

Agenda Item 38.

Application Number	Expiry Date	Parish	Ward
202133	29/01/2021 (PPA)	Finchampstead	Finchampstead South;

Applicant	Wokingham Borough Council c/o Agent: Pegasus Planning Group The Columbia Centre, Bracknell, RG12 1LP.
Site Address	Land east of Gorse Ride South, south of Whittle Close and to the north and south of Billing Avenue Finchampstead, RG40 9JF
Proposal	Full planning application for the proposed redevelopment of the existing Gorse Ride South Estate, comprising demolition of existing buildings and replacement with 249 no. dwellings (mixed-tenure flats and houses) together with associated access, parking, landscaping, public open space and drainage
Type	Full
PS Category	1
Officer	Nick Chancellor
Reason for determination by committee	Major application Applicant is Wokingham Borough Council

FOR CONSIDERATION BY	Planning Committee on Wednesday, 9 December 2020
REPORT PREPARED BY	Assistant Director – Place

SUMMARY
<p>The application is made by Wokingham Borough Council and seeks full planning permission for 249 No. dwellings (mixed-tenure flats and houses) together with associated access, parking, landscaping, public open space and drainage. 74% of the dwellings are proposed to be affordable housing.</p> <p>The site is located within the settlement limits of Finchampstead and consists of 178 residential properties and public open space, accessed via Gorse Ride South, Whittle Close, Billing Avenue, Dart Close and Firs Close. The development was originally constructed in the 1970s with an intended 50 year design life and many of the properties are now in poor condition and would need significant investment to bring up to modern standards. The site is comprised of two storey houses and bungalows, 76% of which is affordable housing. The remainder are 'right to buy' properties forming part of the same original development though now privately owned.</p> <p>Regeneration of the site is proposed as it is not economically viable to repair/retrofit the existing stock; the units are prefabricated and subject to maintenance issues as a result of damp, condensation and high running costs. As such the Council's Executive resolved to redevelop the site in order to secure new high quality affordable housing for the Borough and its residents. The application follows significant public consultation and engagement of local residents and an iterative pre-application design process involving the Local Planning Authority.</p> <p>The application demonstrates that the development would successfully integrate within the landscape context and without having an unacceptable impact on the amenity of neighbouring residents. The necessary decamping of the existing residents from the site has been carefully considered as part of the process. The development would be phased accordingly to ensure that disruption caused through relocation is minimised as far as possible. The proposals are in accordance with the Council's policies and guidance on</p>

living, amenity and parking space. The development would provide a high quality modern housing scheme together with landscaped public open space, while retaining the majority of significant trees on the site. It should be noted that the scheme will also comprise planting of up to 200 new trees. Contributions can be secured toward the off-site provision of SANG, improvement of existing public open space and a net gain for biodiversity. The development would not cause any significant adverse highway impacts and would not result in significant residential amenity impacts to existing, new or neighbouring residents.

In summary, the proposal complies with the Development Plan and is considered to be sustainable development that would deliver significant public benefits; there are no material considerations that weigh significantly against the proposal.

PLANNING STATUS

- Modest Development Location
- Public Open Space
- Wind turbine safeguarding zone
- Children's play areas (two)
- Farnborough Aerodrome consultation zone
- Special Protection Area – 5km
- Contaminated land consultation zone
- SSSI Impact Risk Zone
- Tree Preservation Order (TPO-0549-1992) adjacent to site (between 185/189 Nine Mile Ride)

RECOMMENDATION

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

A. Completion of an agreement between the WBC Head of Commercial Property and WBC Director of Place & Growth to secure planning obligations in respect of the following Heads of Terms:

- Affordable Housing Scheme – tenure split to be agreed with the LPA on a phased basis and in accordance with local needs.
- SANG & SAMM financial contributions; payments may be phased according to level of site occupation.
- Biodiversity Net Gain (financial contributions, on and off-site provision)
- Public Open Space improvements (financial contribution, off-site provision)
- My Journey Travel Plan Contribution based on £520/unit for each of the 249 dwellings
- Commitment to construct all estate roads to WBC adoptable standard and to provide an adoptable highways plan
- Prior to commencement of development to either complete an agreement pursuant to sections 38 and 278 of the Highways Act 1980 (as amended) to dedicate the roads on the application site for adoption by the Council (adoption subject to plans and specifications for the roads being to the Council's adoptable standards; failing which - or at the election of the developer/owner – an undertaking to enter a further supplementary deed to secure a highway

bond, approval of plans and specifications, inspection fees, certificates of completion, road safety audit processes, mechanism for release of bond, management company set up and estate roads maintenance schedule).

- All obligations to be incorporated within any ensuing land transfer agreement

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. 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:

GRS-ACG-00-00-DR-A-010001 Rev: P8 - Existing Site Plan in Context
GRS-ACG-00-00-DR-A-010002 Rev: P8 - Existing Block Plan
GRS-ACG-00-00-DR-A-011000 Rev: P9 - Site Location Plan
GRS-ACG-00-00-DR-A-011050 Rev: P18 - Overall Masterplan
GRS-ACG-00-00-DR-A-011051 Rev: P14 - Masterplan Unit Mix
GRS-ACG-00-00-DR-A-011052 Rev: P11 - Site Plan-Sector1
GRS-ACG-00-00-DR-A-011053 Rev: P11 - Site Plan-Sector2
GRS-ACG-00-00-DR-A-011054 Rev: P11- Site Plan-Sector3
GRS-ACG-00-00-DR-A-011055 Rev: P11 - Site Plan-Sector4
GRS-ACG-00-00-DR-A-011056 Rev: P11 - Site Plan-Sector5
GRS-ACG-00-00-DR-A-011057 Rev: P11 - Site Plan-Sector6
GRS-ACG-00-00-DR-A-011058 Rev: P11 - Site Plan-Sector7
GRS-ACG-00-00-DR-A-011511 Rev: P9 - Parameter Plan-Access Circulation
GRS-ACG-00-00-DR-A-011512 Rev: P12 - Parameter Plan-Parking
GRS-ACG-00-00-DR-A-011513 Rev: P10 - Parameter Plan-Height
GRS-ACG-00-00-DR-A-011515 Rev: P10 - Parameter Plan-OpenSpace
GRS-ACG-00-00-DR-A-012101 Rev: P7 - Overall Site Demolition Plan
GRS-ACG-P01-ZZ-DR-A-012201 Rev: P7 - Unit Type 1-GAPPlans
GRS-ACG-P02--ZZ-DR-A-012202 Rev: P8 - Unit Type 2-GAPPlans
GRS-ACG-P03--ZZ-DR-A-012203 Rev: P9 - Unit Type 3-GAPPlans
GRS-ACG-P04--ZZ-DR-A-012204 Rev: P8 - Unit Type 4-GAPPlans
GRS-ACG-P05--ZZ-DR-A-012205 Rev: P8 - Unit Type 5-GAPPlans
GRS-ACG-P06-ZZ-DR-A-012206 Rev: P8 - Unit Type 6-GAPPlans
GRS-ACG-P07-ZZ-DR-A-012207 Rev: P8 - Unit Type 7-GAPPlans
GRS-ACG-P08-ZZ-DR-A-012208 Rev: P8 - Unit Type 8-GAPPlans
GRS-ACG-P09--00-DR-A-012209 Rev: P11 - Block 1-Ground Floor Plan
GRS-ACG-P09--01-DR-A-012210 Rev: P11 - Block 1-First Floor Plan
GRS-ACG-P09--02-DR-A-012211 Rev: P10 - Block 1-Second Floor Plan
GRS-ACG-P09--03-DR-A-012212 Rev: P10B - lock 1-Third Floor Plan
GRS-ACG-P09--RF-DR-A-012213 Rev: P10 - Block 1-Roof Plan
GRS-ACG-P10-00-DR-A-012214 Rev: P10 - Block 2-Ground Floor Plan
GRS-ACG-P10-01-DR-A-012215 Rev: P10 - Block 2-First Floor Plan
GRS-ACG-P10-02-DR-A-012216 Rev: P9 - Block 2-Second Floor Plan
GRS-ACG-P10-03-DR-A-012217 Rev: P9 - Block 2-Third Floor Plan
GRS-ACG-P10-RF-DR-A-012218 Rev: P9 - Block 2-Roof Plan
GRS-ACG-P13-00-DR-A-012229 Rev: P7 - Block 5-Ground Floor Plan
GRS-ACG-P13-01-DR-A-012230 Rev: P7 - Block 5-First Floor Plan
GRS-ACG-P13-02-DR-A-012231 Rev: P6 - Block 5-Second Floor Plan
GRS-ACG-P13-RF-DR-A-012232 Rev: P6 - Block 5-Roof Plan

