Application Number	Expiry Date	Parish	Ward
181951	15/10/2018 (PPA)	Finchampstead	Finchampstead South;

Applicant	Wokingham Housing Ltd
Site Address	Land at Arnett Avenue and Barkham Ride, RG40 4EE
Proposal	Full application for the proposed erection of 46 no. dwellings (10 houses, 36 flats) with associated parking and landscaping, following demolition of existing buildings.
Type	Full
PS Category	1
Officer	Nick Chancellor
Reason for determination by committee	Major application

FOR CONSIDERATION BY	Planning Committee on Wednesday, 10 October 2018
REPORT PREPARED BY	Assistant Director – Place

SUMMARY

The application is made by Wokingham Housing Limited and seeks full planning permission for the proposed erection of 46 no. dwellings (10 houses, 36 flats), together with associated car parking, landscaping and amenity space following demolition of 31 existing dwellings. 93% of the dwellings are proposed to be affordable housing.

The site is located within the settlement limits of Finchampstead, part of which incorporates the former Cockayne Court Extra Care housing facility. The Council's Executive has resolved to redevelop the 1ha site for this purpose, in order to secure new high quality affordable housing for the Borough and its residents.

The application plans demonstrate that the development can be brought forward without having an unacceptable impact on the amenity of existing residents; integrating well with neighbouring residential development. The proposals comply with the Council's policies and guidance on living, amenity and parking space. There would not be any significant adverse highway impacts.

In summary, this is a sustainable development that would deliver significant public benefits. The application complies with the Development Plan for the Borough and there are no material considerations that weigh significantly against the proposal. Officers are therefore recommending approval in accordance with the presumption in favour of sustainable development conferred upon Local Planning Authorities by the National Planning Policy Framework (NPPF).

PLANNING STATUS

- Modest Development Location
- Public Open Space
- Wind turbine safeguarding zone
- Farnborough Aerodrome consultation zone
- Special Protection Area – 5km
- Contaminated land consultation zone

RECOMMENDATION

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

A. Completion of a satisfactory Unilateral Undertaking to secure SANG and SAMM contributions
B. Conditions and Informatives

Conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In pursuance of s.91 of the Town and Country Planning Act 1990 (as amended by s.51 of the Planning and Compulsory Purchase Act 2004).

Approved plans
2. This permission is in respect of the submitted application plans and drawings numbered below, received by the local planning authority on 9/7/2018 (unless specified to the contrary). The development shall be carried out in accordance with the approved details unless other minor variations are agreed in writing with the Local Planning Authority:

Site Location Plan – 985 / X05 rev A
Site Layout - 985/OD11 rev F (received by the LPA on 19/09/2018)
Building Plans and Elevations Houses 1-10 – 985/OD12 rev A
Flat Units 11-26 – 985/OD13 rev A
Flat Units 27-46 – 985/OD14 rev A

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.

Restriction of permitted development rights
3. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no buildings, enlargement or alterations permitted by Classes A, B, C, D, E, F and G of Part 1 of the Second Schedule shall be carried out to units 1 through 10 (as shown on drawing no. 985/OD11 rev F – site layout) without the express permission in writing of the local planning authority.

Reason: To safeguard the character of the area and neighbouring amenities. Relevant policy: Core Strategy policies CP1 and CP3.

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no additional windows or similar openings shall be constructed in the first floor level or above in the side elevations of any of the buildings hereby permitted except for any which may be shown on the approved drawings.

Reason: To safeguard the character of the area and neighbouring amenities. Relevant policy: Core Strategy policies CP1 and CP3.

External materials

5. Before the development hereby permitted is commenced, details of the materials to be used in the construction of the external surfaces of the buildings 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

6. No development (other than demolition) shall take place until a measured survey of the site and a plan prepared to scale of not less than 1:500 showing details of existing and proposed finished ground levels (in relation to a fixed datum point) and finished floor levels shall be submitted to and approved in writing by the Local Planning Authority, and the approved scheme shall be fully implemented prior to the occupation of the building(s).

Reason: In order to ensure a satisfactory form of development relative to surrounding buildings and landscape. Relevant policy: Core Strategy policies CP1 and CP3 and Managing Development Delivery DPD policy TB21.

Demolition

7. No development (construction) shall take place on the site until the existing structures to be demolished have been so demolished (shown blue on Site location Plan 985/X05 rev A). All materials arising from the demolition of buildings on the site shall be permanently removed from the site prior to occupation of any of the dwellings hereby approved.

Reason: In the interests of the amenity of the area. Relevant policy: Core Strategy policies CP1, CP3.

Hours of work

8. The hours of work for all contractors for the duration of the site development (demolition and construction) shall unless otherwise agreed by the Local Planning Authority in writing be limited to:

7.30 am to 6.00 p.m. on Mondays to Fridays 8.30 am to 1.00 p.m. on Saturdays and NO work shall be carried out on Sundays or Bank Holidays.

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

Affordable Housing

9. The development shall not be commenced (except for demolition works) until a scheme for the provision of affordable housing as part of the development built to meet the Design and Quality Standards required by the Homes and Communities Agency has been submitted to and approved in writing by the Local Planning Authority. The affordable housing shall also meet the National Described Space Standards and be designed to meet building regulation M4.2.

