP1 and CP3
4. Prior to the commencement of the development, full details of both hard and soft landscape proposals shall be submitted to and approved in writing by the local planning authority. These details shall include, as appropriate, proposed finished floor levels or contours, means of enclosure, car parking layouts, other vehicle and pedestrian access and circulation areas, hard surfacing materials and minor artefacts and structure (e.g. furniture, play equipment, refuse or other storage units, signs, lighting, external services, etc). Soft landscaping details shall include planting plan, specification (including cultivation and other operations associated with plant and grass establishment), schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate, and implementation timetable.
All hard and soft landscape works shall be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a timetable approved in writing by the local planning authority. Any trees or plants which, within a period of five years after planting, are removed, die or become seriously damaged or defective, shall be replaced in the next planting season with others of species, size and number as originally approved and permanently retained. *Reason: In the interests of visual amenity.*
Relevant policy: Core Strategy policy CP3 and Managing Development Delivery

Local Plan policies CC03 and TB21

5. Before the development hereby permitted is commenced details of all boundary treatment(s) shall first be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the first occupation of the development or phased as agreed in writing by the Local Planning Authority. The scheme shall be maintained in the approved form for so long as the development remains on the site. *Reason: To safeguard amenity and highway safety. Relevant policy: Core Strategy policies CP1, CP3 and CP6.*

6. a) No development or other operation shall commence on site until a scheme which provides for the retention and protection of trees, shrubs and hedges growing on or adjacent the site in accordance with BS5837: 2012 has been submitted to and approved in writing by the local planning authority (the Approved Scheme); the tree protection measures approved shall be implemented in complete accordance with the Approved Scheme for the duration of the development (including, unless otherwise provided by the Approved Scheme) demolition, all site preparation work, 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.

b) No development (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) shall commence until the local planning authority has been provided (by way of a written notice) with a period of no less than 7 working days to inspect the implementation of the measures identified in the Approved Scheme 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 of the local planning authority has first been sought and obtained.
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

7. 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 in writing by the local planning authority.

Reason: To ensure any contamination on the site is remedied to protect the existing/proposed occupants of the application site and adjacent land. Relevant Policy: Core Strategy Policy CP3

8. No development shall commence until a programme of archaeological work (which may comprise more than one phase of work) has been implemented in accordance with a written scheme of investigation, which has been submitted to and approved in writing by the local planning authority. *Reason: The site is identified as being of archaeological potential. Investigation is required to allow preservation and recording of any archaeological features or artefacts before disturbance by the development. Relevant policy: National Planning Policy Framework Section 12 (Conserving and Enhancing the Historic Environment) and Managing Development Delivery Local Plan policy TB25*
9. No development shall take place until full details of the Drainage System(s) have been submitted to and approved in writing by the Local Planning Authority. These shall include:
- Results of intrusive ground investigations demonstrating the depth of the seasonally high groundwater table and infiltration rates determined in accordance with BRE Digest 365.
 - Full details of all components of the proposed drainage system including source control, conveyance, storage, flow control and discharge. Details shall include dimension, locations, reference to storm simulation files, gradients, invert and cover levels and drawings as appropriate. This shall be identified for all catchments.
 - Confirmation that the maximum discharge level of any infiltration SuDS features has been kept as shallow as possible and is no deeper than 5 metres above the seasonally high groundwater level. There should be at least 1 metre between the base of the feature and the seasonal high level water table.
 - Demonstration that the site drainage system will not be impacted by groundwater flooding at the site.
 - Demonstration that the design of the drainage system accounts for the likely impacts of climate change and changes in impermeable area, over the design life of the development.
 - Demonstration that the layout of the site will not exacerbate surface water flooding to existing property or dwellings at the proposed development.
 - Full details of overland flood flow routes including likely depths, velocities and hazards.
 - Full details of the maintenance and/or adoption proposals /agreements for the development covering every aspect of the proposed drainage system.

The submitted details shall be implemented as approved and thereafter maintained unless agreed in writing by the Local Planning Authority.

Reason: To ensure the development would not have an adverse impact on flood risk for future occupiers and existing neighbouring properties.

10. No development shall commence until an Employment and Skills Plan has been submitted to and approved in writing by the local planning authority. The Employment and Skills Plan shall show how the development hereby permitted

provides opportunities for training, apprenticeship or other vocational initiatives to develop local employability skills and shall be implemented in accordance with the approved details. *Reason: To ensure training opportunities are available for local workers. Relevant policy: Managing Development Delivery Local Plan policy TB12*

11. 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*

12. Prior to the commencement of the development hereby permitted details of secure and covered bicycle storage/ parking facilities for the occupants of [and visitors to] the development shall be submitted to and approved in writing by the local planning authority. The cycle storage/ parking shall be implemented in accordance with such details as may be approved before occupation of the development hereby permitted, and shall be permanently retained in the approved form for the parking of bicycles and used for no other purpose. *Reason: In order to ensure that secure weather-proof bicycle parking facilities are provided so as to encourage the use of sustainable modes of travel. Relevant policy: NPPF Section 4 (Sustainable Transport) and Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.*

13. Prior to the commencement of development, full details of the construction of roads and footways, including levels, widths, construction materials, depths of construction, surface water drainage and lighting shall be submitted to and approved in writing by the local planning authority. The roads and footways shall be constructed in accordance with the approved details to road base level before the development is occupied and the final wearing course will be provided within 3 months of occupation, unless otherwise agreed in writing by the local planning authority. *Reason: To ensure that roads and footpaths are constructed to a standard that would be suitable for adoption as publicly maintainable highway, in the interests of providing a functional, accessible and safe development. Relevant policy: Core Strategy policies CP3 & CP6.*