GRS-ACG-PA1-XX-DR-A-012233 Rev: P6 - Unit Type PA1-GAPlan
 GRS-ACG-PA2-XX-DR-A-012234 Rev: P6 - Unit Type PA2-GAPlan
 GRS-ACG-PA3-XX-DR-A-012235 Rev: P6 - Unit Type PA3-GAPlan
 GRS-ACG-PA4-XX-DR-A-012236 Rev: P6 - Unit Type PA4-GAPlan
 GRS-ACG-PA5-XX-DR-A-012237 Rev: P6 - Unit Type PA5-GAPlan
 GRS-ACG-PB1-XX-DR-A-012238 Rev: P6 - Unit Type PB1-GAPlan
 GRS-ACG-PB2-XX-DR-A-012239 Rev: P6 - Unit Type PB2-GAPlan
 GRS-ACG-PB3-XX-DR-A-012240 Rev: P6 - Unit Type PB3-GAPlan
 GRS-ACG-PB4-XX-DR-A-012241 Rev: P6 - Unit Type PB4-GAPlan
 GRS-ACG-PB5-XX-DR-A-012242 Rev: P6 - Unit Type PB5-GAPlan
 GRS-ACG-P01-ZZ-DR-A-013000 Rev: P7 - Unit Type 1-Building Sections AABB
 GRS-ACG-P02-ZZ-DR-A-013001 Rev: P7 - Unit Type 2-Building Sections AABB
 GRS-ACG-P03-ZZ-DR-A-013002 Rev: P8 - Unit Type 3-Building Sections AABB
 GRS-ACG-P04-ZZ-DR-A-013003 Rev: P8 - Unit Type 4-Building Sections AABB
 GRS-ACG-P05-ZZ-DR-A-013004 Rev: P8 - Unit Type 5-Building Sections AABB
 GRS-ACG-P06-ZZ-DR-A-013005 Rev: P8 - Unit Type 6-Building Sections AABB
 GRS-ACG-P07-ZZ-DR-A-013006 Rev: P8 - Unit Type 7-Building Sections AABB
 GRS-ACG-P08-ZZ-DR-A-013007 Rev: P8 - Unit Type 8-Building Sections AABB
 GRS-ACG-P09-ZZ-DR-A-013008 Rev: P11 - Block 1-Building Sections AABB
 GRS-ACG-P09-ZZ-DR-A-013009 Rev: P11 - Block 1-Building Sections CCDD
 GRS-ACG-P10-ZZ-DR-A-013010 Rev: P10 - Block 2-Building Sections AABB
 GRS-ACG-P10-ZZ-DR-A-013011 Rev: P10 - Block 2-Building Sections CCDD
 GRS-ACG-P13-ZZ-DR-A-013016 Rev: P7 - Block 5-Building Sections AABB
 GRS-ACG-P13-ZZ-DR-A-013017 Rev: P7 - Block 5-Building Sections CCDD
 GRS-ACG-00-ZZ-DR-A-013050 Rev: P5 - Boundary Site Section 1-Existing Proposed
 GRS-ACG-00-ZZ-DR-A-013051 Rev: P6 - Boundary Site Section 2-Existing Proposed
 GRS-ACG-00-ZZ-DR-A-013052 Rev: P6 - Boundary Site Section 3-Existing Proposed
 GRS-ACG-00-ZZ-DR-A-013053 Rev: P6 - Boundary Site Section 4-Existing Proposed
 GRS-ACG-00-ZZ-DR-A-013054 Rev: P6 - Boundary Site Section 5-Existing Proposed
 GRS-ACG-P01-ZZ-DR-A-014500 Rev: P7 - Unit Type 1-Elevations 1-2
 GRS-ACG-P01-ZZ-DR-A-014501 Rev: P7 - Unit Type 1-Elevations 3-4
 GRS-ACG-P02-ZZ-DR-A-014502 Rev: P9 - Unit Type 2-Elevations 1-2
 GRS-ACG-P02-ZZ-DR-A-014503 Rev: P6 - Unit Type 2-Elevations 3-4
 GRS-ACG-P03-ZZ-DR-A-014504 Rev: P9 - Unit Type 3-Elevations 1-2
 GRS-ACG-P03-ZZ-DR-A-014505 Rev: P8 - Unit Type 3-Elevations 3-4
 GRS-ACG-P04-ZZ-DR-A-014506 Rev: P8 - Unit Type 4-Elevations 1-2
 GRS-ACG-P04-ZZ-DR-A-014507 Rev: P8 - Unit Type 4-Elevations 3-4
 GRS-ACG-P05-ZZ-DR-A-014508 Rev: P8 - Unit Type 5-Elevations 1-2
 GRS-ACG-P05-ZZ-DR-A-014509 Rev: P8 - Unit Type 5-Elevations 3-4
 GRS-ACG-P06-ZZ-DR-A-014510 Rev: P8 - Unit Type 6-Elevations 1-2
 GRS-ACG-P06-ZZ-DR-A-014511 Rev: P8 - Unit Type 6-Elevations 3-4
 GRS-ACG-P07-ZZ-DR-A-014512 Rev: P8 - Unit Type 7-Elevations 1-2
 GRS-ACG-P07-ZZ-DR-A-014513 Rev: P8 - Unit Type 7-Elevations 3-4
 GRS-ACG-P08-ZZ-DR-A-014514 Rev: P8 - Unit Type 8-Elevations 1-2
 GRS-ACG-P08-ZZ-DR-A-014515 Rev: P8 - Unit Type 8-Elevations 3-4
 GRS-ACG-P09-ZZ-DR-A-014516 Rev: P11 - Block 1-Elevations 1-2
 GRS-ACG-P09-ZZ-DR-A-014517 Rev: P11 - Block 1-Elevations 3-4
 GRS-ACG-P10-ZZ-DR-A-014518 Rev: P10 - Block 2-Elevations 1-2
 GRS-ACG-P10-ZZ-DR-A-014519 Rev: P10 - Block 2-Elevations 3-4
 GRS-ACG-P13-ZZ-DR-A-014524 Rev: P7 - Block 5-Elevations 1-2
 GRS-ACG-P13-ZZ-DR-A-014525 Rev: P7 - Block 5-Elevations 3-4
 GRS-0-ACG-P10-ZZ-DR-A-015001 Rev: P4 - Block 2, 3 & 4-Enlarged Stair Plan-Section
 GRS-1-ACG-P13-ZZ-DR-A-015000 Rev: P4- Block 1 & 5-Enlarged Stair Plan-Section
 GRS-ACG-XX-XX-DR-A-015704 Rev: P4 - Garage-Plan Section-Elevation
 GRS-ACG-XX-XX-DR-A-015705 Rev: P4 - Shed-Plan-Elevation
 GRS-ACG-XX-XX-DR-A-015712 Rev: P3 - Balcony Types-Sheet1
 GRS-ACG-XX-XX-DR-A-015714 Rev: P3 - External Bridge
 GRS-ACG-XX-XX-DR-A-015715 Rev: P3 - Typical External Component Detail Sheet1-Bin Store
 GRS-ACG-XX-XX-DR-A-015719 Rev: P3 - Northern Basin Steps
 GRS-ACG-XX-XX-DR-A-015720 Rev: P3 - Southern Basin Terracing

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.