The affordable housing shall be provided in accordance with the approved scheme and shall meet the definition of affordable housing contained in the National Planning Policy Framework (NPPF). The scheme shall include:

i) At least 40% of dwellings on site for use as affordable housing.
ii) The tenure and rent levels to be agreed by the Council and could include all or some of the following; social rent, affordable rent, intermediate rent, shared ownership and shared equity.
iii) The occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced. Wokingham Borough Council will have nomination rights for all affordable units.

Reason: To ensure an appropriate quantum and standard of affordable housing is provided. Relevant Policy: NPPF, Core Strategy CP5

Parking and turning space details required
10. 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: 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.

Car Parking Management Plan
11. Prior to the first occupation of any dwelling, a Car Parking Management Plan for the management of all parking courtyard areas shall be submitted to and approved in writing by the local planning authority.

Reason: to ensure satisfactory development in the interests of amenity and highway safety in accordance with Wokingham Borough Core Strategy Policies CP1 and CP6.

Cycle parking
12. Prior to the commencement of the development (other than demolition) details of secure and covered bicycle storage/ parking facilities for the occupants of 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 9 (Sustainable Transport) and Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07

External lighting
13. Before development commences (other than demolition), details of any proposed external lighting scheme shall be submitted to the local planning authority. The scheme shall set out the steps that will be taken to ensure that external lighting, including

zonal/security lighting does not cause a nuisance to local residents, including future residents of the site, or harm protected species.

Reason: to protect the amenity of local residents and protected species. Relevant policy: CP1, CP3, TB21,

Visibility splays

14. Prior to the commencement of the development (other than demolition) there shall be submitted to and approved in writing by the local planning authority, details of the proposed vehicular access to include visibility splays of 2.4 x 43 meters. The access shall be formed as so-approved and the visibility splays shall be cleared of any obstruction exceeding 0.6 metres in height prior to the occupation of the development. The access shall be retained in accordance with the approved details and used for no other purpose and the land within the visibility splays shall be maintained clear of any visual obstruction exceeding 0.6 metres in height at all times.

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

Access surfacing

15. 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.

Construction Environment Management Plan

16. No development (other than demolition) shall commence until a Construction Environment Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The plan shall provide details of the following:

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 construction works.
viii. Phasing of construction.
ix. Routing of construction vehicles and potential numbers.
x. Types of piling rig and earth moving machinery to be implemented.
xi. Details of any temporary light to be used during construction.
xii. Measures to inform local residents of the commencement of development by letter and provide appropriate contact details for residents to contact the developer if they have concerns or issues.

Reason: To protect occupants of nearby dwellings from noise and disturbance during the construction period, in the interest of highway safety and convenience and to minimise the environmental impact of the construction phase in accordance with Wokingham Borough Core Strategy Policies CP1, CP3 and CP6.

17. Unless otherwise agreed in writing by the Local Planning Authority, all works of demolition shall be carried out in accordance with the method described in planning application ref # 181508 (Application for Prior Notification of Demolition of 109 Arnett Avenue (1- 27 Cockayne Court) 97-107 (odd numbers) Arnett Avenue and 154 Barkham Ride Finchampstead).

Reason: To protect occupants of nearby dwellings from noise and disturbance during the construction period, in the interest of highway safety and convenience and to minimise the environmental impact of the demolition phase in accordance with Wokingham Borough Core Strategy Policies CP1, CP3 and CP6.

Highway construction details

18. Prior to the commencement of development (other than demolition), 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 other minor variations are agreed in writing after the date of this permission and before implementation with 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.

Ecology

19. The development shall be carried out in accordance with the recommendations given in Section 5 of the Ecological Impact Assessment (The Landmark Practice, December 2017) unless otherwise agreed in writing by the Local Planning Authority. Reason: To ensure that protected species (a material consideration in the planning process) are not adversely affected by the proposals and that new habitats for opportunities for wildlife are provided within the new development.

Reason: to ensure appropriate mitigation of biodiversity impact in accordance with Wokingham Borough Core Strategy Policy CP7.

Surface Water Drainage

20. Prior to the commencement of development (other than demolition), details of the following shall be submitted to and approved in writing by the Local Planning Authority:

1. Full calculations demonstrating the capacity of attenuation features to cater for 1 in 100 year flood event with a 40% allowance for climate change and runoff controlled at 30% of the existing runoff rates, as represented in the above JNP report, into the existing surface water sewer.
2. 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.
3. A drainage strategy plan indicating the location and sizing of SuDS features, as well as pipe details.

4. Details demonstrating how any SuDS for this development would be managed throughout the lifespan of the development and who will be responsible for maintenance.

Reason: To prevent increased flood risk from surface water run-off. Relevant policy: NPPF Section 14 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Core Strategy policy CP1 and Managing Development Delivery Local Plan policies CC09 and CC10.

Decentralised energy

21. Prior to the commencement of development (other than demolition) a scheme for generating at least 10% of the predicted energy requirement of the development from decentralised renewable and/or low carbon sources shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented before the development is first occupied and shall remain operational for the lifetime of the development.

Reason: To ensure developments contribute to sustainable development. Relevant policy: NPPF Section 14 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Core Strategy policy CP1, Managing Development Delivery Local Plan policy CC05 & the Sustainable Design and Construction Supplementary Planning Document.