14. No development shall commence until the off-site works comprising kerb realignment and associated works proposed at A321 Hurst Road have been provided in accordance with the approved plan drawing numbered 64013-TS-003/C and any amendments required as part of a S278 Agreement. *Reason: In the interests of highway safety and convenience. Relevant policy: Core Strategy policies CP3 & CP6.*

15. Prior to the occupation of the development the proposed vehicular access shall have been formed and provided with visibility splays shown on the approved drawing number '64013-TS-003/C'. The land within the visibility splays shall be cleared of any obstruction exceeding 0.6 metres in height and maintained clear of any obstruction exceeding 0.6 metres in height at all times.
Reason: In the interests of highway safety and convenience. Relevant policy: Core Strategy policies CP3 & CP6.
16. No building shall be occupied until private driveways have been surfaced with a permeable and bonded material across the entire width of the access for a distance of 7.0 metres measured from the carriageway edge.
Reason: To avoid spillage of loose material onto the highway, in the interests of road safety. Relevant policy: Core Strategy policy CP6.
17. No part of any building(s) hereby permitted shall be occupied or used until the vehicle parking and turning space has been provided in accordance with the approved plans. The vehicle parking and turning space shall be retained and maintained in accordance with the approved details and the parking space shall remain available for the parking of vehicles at all times and the turning space shall not be used for any other purpose other than vehicle turning.
Reason: To provide adequate off-street vehicle parking and turning space and to allow vehicles to enter and leave the site in a forward gear in the interests of road safety and convenience and providing a functional, accessible and safe development and in the interests of amenity. Relevant policy: Core Strategy policies CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.
18. No building shall be occupied until details of bin storage area/ facilities have been submitted to and approved in writing by the local planning authority. The bin storage area and facilities shall be permanently so-retained and used for no purpose other than the temporary storage of refuse and recyclable materials.
Reason: In the interests of visual and neighbouring amenities and functional development. Relevant policy: Core Strategy CP3 and Managing Development Delivery Local Plan policy CC04.
19. The mitigation measures given in paragraphs 5.1.1 to 5.2.5 inclusive of the submitted Reptile Survey (John Wenman, Ref: R879/e, February 2015) and shown in the figures of appendices 3, 4 and 5 shall be implemented in accordance with the approved plan unless otherwise approved in writing by the local planning authority. Prior to occupation of the dwellings, a report shall be submitted by the supervising ecologist to show the mitigation measures taken.
Reason: To ensure that Slow-worms protected under the Wildlife and Countryside Act (as amended) 1981, are not adversely impacted upon as a result of the development. Relevant policy: Core Strategy CP7
20. The mitigation and compensation measures given in paragraphs 5.1.1 to 5.1.9 inclusive of the submitted Bat Emergence and Re-entry Survey (John Wenman, Ref: R881/c, February 2015) and shown in the figures of appendices 3 and 4 shall be implemented in accordance with the approved plan unless otherwise approved in writing by the local planning authority.
Reason: To ensure that bats, a European Protected Species, are not adversely

impacted upon as a result of the development. Relevant policy: Core Strategy CP7

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

Reason: To secure the protection throughout the time that development is being carried out, of trees, shrubs and hedges growing within the site which are of amenity value to the area. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21

22. The development permitted by this planning permission shall be carried out in accordance with the approved FRA dated September 2014 compiled by Herrington Consulting Limited and the following mitigation measures detailed within the FRA:

1. Finished floor levels are set no lower than 36.20 metres Above Ordnance Datum (mAOD).
2. Provision of flood resistance/resilience measures within the proposed development as detailed in section 9.1 of the FRA.
3. No development will be located within the 1 in 100 year plus 20% allowance for climate change flood extent (Flood Zone 2) on the site.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority (LPA).

Reason: To reduce the risk of flooding to the proposed development and future occupants. Relevant Policy: Managing Development Delivery Local Plan policy CC09 and CC10.

23. 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 08.00 and 18:00 Monday to Friday and 08:00 to 13:00 Saturdays and at no time on Sundays or Bank or National Holidays.

Reason: To protect the occupiers of neighbouring properties from noise and disturbance outside the permitted hours during the construction period. Relevant policy: Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy CC06.

24. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) (or any Order revoking and re-enacting that Order with or without modification), the garage accommodation on the site identified on the approved plans shall be kept available for the parking of vehicles ancillary to the residential use of the site at all times. It shall not be used for any business nor as habitable space.

Reason: To ensure that adequate parking space is available on the site, so as to

reduce the likelihood of roadside parking, in the interests of highway safety and convenience. Relevant policy: Core Strategy policy CP6 and Managing Development Delivery Local Plan policy CC07.

25. The dwellings shall achieve Code Level 4 in accordance with the requirements of the Code for Sustainable Homes: Technical Guide [or such national measure of sustainability for house design that replaces that scheme]. No dwelling shall be occupied until a Final Code Certificate has been issued for it by an accredited assessor certifying that Code Level 4 has been achieved.

Reason: To ensure developments contribute to sustainable development.