Development Phasing

3. No development (including demolition) shall take place until a Phasing Strategy to include:

- i) the development to be delivered in each phase;
- ii) the sequence of development; and
- iii) where a phase consists of only demolition, how the relevant part of the site will be secured until such time as works of construction are commenced;
- iv) how earlier phases of the development will be able to operate satisfactory while later phases are still under construction;

has been submitted to and approved in writing by the Local Planning Authority and development shall be carried out in accordance with the approved Phasing Strategy.

Reason: to ensure comprehensive planning and delivery of the development and discharge of conditions. To comply with terms by which the WBC Community Infrastructure Levy is administered. Relevant Policies: Core Strategy policies CP1, CP3, CP4, CP6, and CP14.

Restriction of permitted development rights

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2020 (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 of Part 1 of the Second Schedule shall be carried out 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.

5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2020 (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

6. Prior to the commencement of above ground construction works, details of the materials to be used in the construction of the external surfaces of the buildings within a defined phase of the development shall have first been submitted to and approved in writing by the local planning authority for that phase. 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

Ground and building levels

7. Prior to the commencement of above ground construction works within a defined phase of development, 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 for that phase. 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.

Construction Environment Management Plan

8. No development (including that of demolition) shall take place until a Construction Environment Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority in relation to the defined phase of development. Once approved, CEMP(s) shall be adhered to throughout the development phase(s) as defined and shall provide for:

- i. the parking of vehicles of site operatives and visitors,
- ii. loading and unloading of plant and materials, including parking and turning of related vehicles
- 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, smell and other effluvia, during construction,
- vii. control of surface water run-off
- viii. control of rats and other vermin
- ix. a scheme for recycling/disposing of waste resulting from demolition and construction works,
- x. hours during the construction and demolition phase when delivery vehicles, or vehicles taking materials, are permitted to enter or leave the site; which for the avoidance of doubt shall not be permitted during school drop off/pick up times.
- xi. phasing of demolition and construction.
- xii. routing of construction vehicles and potential numbers.
- xiii. types of piling rig and earth moving machinery to be implemented.
- xiv. details of any temporary light to be used during construction
- xv. 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.
- xvi. Arrangements to maintain a safe, convenient and uninterrupted access (vehicular, pedestrian and bicycle) throughout the construction period for the following properties: The Vicarage, St. Mary and St. John Parish Centre, #s 1-4 Vicarage Close, RG40 4JW.

ECOLOGICAL PROTECTION:

- xvii. evidence of protected species licence(s) including mitigation strategy details
- xviii. reptile mitigation measures
- xix. mitigation measures for species of principal importance, including hedgehogs
- xx. lighting measures to protect light-sensitive species

If following initial approval of CEMP details by the LPA, alternative arrangements are found to be required for that (or a later) phase of the development; a revised or supplemental CEMP shall be submitted to and approved in writing by the LPA prior to the implementation of such arrangements.

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 ecological and environmental impact of the construction phase in accordance with Wokingham Borough Core Strategy Policies CP1, CP3, CP6, CP7; MDD Policy TB23 and ODPM Circular 06/2005.

Hours of work

9. Unless otherwise agreed in writing by the Local Planning Authority, no work in respect to demolition or construction of the development hereby approved (including delivery or removal of plant or materials) 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.

Delivery and removal of plant and/or materials shall only take place outside of drop-off / pick up times for Gorse Ride Infant & Junior schools.

Reason: To protect the occupiers of neighbouring properties from noise and disturbance outside the permitted hours during the construction period and in the interests of highway safety. Relevant policy: Core Strategy policies CP1, CP3 and CP6 and Managing Development Delivery Local Plan policy CC06

Plant noise

10. All plant, machinery and equipment installed or operated in connection with the carrying out of this permission shall be so enclosed and/or attenuated that noise therefrom does not exceed at any time a level of 5dB[A] below the existing background noise level [or 10dB[A] if there is a particular tonal quality [or is intermittent in nature] when measured in accordance with BS4142:2014 at a point one metre external to the nearest residential or noise sensitive property

Reason: To protect the occupants of nearby residential properties from noise. Relevant policy: Core Strategy Policy CP1, CP3.

Gas protection

11. Gas protection measures for characteristic situation 2 (CS2) shall be installed in accordance with the recommendations made in the submitted Ground Investigation Report (Peter Brett Associates Project Ref 44224/3501/R001/GIR/Rev0 dated March 2019). A verification report to confirm that the gas protection measures have been installed shall be submitted to the local planning authority for written approval.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors. Relevant policy: Core Strategy policies CP1 and CP3.

Reporting of unexpected contamination

12. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately

to the Local Planning Authority. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification must be submitted to the local planning authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors. Relevant policy: Core Strategy policies CP1 and CP3.

HIGHWAYS

Highway construction details

13. Prior to the commencement of a defined phase of the 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 for that phase 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.

Garages to be retained for vehicle parking

14. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2020 (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.

Parking and turning space details required

15. 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 for the corresponding defined phase of development. 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 Strategy

16. Prior to the first occupation of any dwelling, a Car Parking Management Strategy for the management of the parking arrangements shall be submitted to and approved in writing by the local planning authority. The submitted Parking Management Strategy shall include details of the management of all parking spaces (including measures to prevent the storage of caravans or boats on any part of the site) and the monitoring and the delivery of additional electric vehicle charging spaces when required.

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

Electric Vehicle Charging

17. Prior to commencement of development (other than demolition) within a defined phase, an Electric Vehicle Charging Strategy shall be submitted to, and approved in writing by, the local planning authority. This strategy shall include details relating to on-site electric vehicle charging infrastructure, including a plan showing at least 40% coverage of electric vehicle charging provision across the site in accordance with Appendix E of the WBC Living Streets: Highways Design Guide (2019), and details of installation of charging points and future proofing of the site. The development shall be implemented in accordance with the agreed strategy thereafter.

Reason: In order to ensure that secure electric vehicle charging facilities are provided so as to encourage the use of sustainable modes of travel. Relevant policy: Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

Bicycle parking

18. Prior to the commencement of the development (other than demolition) within a defined phase, details of secure and covered bicycle storage/ parking facilities for occupants and visitors shall be submitted to and approved in writing by the Local Planning Authority. Bicycle parking facilities for each dwelling shall be provided prior to the occupation the associated unit and shall be permanently retained in its 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

19. Before each defined phase of development commences (other than demolition), details of a proposed external lighting scheme shall be submitted to and approved in writing by the local planning authority for that phase. The scheme shall include location, height, type and direction of light sources and intensity of illumination for all highways,

footpaths and public areas. Zonal / security lighting and column lighting shall be provided within parking courts to promote a secure environment. The lighting scheme shall also be designed to ensure no harm is caused to protected species. External lighting shall be implemented as approved and no further external lighting shall be installed without the written approval of the local planning authority.

Reason: to protect the amenity of local residents and to ensure no harm is caused to protected species. Relevant policy: CP1, CP3.

Visibility splays

20. Prior to the commencement of a defined phase of development (other than demolition) there shall be submitted to and approved in writing by the local planning authority, details of visibility splays at each junction of 2.4 x 43 meters for that phase. 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.