Tree and Landscape conditions

Hard and soft landscaping

22. Prior to the commencement of the development (other than demolition), full details of both hard and soft landscape proposals shall be submitted to and approved in writing by the local planning authority.

Hard Landscape:
These details shall include, as appropriate:

1. Car parking layout and materials used including site specific detailing/specifications for each material and location e.g. when in close proximity to trees, where permeable paving is to be used, edge restraints.
2. Vehicle and pedestrian access and circulation areas
3. Surfacing details, levels and contours
4. Details and specification of edge treatments, and edge restraints e.g. to parking bays.
5. Means of enclosure – details of boundary treatments and other means of access/egress
6. Details of minor artefacts and structures such as furniture, play equipment, refuse and other storage units, signage, lighting, external services

Soft Landscape:

1. Tree planting details that ensure longevity of trees including irrigation and cultivation details
2. 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.

Reason: In the interests of visual amenity. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policy CC03.

Retention of Trees and Shrubs:

23. 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 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 specification 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

Protection of trees

24.

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

Reason: To secure the protection throughout the time that the development is being carried out of trees shrubs or hedges growing within or adjacent to the site which are of amenity value to the area, and to allow for verification by the local planning authority that the necessary measures are in place before development and other works

commence Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03.

Landscape management

25. Prior to the commencement of the development (other than demolition) a landscape management plan, including long term design objectives, management responsibilities, timescales and maintenance schedules for all landscape areas and including woodland, other than privately owned, domestic gardens, shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved.

Reason: In order to ensure that provision is made to allow satisfactory maintenance of the landscaping hereby approved. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03.

Employment Skills Plan

26. No development shall occur (other than demolition) until an Employment Skills Plan has been submitted to the Local Planning Authority and approved in writing. The plan should demonstrate how the proposal will provide and secure opportunities for training, apprenticeship or other vocational initiatives to develop local employability skills required by developers, contractors or end users of the proposal. Once agreed the plan should be implemented in full in accordance with the agreed details.

Reasons: In the interest of securing sustainable local employment. Relevant policy: NPPF, CP15, MDD Policy TB12.

Informatives:

1. The development hereby permitted is liable to pay the Community Infrastructure Levy. As an affordable housing development a claim for relief can be made. 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/.

2. There are Thames Water sewers crossing or close to the development site. In the event of works near to sewers, the developer is requested to contact Thames Water in advance so as to minimize the risk of damage. Guidance on working near or diverting TW infrastructure is available at: https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes

3. The attention of the applicant is drawn to the requirements of Section 60 of the Control of Pollution Act 1974 in respect of the minimisation of noise on construction and demolition sites. Application, under Section 61 of the Act, for prior consent to the works, can be made to the Environmental Quality Team Manager.

4. 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.

   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.

RELEVANT PLANNING HISTORY		
Application Number	**Proposal**	**Decision**
181508	Prior approval for demolition of 109 Arnett Avenue (1- 27 Cockayne Court) 97-107(odd numbers) Arnett Avenue and 154 Barkham Ride Finchampstead	Planning application for demolition not required

SUMMARY INFORMATION	
Site Area	1.0ha
Existing units	31 to be demolished
Proposed units	46 (15 net additional)
Existing density – dwellings/hectare	34dwellings/ha
Proposed density - dwellings/hectare	44.59units/ha
Number of affordable units proposed	43 (93%)
Previous land use	C3 residential, public open space
Proposed Public Open Space	C3 residential, public open space
Proposed parking spaces	56

CONSULTATION RESPONSES	
Royal Berkshire Fire and Rescue	No comments received
Thames Water	No objection
NHS Wokingham Clinical Commissioning Group	No objection
WBC Affordable Housing	No objection subject to condition
WBC Biodiversity	No objection subject to condition
WBC Economic Prosperity and Place (Community Infrastructure)	No objection subject to condition
WBC Drainage	No objection subject to condition
WBC Education (School Place Planning)	No objection

WBC Environmental Health	No objection subject to condition
WBC Highways	No objection – subject to condition
WBC Tree & Landscape	No objection – subject to condition
WBC Cleaner & Greener (Waste Services)	No objection
WBC Public Rights of Way	No comment
Berkshire Archaeology	No objection

REPRESENTATIONS

Finchampstead Parish Council:

"We are not objecting in principle, but make the following comments.

Parking should be provided onsite for all contractors' vehicles. We are concerned about traffic management during demolition and construction phases e.g. workers/school/FBC Centre traffic. Conditions should take into account times of construction traffic movements. Have you considered providing a temporary works access to the site from Barkham Ride where the house is to be demolished, prior to this area becoming the north/south green route through the development?

We have concerns over the amount of disruption construction pollution/ dust fumes and noise will cause local residents."

[OFFICER NOTE: Construction traffic (including access & routing), on-site parking will be controlled by condition – see condition 16 (Construction Environment Management Plan). Hours of work are controlled by condition 8, restricted to 7:30 – 6pm Monday-Friday, 8:30am-1pm on Saturdays and never on Sundays or Bank Holidays. Construction access to the site from Barkham Ride is not possible due to the large number of mature trees that are to be retained within this relatively narrow corridor of land.