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 policy CC04

26. Those windows shown on the approved drawings as having obscured glazing in part or full shall be so-fitted and shall be permanently so-retained, and shall remain fixed closed at all times. *Reason: To safeguard the residential amenities of neighbouring properties. Relevant policy: Core Strategy policy CP3*

Informatives

1. The applicant is reminded that this approval is granted subject to conditions which must be complied with prior to the development starting on site. Commencement of the development without complying with the pre-commencement requirements may be outside the terms of this permission and liable to enforcement action. The information required should be formally submitted to the Council for consideration with the relevant fee. Once the details have been approved in writing the development should be carried out only in accordance with those details. If this is not clear please contact the case officer to discuss.
2. This permission should be read in conjunction with the legal agreement under section 106 of the Town and Country Planning Act dated **[Insert appropriate date]**, the obligations in which relate to this development.
3. The Head of Technical Services at the Council Offices, Shute End, Wokingham [0118 9746000] should be contacted for the approval of the access construction details before any work is carried out within the highway (including verges and footways). This planning permission does NOT authorise the construction of such an access or works.
4. 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.
5. The developer's attention is drawn to the fact that this permission does not authorise the physical construction of the proposed off-site highway works and site access connections to the public highway. A separate legal agreement made with the Council under s.278 of the Highways Act 1980 is required. No work within or affecting the public highway shall commence until the agreement has been completed and the Council, as local highway authority, has approved all construction and installation details together with a programme of works.

6. If it is the developer's intention to request the Council, as local highway authority, to adopt the proposed access roads etc. as highway maintainable at public expense, then full engineering details must be agreed with the Highway Authority at the Council Offices, Shute End, Wokingham. The developer is strongly advised not to commence development until such details have been approved in writing and a legal agreement is made with the Council under Section 38 of the Highways Act 1980.
7. 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.
8. Should any great crested newts or evidence of great crested newts be found prior to or during the development, all works must stop immediately and an ecological consultant contacted for further advice and Wokingham Borough Council informed 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.
9. 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.
10. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
11. The applicant is advised that if infiltration as a surface water management strategy is not possible, the Local Planning Authority would require the following details to be assessed:
 - Confirmation that the proposed run-off rates off the site for the 1 in 1, 1 in 30 and 1 in 100 year storm events plus allowance for the effects of climate change will be no greater than existing run-off rates for all return periods.
 - Demonstration of how discharges from the site will be restricted to the existing run-off rates for all events up to and including the 1 in 100 year storm plus allowances for the effects of climate change. This shall include identification of where and how surface water attenuation shall be provided across the site and that they are adequately sized to serve their respective catchments for all events up to the 1 in 100 year storm plus allowances for the effects of climate change.
 - Demonstration that all events up to the 1 in 30 year event will be contained

- without flooding the site or adjoining property.
- Confirmation from the appropriate regulator (Environment Agency or Thames Water) confirming agreement in principal for the method of discharge for this type of development.

PLANNING HISTORY

Residential applications relating to 58 Hurst Road but no applications made on the rest of the site

CONSULTATION RESPONSES

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| Thames Water | No objection subject to condition (9) and informative (10) |
| Environment Agency | No objection subject to condition (22) |
| National Grid | No comments received |
| Southern Gas Networks | No comments received |
| Royal Berkshire Fire and Rescue | No objection |
| SSE Power distribution | No objection |
| Berkshire Archaeology | No objection subject to condition (8) |
| NHS Wokingham Clinical commissioning group | No comments received |
| Crime Prevention Officer | No comments received |
| Highways | No objection subject to conditions (11 – 17, 24) and informatives (3 – 7) |
| Biodiversity | No objection subject to conditions (19, 20) and informatives (8 and 9) |
| Tree and Landscape | No objection subject to conditions (4 – 6, 21) |
| Environmental Health | No objection subject to condition (7) |
| Drainage | No objection subject to conditions (9, 22) and informative (11) |
| Education | No comments received |
| Waste Services | No comments received |
| Housing | No objection |
| Land Use and Transport | No objection |
| Parks and Open Spaces | No comments received |
| Sports Development | No comments received |
| Community Infrastructure | No comments received |
| Economic Development | No objection subject to condition (10) |
| Twyford Parish Council | Objection due to the following: <ul style="list-style-type: none"> • Set a precedent for future development • Use of a green field instead of a brown field site • Development of the flood plain Seek more information on: <ul style="list-style-type: none"> • Surface water strategy • Plans for additional secondary school places • Plots 6 – 9 should be as affordable as the properties on the previous plans |
| Local Members | Listing request if the recommendation is for approval by Councillor Lindsay Ferris. Concerns raised regarding the following: <ul style="list-style-type: none"> • Development on the flood plain • Impact on wildlife |

- Backland development

REPRESENTATIONS

First consultation period on original submission (5th November 2014 – 11th December 2014) - 93 Letters of objection received with regards to the following:

- Flooding – The area is historically a flood plain, is in Flood Zone 2 and has been known to flood in previous years. Building on the flood plain would only worsen flooding in the area and put increased pressure on existing houses. Information for flooding is out of date and many residents' gardens flood after heavy rainfall. *(See paragraphs 20 – 25)*
- Home insurance – Flooding will likely mean the properties cannot be insured and this would have a detrimental impact on home insurance for existing properties. *(Officer Note: this is not a material planning consideration).*
- Schools – Local schools are overcrowded and there has been no planning for school provision in the past. The development will only make this worse. *(Officer Note: Strategic planning for school places is outside the scope of this planning application however the impact on local infrastructure is relevant to the decision. This would be mitigated through a financial contribution in accordance with a section 106 agreement and therefore is considered acceptable).*
- Traffic – Twyford is overcrowded already and traffic builds up significantly. With Crossrail, this will only get worse and the development would put increased pressure on the roads. Additionally, rail commuters park on the road and this would also increase and be a highway safety issue. *(See paragraphs 15 – 18).*
- Access – Hurst Road is a busy main road where people tend to drive above the speed limit and other roads such as Winchcombe and Byron Roads are used as rat runs. The access and reduction in width of Hurst Road would therefore be dangerous. *(See paragraphs 15 – 18).*
- Biodiversity – the site is currently open green space and the loss would have a significantly detrimental impact on local wildlife, particularly on Great Crested Newts. Other species such as deer, red kites and hedgehogs have been seen in the area. There is an orchard on the site which would be lost. *(See paragraphs 33 – 36).*
- Doctors – The local doctors are already oversubscribed and getting an appointment is difficult. The development will only worsen this. *(Officer Note: No evidence has been provided to substantiate this and no consultee has responded to highlight this as an issue).*
- Infill development – The proposal would be for infill development and this is against Council policy *(Officer Note: The site is allocated for residential development and therefore the principle has already been agreed through the adoption of the MDD).*
- Greenfield – the site is currently green space and brownfield land should be built on first. *(Officer Note: The site is allocated for residential development and therefore the principle has already been agreed through the adoption of the MDD).*
- Noise – Increased number of properties and families would result in detrimental levels of noise. *(See paragraph 29).*
- Overlooking – The new properties will have habitable rooms all looking towards existing properties. *(See paragraph 13).*
- Loss of light – Further trees proposed will result in a loss of light *(See paragraph 14).*

- Housing mix – The proposal does not include enough starter homes. (See *paragraph 7*)
- Energy efficiency- The proposed materials are not the most energy efficient and solar panels or ground source heat pumps are not mentioned. (*Officer Note: Condition 24 requires the dwellings to be constructed at Code 4 of the Code for Sustainable Homes. This meets the policy requirement and is above the current minimum level of building regulations*).
- Housing design – The application is not in keeping with the character of the area and in particular, the garages have high pitched roofs whilst garages on Hurst Road have flats roofs. The design is unimaginative and does not add positively to the area. (See *paragraphs 11 and 12*).
- Street lighting – This has not been shown in the application and any new street lights would result in light pollution. (See *paragraph 19*).
- Pumping station – the existing pumping station would be put under pressure and could potentially fail causing health issues. (*Officer Note: Suitable alternative drainage solutions would likely be used and the drainage advisor does not object to this*).

Correspondence has also been received from the office of Theresa May. This asks that letters sent to the office of Theresa May are taken into account. The letters raise similar objections to those listed above.

Second consultation period on revised plans (27th February 2015 – 13th March 2015) - 13 Letters of objection received with regards to the following:

- Infill development – The proposal would be for infill development and this is against Council policy (*Officer Note: The site is allocated for residential development and therefore the principle has already been agreed through the adoption of the MDD*).
- Greenfield – the site is currently green space and brownfield land should be built on first. (*Officer Note: The site is allocated for residential development and therefore the principle has already been agreed through the adoption of the MDD*).
- Flooding – Flood risk would be increased elsewhere by the proposal. The drainage system backs up during heavy rainfall and this would be worsened by the proposal. The updated FRA does not respond to all the points previously raised and is still inaccurate. The site has not been sequentially tested although this has already been highlighted by the Council. (See *paragraphs 20 – 25*).
- Biodiversity - Revised plans do not adequately compensate for impact on wildlife. Trees are used as roosts for red kites and the site has wildflowers on it. (See *paragraphs 33 – 36*).
- Character – Introduce significant built form, result in a loss of landscaping and erode the rural character. (See *paragraphs 11 and 12*).
- Layout – The public open space has been removed which was meant to help with drainage, now houses are in its place. The heights of buildings have increased. (*Officer Note: A revised layout was considered necessary in order to achieve all relevant standards. Although the heights of the dwellings have increased, this is not considered to have a harmful impact*).
- Conservation Area – The site is within or borders the Twyford Conservation Area which would be harmful. (*Officer Note: The edge of the Conservation Area is located over 300 metres away and therefore no harmful impact is considered to occur*).

- Transport – The revised report has not produced any new information and original issues regarding the narrowing of a busy road in close proximity to junctions still stands. Traffic would be increased as a result of the proposal. (See paragraphs 15 – 18).
- Community Infrastructure Levy – The Council has adopted one of the highest rates for CIL in the country and therefore the developer should attract the highest possible CIL to benefit the local community. (*Officer Note: The Council is implementing CIL on 6th April 2015 and therefore at the time of the committee, the proposal would not be CIL liable. For information, the likely CIL charge is shown at paragraph 41).*

APPLICANTS POINTS

- The site is allocated in the Development Plan for residential development and would provide part of the housing supply for the Borough, including affordable housing.
- The proposal is in a sustainable location, provides adequate parking and meets all other standards.
- A sufficient housing mix is provided

PLANNING POLICY

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| National Policy | NPPF | National Planning Policy Framework |
| Adopted Core Strategy DPD 2010 | CP1 | Sustainable Development |
| | CP3 | General Principles for Development |
| | CP4 | Infrastructure Requirements |
| | CP5 | Housing Mix, Density and Affordability |
| | CP6 | Managing Travel Demand |
| | CP7 | Biodiversity |
| | CP9 | Scale and Location of Development Proposals |
| Adopted Managing Development Delivery Local Plan 2014 | CP17 | Housing Delivery |
| | CC01 | Presumption in Favour of Sustainable Development |
| | CC02 | Development Limits |
| | CC03 | Green Infrastructure, Trees and Landscaping |
| | CC04 | Sustainable Design and Construction |
| | CC09 | Development and Flood Risk |
| | CC10 | Sustainable Drainage |
| Supplementary Planning Documents (SPD) | TB05 | Housing Mix |
| | TB07 | Internal Space Standards |
| | TB21 | Landscape Character |
| | SAL02 | Allocated housing development sites |
| | BDG | Borough Design Guide |
| | SDC | Sustainable Design and Construction |