Visibility splays for private driveways

21. Each dwelling featuring a private driveway shall not be occupied until visibility splays of 2.0 metres by 2.0 metres, have been provided at the intersection of the driveway and adjacent footway (dimensions to be measured along the edge of the drive and the back of the footway from their point of intersection). The visibility splays shall thereafter be kept free of all obstructions to visibility above a height of 0.6 metres.

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

Fire hydrants

22. Development (other than demolition) within a defined phase shall not commence until details for the provision of a water supply including fire hydrants to meet firefighting needs throughout the development (including the installation arrangements and the timing of such an installation) have been submitted to, and approved in writing, by the Local Planning Authority. The approved measures shall be implemented in full accordance with the agreed details.

Reason: To ensure that adequate measures for firefighting can be incorporated into the development, including the construction phase.

FLOODING & DRAINAGE

23. Drainage for the site shall be implemented in accordance with Surface Water Drainage Assessment (Reference C85695-R-002-A, dated 18.01.2018) and as set out in Proposed Drainage Calculations and Schematic, Preferred Option Drainage Schematic - drawing no.: C85695-SK-009 A; unless otherwise agreed in writing by the Local Planning Authority.

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.

Affordable Housing

24. Each defined phase of development shall not be commenced (except for demolition works) until a scheme for the provision of affordable housing within that phase has been provided. Affordable housing shall be built to meet the Design and Quality Standards required by the Homes and Communities Agency. 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 affordable housing scheme(s) shall include:

- i) At least 40% of all dwellings across the entire development site to be provided as affordable housing.
- ii) Quantum and location of affordable housing units to be provided within each defined phase of development.
- iii) Tenure to be agreed by the LPA, which could include all or some of the following; social rent, affordable rent, intermediate rent, shared ownership and shared equity; or future comparable affordable housing products.
- iv) 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

Decentralised energy

25. Prior to the commencement of development (other than demolition) within a defined phase of development, 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.

LANDSCAPING:

Hard and Soft Landscape Plans

26. Prior to the commencement of the development (other than demolition) within a defined phase, 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). Detailed plans pertaining to public open space and play areas shall be informed by prior engagement with the local community and local planning authority.

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.

Boundary treatments

27. Before the development is commenced (other than demolition) within a defined phase, details of all boundary treatment(s) shall first be submitted to and approved in writing by the local planning authority for that phase. 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: In the interests of amenity and highway safety in accordance with Core Strategy policies CP1, CP3 and CP6.

Landscape Management

28. 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 hard and soft landscaped areas (including woodland and recreational spaces), other than privately owned domestic gardens, shall be submitted to and approved in writing by the local planning authority.

The maintenance schedule shall for a period of five years following implementation of the proposed planting (beginning at the completion of the final phase of development as defined by the phasing condition); make provision for the replacement, in the same position of any tree, hedge or shrub that is removed, uprooted or destroyed or dies or, in the opinion of the local planning authority, becomes seriously damaged or defective, with another of the same species and size as that originally planted.

The landscape management plan shall be carried out as approved.

Reason: In order that provision is made to allow satisfactory management and ongoing maintenance of the landscaping hereby approved. Relevant policy; Core Strategy Policy CP1, CP3 and Managing Development Delivery Policies CC03, TB21.

Retention of Trees and Shrubs

29. 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

Protection of Trees

30. a) No development or other operation within a defined phase shall commence until a scheme which provides for the retention and protection of trees, shrubs and hedges growing on or adjacent to 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 accord 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 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 within a defined phase until the local planning authority has been provided (by way of 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 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 carried out of trees and 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.

Earth mounding and contouring

31. Prior to the commencement of development (other than demolition) within a defined phase, details of the earthworks shall be submitted to and approved in writing by the local planning authority. These details shall include the proposed grading and mounding of land areas including the levels and contours to be formed, showing the relationship of the proposed mounding to existing vegetation and surrounding landform. The earthworks shall be carried out in accordance with the approved details and permanently so-retained.

Reason: In the interests of the amenity and landscape character of the area. Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21.

Archaeology

32. Prior to the commencement of development within a defined phase, other than demolition to ground level, the applicant shall submit a written scheme of investigation for a programme of archaeological work that shall be agreed in writing by the local planning authority. The development shall be undertaken in accordance with the programme of archaeological work pursuant to this condition.

Reason: The archaeological potential of the site is unknown. In order to record and advance the significant of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance, and to make this evidence (and any archive generated) publicly accessible. Relevant Policy: NDD policy TB25 and NPPF para 199.

Employment Skills Plan

33. No development (other than demolition) shall occur within a defined phase until an Employment Skills Plan has been submitted to the Local Planning Authority and approved in writing for that phase. 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(s) shall 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.

Communication Plan

34. Development (including that of demolition) shall not commence until a Communications Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall specify methods for communicating with local residents, including the creation or continuation of a liaison group to meet in accordance with an agreed schedule. The Plan shall be carried out as approved until the final completion of the development.

Reason: In order to minimise disturbance to neighbours during construction works. Relevant policy Core Strategy CP1 and CP3.

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. Where a planning condition refers to a defined phase of development, this shall be read in conjunction with a phasing strategy that is to be submitted and approved in accordance with condition 3.

3. This permission should be read in conjunction with planning obligations agreed between the WBC Director of Corporate Services and WBC Director of Place & Growth, the contents of which relate to this development.

4. 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>

5. 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.

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.

8. 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.

9. The applicant is advised that allocated and private parking spaces cannot be adopted by the Council as public highway.

10. 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.

11. 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.

12. The applicant's attention is drawn to the presence of a c.2m wide service strip running adjacent to the surfaced roadway. The service strip forms part of the adopted public highway. It is an offence for any works to be undertaken within this service strip without express permission in writing from the highway authority. The Head of Technical Services at the Council Offices, Shute End, Wokingham (0118 9746000) must be contacted for the approval of any such works.

13. The development will need to be designed and built in accordance with the functional requirements of current Building Regulation requirements. The Fire Authority seeks to raise the profile of these requirements and would draw the developer's attention to the following web link: <https://www.gov.uk/government/publications/fire-safety-approved-document-b> Full assessment of the proposed development in respect of 'Building Control' matters will be undertaken during the formal statutory Building Regulations consultation.

14. Waste collection advice for developers is available to view at the following link:
<https://www.wokingham.gov.uk/rubbish-and-recycling/collections/waste-information-for-developers/>

15. The Local Planning Authority acknowledges that the applicant aspires for the development achieve Secure by Design Silver Standard and would strongly encourage the developer to pursue this accreditation.

16. Prior to further detailed design work and landscape drawings being submitted for discharge of condition, the applicant is strongly encouraged to liaise with the LPA's landscape architects to review the following elements:

- Review of courtyard spaces on east-west route, and north-south axis
- Rationalise and hone planting design to a site specific bespoke palette of plants linked to character of range of spaces including a summary 'design vision' for; public open spaces, incidental spaces; nodes, street ends and verges, meadow/cut grass, communal gardens, active space. Also, consider local planting character of nearby countryside.
- Planting plans, sections, and visualisations for SuDS features in order to understand their detailed design, how they will they link with landscape spaces, be planted and managed, link into common site-wide themes, how will they be managed in the long term.
- Surfaces and materials – develop palette of hard landscape materials, colours, and textures to compliment the building design, character and wayfinding.
- Wayfinding – develop character of street furniture, signage, lighting, other features (link with hard landscape)
- Detailed design of play space and selection of equipment

- Detailed design development of features such as the ramp egressing central spine and the pond depth – link to safety.
- Arboricultural information – ensure there is a dedicated Tree Plan showing retained trees and landscape feature, new tree planting with clear labelling on the plan (as well as the key) and cross referencing to tree specific tree pit details and indicate on drawing where crate systems will be located (link with services plan).