Local Members: No comments received

Neighbours: 11 representations have been received, all objecting to the application. In summary, the objections are:

Character and amenity

- The three storey apartment blocks are inappropriate within the local context, which is mostly comprised of single and two storey properties.
- Overdevelopment of site– density considered to be too high
- Loss of existing trees would reduce screening, to the detriment of the character of the area

Overlooking, loss of light, overbearing and noise

- Eastern apartment block will overlook Finchampstead Road properties, resulting in loss of privacy; particularly if trees removed.
- Loss of light to neighbouring gardens
- 3 storey apartment blocks would be overbearing on existing properties
- Noise from occupation of new properties, and footpath to Barkham Ride, will cause disturbance to existing properties.

[OFFICER NOTE: the development is not considered to give rise to any significant harm to the character of the local area, or to the amenity of neighbouring residents. Please refer to paragraphs 8-26 in the main body of this report]

Flooding & Drainage

- Development may result in flooding of existing properties
- Foul drainage infrastructure at capacity

[OFFICER NOTE: The application is supported by a Flood Risk Assessment, which has demonstrated that the development will not lead to increased surface water flood risk and that there will be a reduction in the volume of discharge to public sewers. Recommended condition 20 would require submission of a detailed drainage strategy plan]

Security

- Boundary treatments to existing properties not specified.

[OFFICER NOTE: Recommended condition 22 (hard and soft landscaping) would control the detail and requirement of any new boundary treatments.

The applicant has indicated the following:

> *"It is our intention to install 2m high close board fencing, with concrete posts and barge boards to all boundaries where the site abuts an adjacent property. This is subject to the consent of the adjacent owner."*

The details of all boundary treatments, once formally set out as part of a hard landscaping scheme, would be reviewed in detail by the Local Planning Authority prior to discharge / implementation].

Public consultation

- Pre-application consultation with residents was insufficient
- Statutory consultation on planning application does not allow sufficient time for residents to respond

[OFFICER NOTE: The applicant has submitted a 'Feedback Report', which describes pre-application public consultation that was undertaken by the applicant. This included a public exhibition held on March 23rd 2018 at St Mary's and St John's Parish Centre. Feedback from this event is included in the report, which also demonstrates various ways in which the scheme was amended as a result.

Upon registering the planning application, a statutory consultation was undertaken by the Local Planning Authority. This commenced on July 16th and provided residents with 28 days to provide comments, as is usual for WBC planning applications (21 day statutory minimum). The case officer took until account all feedback received from residents as of September 19th, 2018. In effect, this provided a significantly longer period for residents to comment].

Infrastructure

- Development will place additional demands on local infrastructure – highways, schools, doctors surgeries, hospitals.

[OFFICER NOTE: WBC has adopted a Community Infrastructure Levy (CIL) which is charged based on the type and location of development. Monies collected are used to fund infrastructure that has been identified as being required to support planned population growth].

Ecology

- Development may disrupt wildlife

[OFFICER NOTE: the application is supported by an Ecological Impact Assessment. Condition 19 would require the development to be undertaken in accordance with measures to ensure protected species are not adversely affected and that new habitats are provided within the development].

Land ownership

- Assertion that footpath between development and Barkham Ride not owned by WBC / partly owned by neighbouring property.

[OFFICER NOTE: This is not a planning matter relevant to the determination of the current planning application. However, for information, officers' have been advised that an independent land surveyor which has established (on behalf of the applicant) that there is no encroachment of the application red line boundary on land owned by third parties].

Other issues

- Objection to principle of proposed redevelopment of the wider Gorse Ride estate
- Shame to lose existing Cockayne Court facility
- Concern re: impact of development on existing property prices
- Development too expensive to build / why not refurbish existing properties

[OFFICER NOTE: These issues are not related to planning].

PLANNING POLICY		
National Policy	**NPPF**	National Planning Policy Framework 2018
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
	CP8	Thames Basin Heaths Special Protection Area
	CP9	Scale and Location of Development Proposals
Adopted Managing Development Delivery Local Plan 2014	**CC01**	Presumption in Favour of Sustainable Development
	CC02	Development Limits

	CC03	Green Infrastructure, Trees and Landscaping
	CC05	Renewable energy and decentralised energy networks
	CC06	Noise
	CC07	Parking
	CC09	Development and Flood Risk (from all sources)
	CC10	Sustainable Drainage
	TB05	Housing Mix
	TB07	Internal Space standards
	TB12	Employment Skills Plan
	TB21	Landscape Character
	TB23	Biodiversity and Development
Supplementary Planning Documents (SPD)	**BDG**	Borough Design Guide – Section 4
		DCLG – National Internal Space Standards

PLANNING ISSUES

Description of Development:

1. The application seeks full planning permission for the proposed erection of 46 no. dwellings consisting of 36 one and two bedroom apartments and 10 three-bedroom houses, together with parking for 56 cars and landscaped areas of public open space, following demolition of existing bungalow properties and Cockayne Court.

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 (MDD) Policy CC01 states that planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise.

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

4. The NPPF requires that proposed dwellings should be well integrated with, and complement local buildings in relation to scale, density, layout and access. Policy CP3 of the Core Strategy outlines that development should be appropriate to the surrounding streetscene, and without detriment to the amenity of neighbouring residents. The Borough Design guide provides substantial advice on layout best practice.