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| | | May 2010 |
| | WPSS | Wokingham Parking Standards Study Report October 2011 |
| Other | PAN | Planning Advice Note – Infrastructure Impact Mitigation Contributions for New Development |

PLANNING ISSUES

Description of Development:

1. The scheme is for the erection of 12 dwellings following the demolition of 58 Hurst Road. Access to Hurst Road would be achieved in its place leading to plots 1 which would be orientated at 90 degrees from the existing orientation of properties on Hurst Road. The road would then move northwards with plots 2 – 5 containing detached properties facing the road and of the same orientation as properties on Hurst Road. These would also contain garages within the plots. Plots 6 – 12 would be to the east of the road with a back to back relationship with Hurst Road and would be of a higher density. Parking for these properties would be to the front as well as visitor spaces.

Principle of Development:

2. The National Planning Policy Framework has an underlying presumption in favour of sustainable development which is carried through to the local Development Plan. The Managing Development Delivery Local Plan Policy CC01 states that planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise.
3. The site is located within a major development location and within a settlement boundary and as such the development should be acceptable providing that it complies with the policies of the Development Plan. The site has been allocated for development in the Managing Development Delivery Local Plan which designated the site for around 20 dwellings as per Policy SAL02. As such, the development of the site for residential dwellings is acceptable.
4. Through the Core Strategy and the Managing Development Delivery Local Plan, the Council has allocated sites which will contribute to the housing land supply over the development plan period. The Council has also undertaken a Strategic Housing Land Availability Assessment (SHLAA) to provide an evidence base to demonstrate that a rolling five year housing land supply and the overall phased requirements of the Core Strategy can be achieved. The SHLAA has been updated to 30th September 2014 and states that the Council has at least five years supply of housing land. Given that the site is allocated for residential development, the application would contribute towards the delivery of housing for the Borough.
5. The application is not for the entire allocated site however, due to land ownership issues, and therefore proposes less than the allocation for the whole site – 12 dwellings. The application site constitutes approximately 70% of the whole allocated site and the number of dwellings proposed is considered to reflect this

split. Given this split and the ability to access the additional land from the application site, the proposal is not considered to prejudice the delivery of the total allocation for 20 dwellings.

Character of the Area:

6. **Density:** The site is within settlement and located behind existing dwellings on Hurst Road in Twyford. Whilst the site is adjacent to countryside, it has been allocated for housing in the MDD Local Plan. In response to this however, the site has been designed to have a higher density and tighter form of development to the east, with lower density and a looser form of development to the west thus having a transition towards the countryside. The allocated site itself is larger than the current application and has been identified for around 20 dwellings. This equates to just fewer than 17 dwellings per hectare. The current application, with 12 dwellings on a 0.7 hectare site equates to just over 17 dwellings per hectare. Whilst it is acknowledged this would be of a higher density than the dwellings on Hurst Road, Orpington Close and Loddon View are in close proximity to the proposal and both represent higher density development. Given the allocated number for the site and its transitional form towards the countryside, the density is considered to be appropriate.

7. **Housing Mix:** The proposal incorporates the following mix of dwelling sizes:

- 4 x 2 bed dwellings
- 2 x 3 bed dwellings
- 2 x 4 bed dwellings
- 4 x 5 bed dwellings

The development is not required to cater for a specific type but instead provide a mix of dwelling types in order to accord with the Core Strategy and MDD. It is considered the proposal achieves this and is acceptable in this respect.

8. **Scale and layout:** The dwellings proposed would be of a typical two storey design with single storey garages. This would be reflective of the character of the area which is dominated by two storey properties; however, it is acknowledged there are bungalows at Loddon View. Notwithstanding this, the scale of the proposal is considered to be typical of residential developments and appropriate to the area. Additionally, whilst the land slopes away to the west, the looser form of development in this part of the proposal is considered appropriate as it allows for larger dwellings to be accommodated without having a harmful impact.

9. The proposal has been designed as a typical cul-de-sac development with dwellings fronting onto the road and generally in a linear design. In particular, plots 6 – 12 reflect the properties on Hurst Road forming a back-to-back relationship. Plot 1 is arranged at a different orientation to the other dwellings along with parking and landscaping adjacent to the road. Plots 2 – 5 represent a looser form of development with greater gaps between dwellings and single storey garages. Plot 2 in particular is set back from the road which gives opportunity for landscaping. Following the original submission, the public open space has been removed from the scheme due to lack of surveillance from properties. Its removal was considered acceptable as there is no policy requirement for it to be included within the site layout. The current layout shows

larger properties with larger gardens in its place and this allows for a looser form of development and a transition to the countryside. Additionally, all properties have a garden depth of 11 metres or more, sufficient parking and turning is provided and there are good opportunities to integrate landscaping. Whilst it is acknowledged the proposal would constitute backland development, given that the site has already been allocated for housing, this element is not considered to have a harmful impact. In any case the site is large enough to create its own character. As such, the layout of the proposal is considered acceptable.