PLANNING HISTORY

Application Number	Proposal	Decision
B/1/66	Residential development	Approved 8/7/1967
181951	Land at Arnett Avenue and Barkham Ride, RG40 4EE. Full application for the proposed erection of 46 no. dwellings (10 houses, 36 flats) with associated parking and landscaping, following demolition of existing buildings. <i>[OFFICER NOTE: neighbouring site, referred herein as phase 1].</i>	Approved 31/10/2018
200545	Screening Opinion application for an Environmental Impact Assessment for a proposed redevelopment of the existing Gorse Ride South Estate, comprising the construction of up to 265 units with associated access, parking, and private and public open spaces.	30/03/2020 Not EIA development

SUMMARY INFORMATION

For Residential

Site Area	5.2ha
Existing units	178: 136 No. affordable (76%), 42 No. market (24%)
Proposed units	249
Number of affordable units proposed	185 (74% of total - net increase of 49 affordable units)
Existing density – dwellings/hectare	34/ha
Proposed density - dwellings/hectare	48/ha
Previous land use	Residential, public open space (including two formal areas of children's play space)
Proposed Public Open Space	0.98ha (increase of 0.37ha over existing)
Proposed parking spaces	398 (198 allocated, 172 unallocated, 28 visitor).

CONSULTATION RESPONSES	
Crime Prevention Design Officer	<p>Notes application has responded to a number of comments previously raised at pre-app and post-submission in relation to enhancing security on site. Recommends conditions to secure management plans for landscaped and public areas, detail of external lighting scheme and recommends the development seeks to achieve Secure by Design Silver standard.</p> <p><i>[OFFICER NOTE: landscape management and lighting details are secured by condition. The applicant aspires to achieve Secure by Design accreditation. Whilst the LPA would encourage this, a condition is not considered necessary to make the development acceptable in planning terms. Informative 15 refers].</i></p>
National Grid	No comments received
Royal Berkshire Fire and Rescue	<p>No objection, recommends condition requiring detail of water supply including fire hydrant locations.</p> <p><i>[OFFICER NOTE: condition 22 refers]</i></p>
Southern Gas Networks	No objection
SEE Power Distribution	No objection
Thames Water	No objection in terms of surface water network infrastructure or foul water network infrastructure; not seeking conditions.
Natural England	<p>No objection subject to mitigation of impacts on the Thames Basin Heaths SPA</p> <p><i>[OFFICER NOTE: Contributions towards the Rooks Nest Wood SANG can be secured through a planning obligation].</i></p>
Berks, Bucks and Oxon Wildlife Trust	<p>Development should ensure biodiversity net gain, on-site ecological enhancement. Proximity to Longmore Bog SSSI may require mitigation.</p> <p><i>[OFFICER NOTE: biodiversity net gain can be secured by planning obligation, conditions are recommended to control detail of habitat creation. Potential impact on the SSSI mitigated through contributions towards Rooks Nest Wood SANG and proximity of California Country Park as alternative leisure destinations].</i></p>
WBC Biodiversity	No objection subject to conditions to require implementation of applicant's proposed measures for bat, reptile, hedgehog habitat creation, and planning obligations to secure off-site biodiversity net gain and

WBC Affordable Housing	contributions towards the Rooks Nest Wood SANG.
WBC Economic Prosperity and Place (Community Infrastructure)	[OFFICER NOTE: comment as above].
WBC Drainage	Supports the development Employment Skills Plan required. [OFFICER NOTE: condition 33 refers].
WBC Education (School Place Planning)	No objection: appropriate drainage infrastructure is proposed.
WBC Environmental Health	No objection.
	No objection subject to conditions to ensure plant noise is minimised, Construction Environment Management plan (CEMP), gas protection measures and reporting of any unexpected contamination [OFFICER NOTE: conditions recommended, see report].
WBC Highways	No objection, subject to conditions [OFFICER NOTE: conditions recommended, see report].
WBC Green Infrastructure, Tree & Landscape (jointly-issued)	No objection: conditions recommended; developer encouraged to engage the LPA prior to landscape plans being finalised. [OFFICER NOTE: conditions recommended, see report].
WBC Building and Conservation Officer	No objection.
WBC Cleaner & Greener (Waste Services)	No objection.
WBC Public Rights of Way	No objection: public rights of way are impacted by the proposed development.

REPRESENTATIONS

Town/Parish Council:

“Finchampstead Parish Council made significant comments about this application in our letter dated 20th September 2020. We have had no indication anything is going to be addressed, therefore our previous comments [OFFICER NOTE: these are as set out below] still stand:

Finchampstead Parish council supports the regeneration of the Gorse Ride Estate; however we have concerns in the following area.

- Although the idea of the pond is pleasing, we are concerned about the potential for misuse of the facility and have some concerns around safety.*
- We are concerned about the overlooking and loss of privacy at the Vicarage and at St Mary & St John Parish Centre given its prominent role in the community which will continue after the redevelopment. WBC might like to consider swapping the houses currently in the plan to be built next to the centre, with bungalows.*
- We feel that the apartment blocks are too tall and would benefit from being brought down one level to prevent issues with overlooking. The newly erected apartments at Arnett Ave have received criticism about their height from the existing community.*

- *The design of the apartment blocks is not aesthetically pleasing and the design should be looked at again.”*

[OFFICER NOTE: Conditions are recommended to clarify details of the management and final design of the public open space (including the basin/pond) and will ensure that these areas can be delivered and maintained satisfactorily.

The relationship between Vicarage Close and new development has been assessed; appropriate separation distances are maintained and it is not considered that a significant loss of privacy would ensue. Please see the ‘residential amenities’ section (paras. 28-29) of this report for further analysis].

The design of the apartment blocks has evolved through pre-application engagement with local community. The blocks at the centre of the site front onto the central spine of public open space and help to mitigate the impact of their bulk and mass. The fourth storey is set in from the main elevation and features a shallow roof pitch, further mitigating the impact].

Local Members: No comments received

Neighbours: 5 letters have been received, the following issues were raised:

- No architectural impressions available
[OFFICER NOTE: the application included CGIs and artists impressions both as standalone files and embedded within the Design & Access Statement; these were made available to download from the Council’s website under the application reference number]
- No costing documents available to determine value for money / cost to public purse
[OFFICER NOTE: development cost is not a relevant planning consideration]
- Loss of privacy for Vicarage, Vicarage Close (overlooking from units 38-40)
[OFFICER NOTE: The relationship between Vicarage Close and new development has been assessed; appropriate separation distances are maintained and it is not considered that a significant loss of privacy would ensue. Please see the ‘residential amenities’ section of this report for further analysis]
- Loss of privacy to 189 Nine Mile Ride (overlooking from plot 49)
[OFFICER NOTE: The relationship between this property and new development has been assessed; appropriate separation distances are maintained and it is not considered that a significant loss of privacy would ensue. Please see the ‘residential amenities’ section of this report for further analysis]
- Unclear whether access to St Mary and St John Parish Centre can be guaranteed through the construction period
[OFFICER NOTE: A condition is recommended to require detail how access arrangements are maintained for the Parish Centre and Vicarage Close properties; such arrangements would need to be submitted and agreed with the LPA prior to the commencement of development].
- Clarification of plans in area adjacent to school access – need for clear delineation between the footpath and road to ensure safe access/egress to the school.
[OFFICER NOTE: The LPA considers that a safe and clearly delineated access has been demonstrated for all of the properties in the vicinity of the primary school access; if the application were to receive planning permission, further detailed design work would be undertaken and whereby Road Safety Audits would be commissioned].