5. The NPPF further stresses the importance of supporting strong, vibrant and healthy communities by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment. One of the Core Planning Principles is to seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

6. The framework (para. 118) also requires decision makers to give substantial weight to the value of using suitable brownfield land within settlements and to support the development of under-utilised land, particularly where this helps to meet identified needs for housing.

Environmental Impact Assessment

7. The application has been screened in accordance with 2017 Environmental Impact Assessment regulations. The development falls below the threshold specified in the definition of Schedule 2 Development, is not likely to result in significant environmental effects and is therefore not EIA Development.

Character of the Area:

8. The site is located in Finchampstead settlement area and within developments limits. Arnett Avenue and its immediate surroundings including Barkham Ride and Finchampstead Road have a strong relationship with the predominant landscape character type, which in turn lends considerable landscape value in terms of the setting.

9. The existing development of unit 31 residential units comprises single storey bungalow dwellings and Cockayne Court, a two storey building of extra care accommodation. The existing development is arranged around extensive tree planting both mature and semi-mature that would have existed on the site prior to development. The tree species echo those common to the area and reflect its geology such as; Oak, Birch and Scots pine, and later mixed native tree planting from the time of the existing development.

10. The existing site contains an open green as well as smaller greens with trees, shrub planting and grass verges. In this way the landscape character maintains a sylvan quality that should be maintained and enhanced through any development proposed for the area in accordance with sustainable development and key elements contained within the NPPF reflected in the Wokingham Core Strategy, specifically policies CP1 and CP3, and TB21, CC03 of the Local Plan.

11. The proposed layout consists of a mix of flats and houses – 46 dwellings in total comprised of 2 No. 3 storey blocks containing 17 No. 1 bed flats, 18 No. bed flats, 1 No. 3 bed flat arranged across two blocks. 10 No 3 bed dwellings are arranged across a terrace of 6 houses and 2 pairs of semi-detached houses. The scheme represents an increase of 15 dwellings over the existing arrangement.

12. The design of the development has emerged from a pre-application process of engagement with officers. The layout has been structured around the existing village green and the site's many mature trees, the majority of which are to be retained. The built form would have a contemporary appearance that is considered appropriate within the local setting.

13. The houses (units 1-10) are two storeys throughout and have a traditional arrangement with living rooms on the ground floor and bedrooms on the upper floor. They have traditional pitched roofs. The facades are enhanced with the use of brickwork and timber effect cladding and the adoption of brick gables to give emphasis to entrances. Entrances themselves include for projecting porches or are recessed. All houses have private rear gardens with independent rear access.

14. Flats (units 11-46) are arranged across two blocks set over three floors (third floor within pitched roof) that face each other across a parking courtyard area. The blocks sited perpendicular to the houses, on the eastern half of the site and are designed with a complimentary appearance in terms of the use of brick feature gables that reflects that proposed for the houses.

15. There are two significant areas of communal amenity within the proposals. One area is designated as a 'village green' and is accessible to all, whilst the second is an extensive communal area for the residents of the flatted block 27-46.

16. A number of residents have objected to the proposed height of the two apartment units, on the basis that they would appear too tall and out of character. Whilst there are no three storey buildings in the immediate vicinity, the height of the apartment blocks at 10.3m would represents an increase of 1.6m over that of two storey Cockayne Court (8.7m). Whilst these buildings would undoubtedly have a significant presence in terms of bulk and mass, their siting within the site – and relationship to neighbouring properties – is considered to be appropriate.

Residential Amenities:

17. Core Strategy Policy CP3, General Principles for Development requires that new development should be of a high quality of design that does not cause detriment to the amenities of adjoining land users or their quality of life. This is amplified by Figure 4.25 (page 47) of the WBC Borough Design Guide SPD which establishes minimum separation distances required between dwellings to maintain acceptable levels of privacy and avoid overbearing impacts.

18. A number of existing residents – those residing in properties backing onto the site (fronting Finchampstead Road and Barkham Ride) – have objected to the application on grounds that the siting of the apartment blocks would have an overbearing impact on their properties (including gardens) and that this would give rise to overlooking, loss of light and excessive noise.

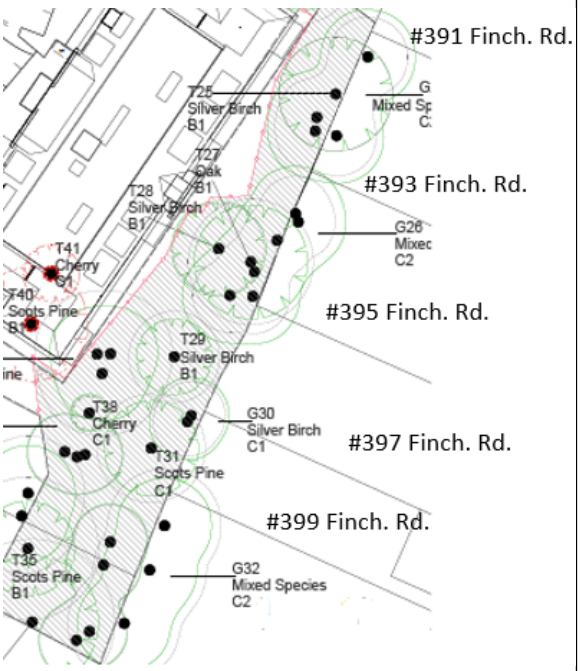
Neighbouring properties – Finchampstead Road

19. The potential for harmful impact is from proposed units 27-46. The proposal is for a three storey building, with the eastern elevation facing in the direction of nos. (odd) 391-399 Finchampstead Road.