10. As the development is not across the entire allocated housing site, it needs to be demonstrated that the proposal would not preclude a more comprehensive development. The entire site is allocated for 20 dwellings and a further eight dwellings would be required to meet the allocation. The proposed layout shows that the road could be extended into the additional area and it is considered eight dwellings could be accommodated within this. Sketch plans have been received to indicate this. Whilst the additional properties may require a further turning head, this is not considered to compromise the delivery of the site. As such, the scheme is considered acceptable in this respect.

11. **Design and Appearance:** With regards to the physical integration of the development into the surrounding area, with the exception of plot 2, the properties would address the street which is considered to be in keeping. Whilst the dwellings would be located behind the existing properties on Hurst Road, development has already occurred west of the street in terms of Orpington Close and Loddon View and therefore the expansion of development is not considered to have a significantly harmful impact. There are differing types of dwellings in the area including two storey and bungalows, detached, semi-detached and link-detached. As such, it is considered the proposal provides a suitable variation and mix from this with detached two storey dwellings of different sizes.

12. With regards to the visual integration, the dwellings would have a typical residential appearance and there would be a mix of hipped and gable roof forms with particular design features provided in terms of brick and window detailing and front porches. This is considered to be typical of modern developments in the Borough and generally reflective of the local character. Indeed new developments should pick up on existing design features but should not be a pastiche replication of the existing architecture. As such, subject to a condition requiring the submission of appropriate materials to be agreed (condition 3), the proposal would visually integrate into its surroundings.

Residential Amenities:

13. **Overlooking:** With regards to plots 6 – 12, these would exceed the 22 metre separation distance in terms of a back to back relationship. As such, no harmful overlooking impact is considered to occur. With regards to plots 2 – 5, these would exceed the 10 metre front to front relationship and therefore no harmful impact would occur. With regards to plot 1, this would meet the flank to rear relationship of 12 metres and would generally provide views to the flank elevation and front driveway space rather than private amenity space.

14. **Overbearing/Loss of light:** The orientation of the proposed dwellings and the separation distance to existing dwellings are such that no harmful impact is

considered to occur with regards to overbearing or a loss of light. Additionally, any proposed planting near existing properties would be located near flank elevations and therefore no harmful impact is considered to occur.

Highways and Access:

15. **Highway Safety:** The proposal would result in a new access onto Hurst Road replacing the dwelling at 58. This would involve the realignment of the western kerb line of Hurst Road which would give appropriate sight lines. The carriageway width would be reduced as a result but three metre wide lanes would be maintained as central hatching would be removed. This would also improve the footway adjacent to the proposed junction. The Highways Officer and the Council's Traffic and Road Safety team raise no objection to this. Additionally, a Stage 1 Safety Audit has been carried out by the applicant and this does not raise any significant concerns. It does however state that the access to 56 Hurst Road could be harmfully impacted. A revised plan has been submitted which indicates that the access could be achieved without detrimental impact on highway safety to the satisfaction of the Highway Officer. Within the development itself, suitable carriageway width, services margins and a turning head are all achieved.
16. **Traffic Impact:** It is noted that traffic impact has been highlighted as a concern. However, the site is allocated for residential development in the MDD Local Plan and therefore the proposal would contribute to the level of development envisaged by the development plan for the Borough. Additionally, the proposal is of a modest scale and it is considered the impact could be accommodated within the existing highway network. Indeed the Highways Officer does not object to the proposal in this respect. Furthermore, the proposal would mitigate its impact on the area through contributions secured as part of the section 106 agreement (or potentially CIL payments). As such, the development is considered acceptable with regards to this.
17. **Parking:** The proposal has been assessed against Wokingham Borough Council Parking Standards and each dwelling would have two parking spaces in addition to any garages. Parking spaces are of adequate size as well as internal garages. Additionally, six visitor spaces have been indicated and this is considered to be acceptable.
18. **Sustainability:** The site is located within an established residential area and has good access to public transport. Twyford village centre is within 800m and Twyford railway station is within 500m of the site. As such, the site is considered to be in a sustainable location. Secure covered cycle storage could be accommodated on each plot and a condition requiring details of this has been attached (condition 12).

Street Lighting:

19. No street lighting is currently proposed within the development and there is no objection to this. Potentially, street lighting may be required as part of the adoption of the road however this is not a statutory requirement in terms of adoption. As such, the Highways Officer has raised no objection to the fact no street lighting is proposed but has also confirmed this would be the case if

lighting was to be required as part of the adoption process.

Flooding and Drainage:

20. A Flood Risk Assessment (FRA) (by Herrington Consulting Limited who also undertook the FRA for the original allocation) has been submitted with the application. This states that, on the basis of the Environment Agency flood maps, the allocation site is designated as mostly within Flood Zone 2, with the land adjacent to rear gardens of 48 – 56 Hurst Road in Flood Zone 1 and a small part within Flood Zone 3 to the north west. The application site itself, is designated as within Flood Zones 1 and 2.
21. When the site was originally allocated for housing in preparation for the MDD Local Plan, an FRA was carried out in relation to the allocation site to determine if development could be accommodated. This FRA concluded that “the development should not be at a significant risk of flooding, and should not be susceptible to damage due to flooding” and “that the development should not be exposed to flood risk such that the health, safety and welfare of the users of the development, or the population elsewhere, is threatened” (Page 27 FRA for the land to the rear of 58 Hurst Road, Twyford, April 2010). At this time, the Environment Agency (EA) did not object to the allocation of the site. As a result of this, the site was allocated for housing in the MDD Local Plan although with a proviso for a flood risk assessment and a drainage strategy to be submitted with any application.
22. The NPPF carries forward the sequential approach to flood risk from previous policy guidance, establishing that development should be directed away from the areas at highest risk and, where development is necessary in areas at risk of flooding, it should be made safe without increasing flood risk elsewhere. Core Strategy Policy CP1 and MDD submission policy CC09 are consistent with this approach, requiring that new development should avoid increasing and where possible reduce flood risk. As a result of the allocation of the site through the MDD, the site has been sequentially tested and found to be in an acceptable location.
23. The FRA then details that further modelling of the site was undertaken and this gave a more in depth survey of the site. As such, the modelling showed that only a small part of the site was actually in Flood Zone 2 with the rest in Flood Zone 1. This is due to a topographical survey (attached at Appendix A of the FRA) showing that the height of the land is above the flood level associated with Flood Zone 2 in this area at 35.99 m AODN taking into account of climate change (paragraph 5.1 of the FRA). On this basis, the FRA concludes that the proposal would not present a significant flood risk. The Environment Agency who are the statutory consultee on flooding, has reviewed the FRA and also concluded that there would not be any significant impact from flooding, subject to the mitigation methods in the FRA being carried out. Further to this, the Council’s drainage advisor has agreed with the approach set out in the FRA. In addition to this, confirmation from the EA was sought regarding the designation of flood zones for the site which is attached to this report. The letter concludes that the majority of the application site is within Flood Zone 1 and a small part in Flood Zone 2.
24. With regards to drainage, new developments should not have a detrimental

impact on the existing level of drainage for a site. The FRA outlines that drainage would infiltrate into the ground and there would be some surface water discharging eventually into water courses away from the site. The FRA then outlines that infiltration would be used to mitigate the impact of the development with a lesser emphasis placed on discharging into a watercourse and, as a last resort, into the public sewer system. Whilst further details would need to be agreed, the FRA outlines that surface water run-off would be discharged to individual crate soakaways located within the garden areas. Further to this, and if required, the surface water could be discharged into a large underground storage area, a watercourse or to the public foul sewer in Hurst Road via a pumped connection (pages 33 – 37 of the FRA). The FRA concludes that the drainage for the site could be accommodated through these measures and would not detrimentally impact on existing drainage.

25. The approach outlined above has been considered by the Council's drainage advisor. Subject to further information as detailed in condition 9 and informative 11, the drainage advisor does not object to this. It is noted that Thames Water have also considered that further information is required, however it is considered this would be covered by condition 9.

Landscape and Trees:

26. The site is generally open with the exception of a group of fruit trees to the north. Hedgerows and trees exist along the boundaries to the east, south and west whilst the rear boundaries of the properties along Hurst Road are relatively informal with some vegetation. Whilst the fruit trees would be removed as a result of the proposal, the boundary treatment would be retained. A Tree Survey has been submitted and it is considered that the proposal could be accommodated without harm to those trees that would be retained. It is noted that the fruit trees have been highlighted as a regrettable loss and therefore it is considered a condition requiring replacement fruit trees (in a landscaping scheme) would help mitigate against this. Subject to conditions, the Tree and Landscape Officer agrees with the findings of the Tree Survey (conditions 4, 6 and 21).
27. A Landscape Visual Impact Assessment has also been submitted with the application and concludes that although the site would be changed from agricultural land, the field does not form a significant part of the wider character area the scheme could be accommodated into the surrounding landscape without any negative impact. The Assessment notes that the proposal would effectively 'round off' the settlement boundary. As such, the impact is considered acceptable and the Tree and Landscape officer agrees with this assessment.

Environmental Health:

28. **Contamination:** The site is not known to be contaminated however as the use is for residential properties, the Environmental Health Officer has stated a survey determining if any contamination is present would be necessary and this is therefore conditioned (condition 7).
29. **Noise:** The Environmental Health Officer has not raised any objection with regards to noise and it is considered the layout is typical of residential areas and therefore no harmful impact would occur.

Amenity Space:

30. With the exception of plot 12, all properties proposed would have a garden depth of 11 metres or more and therefore the proposal accords with the Borough Design Guide. In terms of plot 12, the garden depth would be 10.4 metres at its minimum, however it is considered the width of 15 metres mitigates any impact of not meeting the 11 metre requirement. Additionally, whilst it is noted plots 2, 3 and 4 have gardens partly within the potential area of flooding, the main part of the garden would meet the 11 metre requirement and therefore this is considered acceptable.

Internal Space Standards:

31. The internal space standards for new dwellings are set out in the Borough Design Guide and supported by Policy TB07 of the MDD Local Plan. Given the size of the rooms, the configuration of the dwelling and windows, it is considered the proposal would exceed the internal space standards. As the proposal is for new dwellings, it is considered necessary to ensure appropriate refuse storage by condition (condition 18).

Sustainability:

32. In line with Policy CC04 of the MDD, new dwellings shall meet Code 4 for sustainable homes or demonstrate why this is cannot be achieved. Furthermore, all development should incorporate suitable waste management facilities including on-site recycling. It is considered that sufficient internal and external storage could be provided to accommodate this and a condition to require Code 4 to be achieved would result in the proposal according with Policy CC04 (condition 25).