- Delay in availability of documents on planning website, requests extension until 8/10/2020 / problems downloading documents from Council website
[OFFICER NOTE: Officers are aware that there was a short delay between the delivery of neighbour notification letters on doorsteps and plans being available to view online. All comments received through late November 2020 have been taken into account].
- Information event on 16/9/2020 was incomplete
[OFFICER NOTE: refers to a consultation event put on by the applicant rather than LPA]
- SAP ratings unlikely to improve energy efficiency / running costs when compared to existing properties.
[OFFICER NOTE: the development will comply (and in many cases exceed) with building regulations requirements for energy efficiency. The application sets out measures to significantly improve efficiency, for example through the use of district heating within the apartment blocks and air source heat pumps (instead of gas boilers) within houses. The proposal would result in a development that is significantly more energy efficient than the existing 1970s housing].
- Unclear how existing social housing will be affected / affordable housing tenures lumped together, not possible to establish how many of the properties will be social rent / appears that Council are reducing availability of social housing.
- *[OFFICER NOTE: All housing on the site (178 residential units) is to be demolished and replaced with 249 houses and flats, unit mix and tenure split is described within the application documentation and summarised at paras. 23-25 of this report]*
The development will provide 185 affordable housing units, an increase of 49 over existing and corresponding to 74% of the total (89% in the initial phase, proportionally) and where planning policy would require just 40%. All existing tenants who wish to return to the site are able to so and with an equivalent tenancy. The LPA is able to secure an appropriate split between Social Rent, Affordable Rent and Shared Ownership tenures, conditions and planning obligations will ensure that an Affordable Housing Scheme is agreed prior to commencement.
- Discriminates against the elderly and disabled [no further explanation provided].
[OFFICER NOTE: The scheme has been subject to extensive public consultation with existing residents and has made provision for all those who wish to return to the site to be able to do so (and to occupy a dwelling that will meet each residents stated requirements and with an equivalent tenancy agreement). Furthermore, 20% of the homes have been designed to meet "Lifetime Homes" standards, in accordance with WBC planning policy]. The proposed development is not considered to discriminate against individuals with protected characteristics.

PLANNING POLICY		
National Policy	NPPF	National Planning Policy Framework
	NDG	National Design Guide
Adopted Core Strategy DPD 2010	CP1	Sustainable Development
	CP2	Inclusive Communities
	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
	CP13	Town Centres and Shopping
	CP14	Growth and Renaissance of Wokingham Town Centre
Adopted Managing Development Delivery Local Plan 2014	CC01	Presumption in Favour of Sustainable Development
	CC02	Development Limits
	CC03	Green Infrastructure, Trees and Landscaping
	CC04	Sustainable Design and Construction
	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
	TB24	Designated Heritage Assets
South East Plan	NRM6	Thames Basin Heath Special Protection Area
Supplementary Planning Documents (SPD)	BDG	Borough Design Guide – Section 4
		Affordable Housing SPD adopted July 2013
		DCLG – National Internal Space Standards

PLANNING ISSUES

Description of Development:

1. The site covers an area of 5.2ha within the development limits of Finchampstead; east of Gorse Ride South, south of Whittle Close and to the north and south of Billing Avenue. Finchampstead Baptist Church Centre and Gorse Ride Junior School are located immediately to the west, St Mary and St John Parish Centre immediately to the south-east, and California Ratepayers Hall further beyond.

2. The application seeks full planning permission for the proposed redevelopment of the existing Gorse Ride South Estate, comprising demolition of existing residential buildings and replacement with 249 No. dwellings (mixed-tenure flats and houses) together with associated access, parking, landscaping, public open space and drainage.

Principle of Development:

3. 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.
4. 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. 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.
5. 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. The Council's executive has resolved to redevelop this site for this purpose. Given this and the considerations above, the principle of the development is thus considered to be supported by the development plan subject to the impacts and considerations below.

Environmental Impact Assessment

6. The development exceeds 5ha and 150 dwellings and has therefore been screened in accordance with the 2017 Environmental Impact Assessment regulations. An assessment of the impacts was reported in the screening matrix that accompanies application 200545. None of the relevant factors are considered likely to result in a 'significant' effect in EIA terms. As such, the proposed development is not considered to be EIA Development.

Character of the Area:

7. The NPPF requires that proposed dwellings should 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 street scene, and without detriment to the amenity of neighbouring residents. Development proposals should seek to comply with the National Design Guide: Planning practice guidance for beautiful, enduring and successful places (October 2019) and the Borough Design Guide, both of which provide provides further advice on best practice.
8. 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. The National

Design Guide and Borough Design Guidance also emphasise the importance of good design in achieving places where people want to live.

9. The site is bounded on all sides by existing one and two storey residential development. The majority of dwellings within the site are two storey pre-fabricated units and arranged within cul-de-sacs. Terraced bungalows are sited along the southern and eastern boundaries. Access to the south is from Gorse Ride South via Billing Avenue and Whittle Close. The existing development has a relatively open character, with amenity space at the entrance to cul-de-sacs and a wooded recreational area to the north. A significant number of large trees are located throughout the site, contributing appreciable landscape and amenity value.

House types and apartment blocks

10. The development would provide a mix of housing typologies, spread across the site in clusters. 121 apartment units are proposed, together with 107 two/three storey houses and 21 bungalows; 71 more than existing. The increase in density is achieved by introducing four storey blocks arranged around a landscaped area of open space bisecting the site from north to south east.
11. Building heights are proposed to be greatest in the central 'village green' area, reducing outward towards the site's boundaries. A small number of three storey townhouse dwellings are proposed along the southern boundary (shaded darker in plan below), though a comfortable degree of separation is maintained to neighbouring development in each case.



12. Whilst the blocks would be a departure from the existing low-rise character, the impact is not considered to be harmful due to their siting adjacent to the 'village green' area of public open space and within the centre of the parcel. The blocks are

considered to be spaced appropriately, both relative to one another and to the remainder of the development. The impact of the height is further mitigated by the fourth storey being set in from the main elevation (11.7m to third floor parapet) and a roof design that minimises the maximum pitch height (15.75m).



Apartment blocks within central area

13. The proposed building materials seek to blend traditional red brick with blue/grey tilebrick. Tilebrick has the appearance of a hanging tile and is considered to complement the proposed grey roof tiles. Metal is proposed as a tertiary material for storage porches, balconies, ventilation grills and fenestration. The house types and apartment block elevational designs are considered to be an appropriate design response; whilst more contemporary they are well considered, offering an interesting and alternative design approach to the appearance of the site and that of the surrounding area. Moreover the design is considered particularly successful in breaking up the scale and bulk of the larger apartment blocks. A planning condition is recommended to control the external material specifications; 6 refers.
14. The main avenues of Gorse Ride South and the (re-aligned) Billing Avenue are fronted by housing along both sides of the route. Street trees would be incorporated between dwellings, at junctions and where open space meets highway. Two 'shared surface' streets are specified off the main routes; designed according to 'homezone' principles that encourage lower vehicle speeds and a pedestrian-friendly environment. Parking courts are distributed throughout the development, either as perpendicular street parking or as formal courtyards.

Landscape and Trees

15. MDD policy TB08 sets out open space, sport and recreational standards for residential development. Policy TB21 requires applications to demonstrate how they comply with the Council's Landscape Character Assessment. Policy CC03 requires new development to protect and retain existing trees where possible.
16. A large 'village green' area of public open space is proposed at the core of the development, in between the four main apartment blocks and continuing northward to encompass an existing wooded area which is to be retained. As well as providing green areas for relaxing and playing, the main central area will incorporate attenuation basins that perform a water flow management function. The basins are designed to be capable of holding surface water in the event of extreme rainfall

events; however, for the vast majority of the time these would function as public open space. Replacement equipped play facilities and a trim trail are indicated to the north of the basins.