20. The Borough Design Guide recommends minimum back-to-back distances of 30m in the case of three storey buildings. The following minimum back-back separation distances would be achieved:

Finchamptead Road property	Separation distance
#391	45m
#393	46m
#395	48m
#397	45m
#399	41m

21. The application is supported by a Tree survey and Protection Plan (see excerpt) which demonstrates that the vast majority of existing mature trees on the eastern boundary of the site can be retained as part of the proposal. Tree protection is secured by condition 24.



22. Separation distances to Finchampstead Road comfortably exceed the minimum recommended distances specified in the Borough Design Guide and will be screened, in part, by the retained mature landscaping. There are no balconies with an east-facing elevation. Therefore, the development is not considered to be overbearing, nor would it give rise to significant harm in terms of loss of light or overlooking.

Neighbouring properties – Barkham Ride

23. Units 1-10 are two storey houses. In each case, back-to-back separation distances comfortably exceed a separation distance of 40m, whereas the Borough Design Guide recommends a 22m minimum.

24. Apartment block units 11-26 and 27-46 both face northwards (from side elevations) to Barkham Ride properties (rear elevations). The Borough Design Guide recommends minimum back-to-back distances of 30m in the case of three storey buildings. The following minimum back-back separation distances would be achieved:

Barkham Ride property	Separation distance
#170b	30m
#170a	31m
#168	34m
#162	34m
#160	33m

25. No external cantilevered balconies face directly northwards towards Barkham Ride properties, although a concealed terrace provides amenity space for third floor unit nos. 25/26 & 42/43. In these cases, a bespoke design concealing the amenity space within the elevation was incorporated (as part of the pre-application process

of engagement with officers / local residents) to mitigate against potential overlooking. Separation distances to Barkham Ride properties meet or exceed the 30m minimum recommended in the Borough Design Guide. Whilst is acknowledged that there will be some overlooking to Barkham Ride properties, this is not considered to be to a significant or unusual degree, given the suburban context.

North elevation – facing Barkham Ride

- Western apartment block (units 11-26)

- Eastern apartment block (units 27-46)

26. The development is likely to result in some loss of light to the southernmost portion of rear garden (i.e. furthest from the house) for some Barkham Ride residents. However, this will not affect habitable rooms within these properties or the majority of the garden area, importantly the garden area adjacent to the rear of the dwellings will remain unaffected, given the 30+m separation distances. Therefore, the development is not considered to be overbearing or to result in significant loss of light.

Amenity Space for future occupiers:

27. The MDD policy TB07 seeks to minimum internal space standards in new dwellings. All dwellings exceed the required minimum gross internal floor area requirements specified in the Nationally Described Space Standards. It is considered that a high quality of internal space is afforded and that compliance with relevant WBC policies would be achieved.

28. The Borough Design Guide establishes principles for provision of private amenity space for dwellings: the size of garden should relate to the house type and number of proposed occupants and provide a degree of privacy. In suburban areas gardens should be of sufficient size to allow a variety of activities (level areas for sitting, play, clothes drying, outside storage), which requires a roughly rectangular, useable space of at least 11 metres in length which receives direct sunlight for at least part of the day.

29. The proposed layout makes appropriate provision for outdoor amenity space. All of the two storey homes exceed the 11m minimum for garden depths. Additionally, the apartment blocks include usable shared amenity space, either in the form of communal gardens, balconies, patios or terraces.

Access and Movement:

30. *Highway Safety:* Two site accesses are proposed from Arnett Avenue. Visibility splays and swept path analysis have demonstrated that the site can be accessed

safely by vehicles, including by refuse vehicles. Refuse collection will be from the front of the properties via the parking courts. Each of the blocks of flats has its own communal refuse store at the front of the building.

31. Provision of segregated access for pedestrians and cyclists to Barkham Ride increases the permeability of the scheme, linking the site to its surroundings and encouraging sustainable modes of travel (walking, cycling and bus services on Barkham Ride). The parking courts have been designed with an informal layout and propose contrasting surface treatment to foster a slow-speed environment. The parking courtyard design is compatible with an at-grade crossing point that could link the two apartment blocks, should this be required at detailed design stage.

32. *Traffic Impact:* A number of local residents have expressed concern about the potential for the development to contribute to congestion on the local road network The application Transport Statement demonstrates that the development would generate approximately 15 to 21 vehicle movements per hour during peak periods and 172 movements per day in total. During weekday peak periods, this is estimated to be a net increase over existing of between 9 and 16 movements per hour - one extra vehicle every four minutes. It is therefore not considered that the development would have a significant adverse impact on the wider highway network.

33. Parking: 56 parking spaces shown within the site layout plan; in line with Borough standards. The distribution throughout the development is also considered to be acceptable, subject to a car parking management plan to determine the specific assignment and management of allocated, unallocated and visitor spaces. An appropriate amount of parking can therefore be provided. Condition 11 refers.