Biodiversity:

33. **Phase 1 Habitat Survey:** This survey concludes that two statutory and 12 non-statutory designated sites for nature conservation are present within 2km of the site and that the site supports habitat and species to which legislation and planning policy apply, including traditional orchard (UK Post-2010 Biodiversity Framework habitat) and breeding birds. However, subject to the mitigations set out in the report, no harmful impact on these would occur. The survey also found that the site contains suitable habitats for bats and reptiles and therefore recommended further surveys should be carried out as a result. Where necessary these have been carried out and therefore the Biodiversity Officer does not raise an objection to this.

34. **Reptile Survey:** The survey concluded that slow worms were present on the site and without suitable mitigation the proposal could lead to a detrimental impact. As such, the survey recommends suitable working methods and on-site mitigation to avoid any harmful impact. Subject to conditions, the Biodiversity officer does not raise any objection to this (condition 19 and informative 8).

35. **Bat Survey:** The initial survey indicated the presence of bats at 58 Hurst Road and therefore an emergence/re-entry survey was recommended. This survey

confirmed bats are using 58 Hurst Road as a roost. As such, the survey recommends that in line with a European Protected Species License, suitable mitigation should be carried out including timing of demolition, suitable materials in construction, bat boxes and appropriate roosting opportunities within the roof space of one of the proposed dwellings. Subject to conditions, the Biodiversity officer does not raise any objection to this (condition 20 and informative 9).

36. Overall Impact: The application demonstrates that no harmful impact would occur on any protected species. It is acknowledged that the development would result in the loss of a green field and therefore the loss of habitats for unprotected species. Notwithstanding this, green space would be retained in rear gardens and the proposal would be adjacent to open countryside. As such, it is considered the impact on local biodiversity would not be harmful subject to the imposition of planning conditions.

Impact Mitigation, affordable housing provision and Community Infrastructure Levy:

37. Infrastructure Mitigation: As the proposal is for 12 new dwellings, it would result in the net increase of 11 dwellings on the site. As such, and in line with Policy CP4 of the Core Strategy and the Planning Advice Note, contributions would be required for this scheme and are as follows:

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|--|--------------------|
| Education | £109,479.00 |
| Leisure, recreation & sports facilities | £31,833.34 |
| Country parks, biodiversity & countryside access | £6,358.00 |
| Libraries | £2,521.97 |
| Highways | £50,700.00 |
| Monitoring fee | £2,200.00 |
| Legal costs (minimum) | £1,000.00 |
| TOTAL: | £204,092.31 |

NOTES:

No contributions sought for secondary school places for 2-bed units
 The catchment Colleton Primary school is currently over-subscribed and the development thus needs to contribute towards additional mainstream primary education in the area. The catchment Piggott school is currently over-subscribed and the development thus needs to contribute towards additional mainstream secondary education in the area.
 The highway authority has identified the need for local highway and public transport improvements to accommodate increased traffic in the area

38. Subject to the signing of a section 106 agreement, the infrastructure impact is considered to be mitigated against.

39. Affordable Housing: The application meets the threshold for affordable housing and therefore, as per Policy CP5 of the Core Strategy, 35% of the units must be affordable housing. Four units (33%) are identified as being such and the Senior Strategy Officer has stated this would be acceptable. Subject to the signing of a section 106 agreement confirming this, the proposal is considered to accord with Policy CP5.

40. Special Protection Area: The proposal does not meet the threshold for mitigating any impact on the Thames Basin Heath Special Protection Area and

therefore a mitigation strategy or contribution to the Council's agreed mitigation strategy is not required.

41. **Community Infrastructure Levy (CIL):** Wokingham Borough Council will adopt CIL on 6th April 2015. As such, this would replace the infrastructure mitigation provided through the signing of a section 106 agreement. Based on Wokingham Borough Council's CIL charging schedule, the CIL charge for this scheme would be as follows:

| New floor space | Existing floor space | Charge | Exemptions |
|---|--|---|--|
| 1706 m ² – 12 dwellings including garages | 124 m ² – Estimate of floor space of existing dwelling 58 Hurst Road | (1706 m ² - 124 m ² = 1582 m ²) 1582 m ² x £365 per m ² = £577, 430 | Potential exemption due to affordable housing = 328 m ² Potential total charge collected = 577, 430 – (328 x 365) = £457, 710 |

This is an approximate calculation given that the exact floor space would need to be agreed with the applicant. Furthermore, this is for indicative purposes only as at the point of determination, the application would not be CIL liable.

Archaeology:

42. As there has been little archaeological investigation within the immediate vicinity of the site and the broader landscape is one of significant archaeological potential, Berkshire Archaeology has recommended a condition for a programme of archaeological work to be carried out (condition 8).

Employment Opportunities:

43. Policy TB12 of the MDD states that any major application “*must be accompanied by an Employment and Skills Plan to show how the proposal accords opportunities for training, apprenticeship or other vocational initiatives to develop local employability skills required by developers, contractors or within the applicants industry*”. This is to encourage the use of local labour for proposals. Whilst it is acknowledged the applicant has requested this be dealt with through a financial contribution, the economic development officer has advised that the proposal should provide training/apprentice opportunities as per the policy. As such, it is considered a condition requiring a plan to be submitted and approved in writing prior to development would be appropriate (condition 10).

CONCLUSION

The site is allocated for residential development in the Local Plan and the proposal would bring forward the site for development. An acceptable layout has been demonstrated that would integrate into the surrounding area without detriment to residential amenity and would also provide appropriate housing size and mix, adequate parking and suitable internal room and external garden sizes. Whilst the site is near potential flooding areas, it has been demonstrated the development could be accommodated without detrimental impact to other properties. As such, the proposal accords with the development plan and is recommended for approval.

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