17. Two courtyards are proposed in between the northern and southern apartment blocks, providing additional amenity spaces. Further incidental areas of green space are provided along the main east-west pedestrian route. The design of these areas would be further refined at detailed design stage and a condition is recommended to secure a final design and specification; 26 refers.
18. The application is supported by a landscape strategy which has sought to retain existing trees where possible, though a number of specimens are proposed to be lost due to the reconfiguration of the site's internal layout. There are currently 217 trees across the site. Of these, approximately 94 would be removed. However, it is proposed that c.200 new trees would be planted, resulting in a significant net gain across the site and therefore preserving the existing verdant landscape character. The approach being proposed reinforces local character as expressed through the many oak, pine and birch trees. Conditions are recommended to control the detailed elements of landscaping, tree planting and ongoing management; 26 and 28 refer.



Landscape plan

19. Overall, 0.98 hectares of public open space is proposed. Re-provided play facilities together with the additional recreational areas would therefore result in a 46% increase over the 0.67ha currently available. The proposal is considered to be a significant improvement on the existing provision and would provide residents with high quality open space that is well thought out and usable. A financial contribution toward the provision or improvement of 'off site' public open space will also be secured, ensuring the development meets relevant policy requirements.

Development Phasing

20. The application is supported by an indicative phasing plan and proposes three distinct development phases – 2a, 2b and 2c – established following discussions with residents on future housing needs and preliminary consultation with contractors to ensure the most efficient construction process whilst ensuring that access can be maintained for existing residents throughout the construction period. Phase 1 of the development corresponds to implemented planning consent 181951 (46 no. dwellings at Arnett Avenue, to the east of the site).
21. The phasing strategy has been developed in parallel with the views of those currently living on the site. The applicant has engaged residents over a number of years and through housing needs and preferences discussions, most recently in summer 2020. 88 residents have indicated they wish to remain in the regeneration area, with the remainder preferring to move elsewhere. The phasing strategy would allow residents in 2a to move to phase 1 (Arnett Avenue), 2b residents to the newly built 2a and so on, thereby minimising as far as possible the need for residents to move more than once. An appropriate mix of unit types would be provided and would meet the needs of all households that wish to return to the site. The remainder of the housing is considered to provide an appropriate mix of dwelling-type.
22. A condition is recommended to require a Construction Environment Management Plan (CEMP), this will ensure that a safe and convenient access is provided to all existing properties (including the Vicarage, Parish Centre and throughout the demolition and construction period; 8 refers. It should be noted that until a contractor for the works have been engaged the final development strategy for the site cannot be strictly identified.

Affordable Housing

23. 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.
24. Across all tenures, 121 apartment units are proposed, together with 107 two/three storey houses and 21 bungalows; a total increase of 71 units over existing. The applicant proposes to deliver 74% of the development as affordable housing across an appropriate mix of housing typologies. The total quantum of affordable units would therefore increase to No. 185 from No. 136 (as currently):

	Proposed		
	Affordable housing	Market housing	ALL TENURES
1 bed flat	43	0	43
2 bed flat	52	26	78
1 bed bungalow	13	0	13
2 bed bungalow	8	0	8
2 bed house	27	14	41
3 bed (5p) house	29	0	29
3 bed (6p) house	5	24	29
4 bed house	6	0	6
5 bed house	2	0	2
TOTAL	185 (74%)	64 (26%)	249

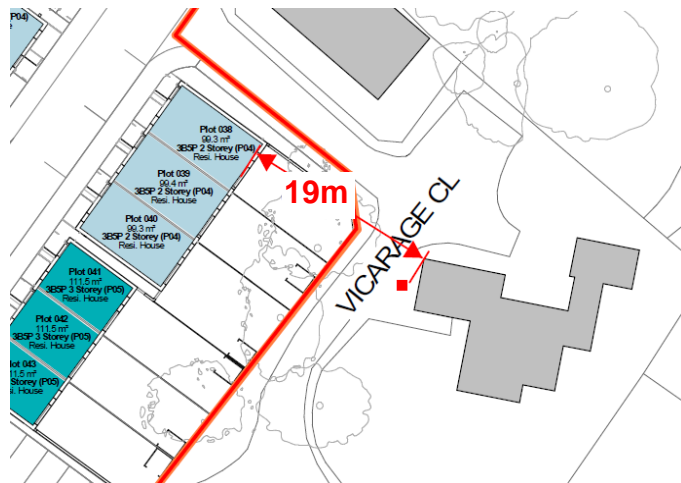
25. In terms of the phasing strategy, delivery of the affordable units would be frontloaded relative to those that are to be offered for private sale (89% affordable within phase 1, 72% within phase 2), thereby facilitating the early return/re-housing of decanted households. A planning condition is recommended to formalise the detail of an appropriate affordable housing scheme, including detail of split between social rent, affordable rent and shared ownership tenures; 24 refers.

Residential Amenities:

26. Core Strategy Policy CP3 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.

27. The proposed layout complies well with the Council's standards in respect to separation distances. With the exception of bungalow dwellings (see 'amenity space for future occupiers' below), these are maintained throughout and are therefore considered acceptable.

28. Finchampstead Parish Council and neighbouring residents have expressed concern that the development may result in harmful overlooking of the neighbouring Vicarage property. It is acknowledged some overlooking will occur however this is expected in built up areas and separation distances exceed the 12m policy requirements of a 'back to flank' relationship between two storey dwellings; in this case providing a minimum of 19m. As such, the arrangement is not considered to result in significant harm to the Vicarage property.



29. A neighbouring resident has expressed concern that the side elevation of unit 49 will overlook the garden and rear elevation of 189 Nine Mile Ride. In this case, a separation of 34m comfortably exceeds the policy minimum of 12m where there is a 'back to flank' relationship between two storey dwellings. As such, the arrangement is not considered to result in significant harm.



Amenity Space for future occupiers:

Internal

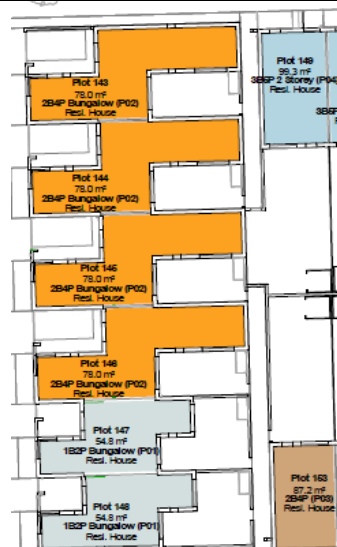
30. The MDD policy TB07 seeks to achieve minimum internal space standards in new dwellings. All dwellings exceed the required minimum gross internal floor area requirements specified within the Nationally Described Space Standards and therefore comply with adopted policy.