34. Cycle parking will be provided in line with Borough standards. For the houses, storage is provided in rear garden sheds. Cycle parking for the apartment units would be provided in secure and covered outbuildings. Conditions 12 refers.

35. *Sustainability*: The site is located in the centre of Finchampstead with access to a range of local services and facilities within easy walking and cycling distance. The terrain surrounding the site is generally flat making local journeys conducive to walking and cycling. Local bus services are accessible within 330m walking distance (approx. 4 mins) on Finchampstead Road and within 400m (5 mins) on Barkham Ride and Nine Mile Ride.

Flooding and Drainage:

36. Core Strategy Policy CP1 establish that new development should avoid increasing and where possible reduce flood risk. Design Principle 1c(ii) requires provision of a comprehensive system for water management, which takes account of existing features and incudes proposals for effective sustainable urban drainage (SuDS), measures to avoid flood risk and new ponds.

37. The application site lies entirely in Flood Zone 1 where the risk of flooding is low and the siting of new residential development is appropriate. The application is supported by a Flood Risk Assessment and would incorporate Sustainable Urban Drainage features (SuDS). Development will reduce the areas contributing to existing potential surface water flooding, reducing the potential risk and severity of

surface water flooding in garden areas and off-site. A condition to require the submission of a details of the surface water drainage is recommended. Condition 20 refers.

Landscape and Trees:

38. The design proposals retain the character of the existing open space around which the existing development is arranged. The proposals have re-provided a 'village green' as the key node of the new development and onto which the communal gardens, parking areas and routes front. The retention of this area of open space helps to maintain the setting and sense of permeability that is a key feature of the existing site.

39. The design, which has evolved through a pre-application process with officers and consultation with neighbours, has prioritised the retention of trees where possible, and this is apparent in the layout. The application is supported by a Landscape Masterplan which proposes a total of 28 new trees which further underpin the design ethos.

40. The character of the layout is one of two parts – the eastern half of the site is defined by two facing apartment blocks (three storey, 36 units in total) and associated parking area. The western half of the site is comprised of a row of ten semi-detached and terraced properties.

Eastern character area

41. A parking area for two apartment blocks is sited on the eastern half of the site, together with landscape enhancements and communal garden areas. Between Nos. 162 and 168 Barkham Ride a pedestrian link and visual connection highlights the axis from Barkham Ride in the north and the southern part of Arnett Avenue in the south and onward connecting to Finchampstead Road.

42. A strip of land between 168 and 162 Barkham Ride features many trees that are to be retained, made publically accessible and brought into management. The existing mature tree cover containing Scots Pine and Birch found along the south-east boundary provides a ready-made setting for the three storey apartment block - Units 27-46 and screening to the gardens of Finchampstead Road that back onto the application site.

43. The garden to the rear of the facing apartment block Units 11-26 has a more open character that is not private in the way of the other communal garden, but appears to link with the village green. This garden provides opportunities for replacement tree planting and hedging arranged to echo the north-south axis found to the east between the blocks.

44. In both cases, private gardens to ground floor flats has been provided as well as landscape enhancements either side of the entrance to soften the approach and reinforce the green route from Barkham Ride.

Western character area

45. The houses are located in the north-western portion of the site and are separated from Arnett Avenue by parking, and comprise of three bedroom dwellings arranged in a terrace of six, and two pairs of semi-detached dwellings. Rear gardens of the

semis are longer than the standard minimum depth of 11m, and the rear gardens of the terrace are just over 11m in length. Most of the gardens contain existing mature trees which help to sustain the visual buffer between the development and the rear gardens of Barkham Ride properties that back onto the site. Rear access is provided via footpaths that separate the terrace from the semis, and from a footpath next to Plot 10.

46. All the dwellings have small front gardens separated by a footpath that connects with the wider site and parking bays where there are other strips of landscape that help to break up the extent of the paving.

47. The scheme includes environmental improvements to the alternative link to Barkham Ride located next to 85 Arnett Avenue to the north-west of the site and this forms a third north-south axis and provides a physical and visual break between the built form.

48. The proposals have been assessed by the landscape officer and are considered to be acceptable, subject to conditions to secure an acceptable hard and soft landscaping scheme, retention of trees and shrubs, protection of trees during the construction process and ongoing tree and landscape management. Conditions 22-25 refer).

Environmental Health:

49. The proposed use is sensitive in nature being residential with private gardens. Accordingly, the application is supported by appropriate evidence that demonstrates there are no contamination issues arising from previous uses of the site. A Construction Environmental Management Plan to control phasing of construction, lorry routing and measures to mitigate impact of construction operations is recommended. Conditions 8 and 16 refer.

Noise

50. Core Strategy Policy CP1, Sustainable Development and MDDLP Policy CC06, Noise direct development away from areas where noise would impact upon amenity and require mitigation where noise cannot be completely avoided.

51. The site is not located in an area where future occupiers are likely to be significantly affected by noise, once construction had been completed. However, Finchampstead Parish Council and neighbouring residents have expressed concern that construction activities may give rise to noise disturbance. Recommended condition 16 requires submission of a Construction Environment Management Plan that will require consideration of measures to reduce the impact of construction on existing residents (including both noise and dust). Condition 8 would restrict hours of work on site to between 7:30 – 6pm Monday-Friday, 8:30am-1pm on Saturdays and never on Sundays or Bank Holidays.

Ecology:

52. Core Strategy Policy CP7, Biodiversity and MDDLP Policy TB23: Biodiversity and Development, require appropriate protection of species and habitats of conservation value. Design Principle 1b (i-ii) is concerned with protection of ecological habitat and biodiversity features, together with mitigation of any impacts that do arise.

53. The application is accompanies by an Ecological Impact Assessment. The report provides a thorough assessment of the site and demonstrates that, subject to mitigation, compensation and enhancement measures, the development will not have a negative ecological impact. Condition 19 refers.

Sustainable Design/Construction:

54. Policy CC04 of the MDD Local Plan (Sustainable Design and Construction) relates to housing standards as well as requirements for water resource management. MDD policy CC05 (Renewable Energy) requires that residential schemes of more than 10 dwellings should provide for a minimum 10% reduction in carbon emissions through on-site renewable energy or low carbon sources. The application Design and Access Statement (p17) has indicated that a 35% reduction (compared to Building Regulations) could be achieved. A reduction in carbon emissions would be secured by condition 21.

55. Due to the replacement of the Code for Sustainable Homes with national standards in Building Regulations, the proposal is no longer required to meet Code 4 in line with Policy CC04 of the MDD. However, the policy does require that all development should incorporate suitable waste management facilities including on-site recycling (composting). Sufficient internal and external storage is provided to accommodate this.

Community Infrastructure Levy (CIL), Special Protection Area (SPA) & Affordable Housing:

56. *Community Infrastructure Levy:* In accordance with Core Strategy policy CP4 new development is expected to make arrangements for the improvement or provision of infrastructure, services, community and other facilities. The site currently has 31 dwellings, all of which are to be demolished. The development will be liable to pay CIL on the net additional floorspace that is being created. Any exemption from liability would be granted at a later stage, once the precise quantum of affordable housing provision has been secured in accordance with condition 9.

57. *Special Protection Area:* The Thames Basin Heaths Special Protection Area was designated under European Directive due to its importance for heathland bird species. Southeast Plan Policy NRM6 and Core Strategy Policy CP8 establish that new residential development within a 7km zone of influence is likely to contribute to a significant impact upon the integrity of the Special Protection Area. The application site falls within the 5km zone of influence and, accordingly, Development Plan policies require provision of Suitable Alternative Natural Greenspace (SANG).

58. Infrastructure contributions towards provision of SANG would normally be secured through CIL payments. However, since the application is proposing to provide the vast majority of the scheme as affordable housing, the applicant would be able to claim 100% CIL relief on the affordable housing component and also to use the existing floorspace (which is to be demolished) in credit. The precise quantum of affordable housing will be secured subject to details to be agreed with the LPA. Therefore, in order to ensure the provision of mandatory financial contribution towards the WBC's Rooks Nest Wood SANG (and SAMM – SPA Access Management and Monitoring), a legal undertaking is required.

59. The application is accompanied by a draft Unilateral Undertaking that would secure the required financial contribution towards SANG and SAMM, dependent on the affordable housing scheme that is to be secured under condition 9. The wording of the Undertaking is still to be agreed by the Local Planning Authority's solicitor. Therefore, officers have recommended that, should Members be inclined to grant planning permission, this would be subject to the current draft Unilateral Undertaking being first agreed and then completed.

Affordable Housing:

60. Core Strategy Policy CP5 requires a mix of tenures, including a minimum of 40% affordable housing for previously developed sites of 15 dwellings (net additional) in Modest Development Locations.

61. The applicant proposes to deliver 93% of the development as affordable housing (43 affordable units out of 46) as follows:

Unit #s	Dwelling type	Tenure
1-3	Three bedroom house	Private / market sale (i.e. not affordable homes)
4-10	Three bedroom house	Social rent
11-26 (western apartment building)	8 no. 1bedroom flat & 8no. 2bedroom flat	Social rent
27-46 (eastern apartment building)	9 no. 1 bedroom flat & 11 no. 2 bedroom flat	Shared ownership

62. In order to allow residents to live longer in their own homes, all affordable units in the development will be secured as Lifetime Homes in accordance with MDD Policy TB05.

63. The proposed tenure and dwelling size mix provides a proportion of affordable housing that is significantly in excess of the policy requirement and catered to the Council's identified social housing requirements; enhancing the Council's ability to meet the needs of its residents. Affordable housing provision, tenure mix and design standards are secured by 8.

Employment Skills:

64. The scheme is a major development and will generate employment during the construction phase. An Employment Skills Plan in accordance with Policy TB12 of the MDD is secured by condition 26.

Archaeology

65. The proposals are located largely within areas previously impacted by the existing buildings and the closest known archaeological remains recorded in the HER is located some distance from the site. Based on this there are no archaeological issues associated with the development.

CONCLUSION

The application is consistent with relevant planning policy and would deliver significant public benefits. There are no significant material considerations weighing against the

proposal. Therefore, this application is recommended for approval by the Planning Committee, subject to conditions and the completion of an appropriate Unilateral Undertaking to secure contributions to mitigate impact on the Thames Basin Heaths Special Protection Area.