External

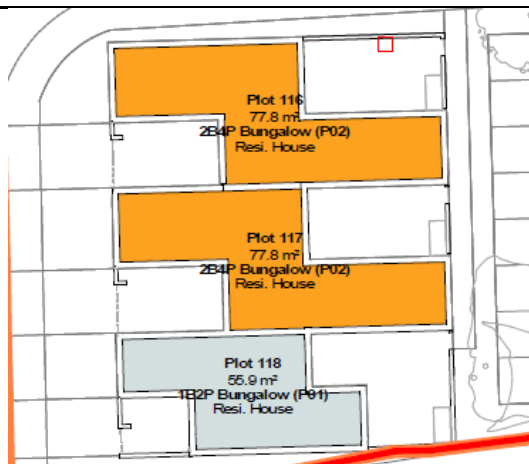
31. The Borough Design Guide establishes principles for external amenity space to be associated with dwellings: the size of garden should relate to the house type and number of proposed occupants, providing a degree of privacy. In suburban areas gardens should be of sufficient size to allow a variety of activities (e.g. 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.
32. The layout is considered to make appropriate provision for outdoor amenity space. All of the two storey homes meet or exceed the 11m minimum for garden depths. Additionally, the apartment blocks benefit from access to amenity space, either in the form of balconies, patios, or to the nearby village green. While a number of the bungalow dwellings are specified with shorter garden lengths and back-to-back distances, there are considered to be mitigating circumstances that would render this acceptable.
33. The applicant has specified 21 such units in response to a stated demand for this property type from existing residents. Many of the new bungalows would therefore be occupied by existing residents returning to the site. Bungalows can be particularly suitable for occupiers with limited mobility; a smaller rear 'courtyard' space is more easily maintained and would replicate the smaller gardens associated with many of the site's existing bungalows. Back-to-back separation distances of less than 22m are also less likely to result in overlooking between single storey properties as privacy can be maintained through boundary walls and fencing. The arrangements shown below are therefore considered to be acceptable.



Bungalow units 11-16 would replace existing bungalows currently sited on this part of the site; these units back onto neighbouring single storey dwellings (94-100 Arnett Ave).



Bungalow units 143-148 would incorporate smaller, enclosed 'courtyard' style rear amenity spaces. Windows have been positioned so as to prevent overlooking.



Bungalow units 116-118 feature smaller 'courtyard' style rear gardens; amenity space is also available to front of property.

Access and Movement:

34. The NPPF seeks to encourage sustainable means of transport and a move away from reliance on private cars. Core Strategy policies CP1, CP4, CP6 and CP10 broadly echo these principles and indicate that new residential development should mitigate any adverse effects on the existing highway network. Planning permission may be granted for schemes that meet relevant criteria, as follows:

Highway Safety

35. The site would utilise a new road layout incorporating loop roads rather than the existing cul-de-sacs. Two site accesses are proposed from Gorse Ride South. Visibility splays and swept path analysis have demonstrated that the site could be accessed safely by vehicles, including by refuse vehicles. Refuse collection will be from the front of the properties and each block of flats has its own communal refuse store integrated within the building.

36. In addition to the main site access roads, shared surfaces are specified along secondary routes; geometries encourage lower vehicle speeds and a pedestrian-friendly environment. A Stage 1 Road Safety Audit has been carried out and is acceptable subject to further auditing following detailed design stage.

Traffic Impact:

37. A Transport Statement accompanies the application and has considered the impact of the proposed development on the local highway network. The site already benefits from a high level of accessibility by sustainable modes of transport and is well served by local amenities. The development would result in a net increase of 71 dwellings, with 42 additional trips in the AM peak and 48 in the PM. An appropriate assessment has been carried and has shown that there would not be a significant impact on the operation of the local road network; mitigation is not therefore required.

Parking:

38. Core Strategy Policy CP6, Managing Travel Demand and MDDL Policy CC07 require planning applications to make provision for car parking in line with the Council's standards (as set out in MDDL Appendix 2).

39. The layout provides 198 allocated parking spaces in addition to a further 172 unallocated and 28 visitor spaces. The provision is well distributed throughout the

development and exceeds WBC minimum standards. The application is therefore acceptable in parking terms, subject to a condition to implement appropriate car parking management arrangements; 16 refers.

Electric vehicle charging:

40. The application has demonstrated that electric vehicle charging can be accommodated. 10% of all parking spaces across the site will have an 'active' capability from the outset; though a 'passive' provision would allow a further 40% of the total to be easily be converted on demand. This provision is in accordance with emerging WBC standards and is therefore acceptable. A condition is recommended to clarify how an Electric Vehicle Charging Strategy will be implemented; 17 refers.

Bicycle parking:

41. An appropriate quantum of bicycle parking would be provided. For houses, storage takes the form of either garages or rear garden sheds. For the apartment units, secure integrated facilities are specified within each block for residents, with visitor facilities provided as Sheffield stands. A condition is recommended to finalise the detail of these arrangements; 18 refers.

Sustainability:

42. 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. Bus service numbers 3, 244, 125B and 39A/B are conveniently accessible from California Crossroads, providing routes to Crowthorne, Arborfield Green, Wokingham, Spencers Wood, as well as to local schools.
43. In order to encourage use of non-car modes, a contribution is being sought towards the Council's 'My Journey' travel plan initiative and can be secured through a planning obligation.

Flooding and Drainage:

44. 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 includes proposals for effective sustainable urban drainage (SuDS), measures to avoid flood risk. MDD Policy CC10 states that all development proposals must ensure surface water arising from the proposed development is managed in a sustainable manner and demonstrated through a) Flood Risk Assessment, and/or b) Surface Water Drainage Strategy.
45. The site lies entirely in Flood Zone 1 where the risk of flooding is low and the siting of new and replacement residential development may be appropriate. The application is supported by appropriate assessment and a strategy for mitigating flood risk that caters for all flooding events up to and including the 1 in 100 year event, with a 40% allowance for climate change. The proposed drainage system would be an improvement over the existing; utilising cellular attenuation storage tanks and open surface SuDS in the form of a detention basin. The basin would be located in conjunction with the central area of public open space and, following pre-application engagement with the LPA, would also provide amenity and biodiversity functions. A small pond area would retain water throughout the year, though the majority of the basin area would only provide a water storage function temporarily, following extreme

weather events. Subject to further detailed design, the basin can be delivered in a safe manner that is compatible with its dual use as public open space; condition 26 refers.



Central area of public open space / SUDS basin; view looking northward

Environmental Health:

Noise

46. Core Strategy Policy CP1 and MDD LP Policy CC06 direct development away from areas where noise would impact upon amenity and require mitigation where noise cannot be completely avoided. The application is supported by a Noise Assessment report which recommends that noise arising from plant (an energy centre) to serve the apartment blocks can be minimised so as not to cause disturbance. A condition is recommended and would ensure plant noise is minimised; 10 refers.

Contamination

47. The proposed residential use is sensitive in nature being residential with private gardens. Accordingly, the application is supported by evidence that demonstrates there are no soil contamination issues arising from previous uses of the site. A precautionary condition is recommended to ensure gas protection measures are installed in accordance with a scheme to be agreed by the Local Planning Authority; 11 refers.
48. A Construction Environmental Management Plan to control phasing of construction, lorry routing and measures to mitigate impact of construction operations is recommended. Deliveries hours to and from the site can be restricted so that they only occur outside of school drop off/pick up times. Conditions 8 and 9 refer.

Ecology:

49. Core Strategy Policy CP7, Biodiversity and MDDL 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.
50. The application is accompanied by an appropriate Ecological Impact Assessment. A number of measures are recommended to safeguard protected species during

construction and thereafter to improve habitat, including for bats, birds and hedgehogs which are known to inhabit the site. This would represent a marked improvement over the existing site. Recommended condition 8 would ensure that appropriate mitigation is implemented throughout the construction period.

51. An overall net gain for biodiversity can be achieved through the creation of new on and off-site habitat; a financial contribution towards suitable WBC habitat creation projects can be secured as a planning obligation. As such, the development would not have a detrimental impact and is therefore acceptable in ecology terms.

Special Protection Area (SPA)

52. The Thames Basin Heaths Special Protection Area (SPA) was designated under European Directive due to its importance for heathland bird species. Core Strategy policy CP8 establishes that new residential development within a 7km zone of influence is likely to contribute to a significant impact upon the integrity of the SPA. The application site falls within this zone of influence and, accordingly, Core Strategy Policy CP21 amplified by Design Principle 1c(vi) require provision of Suitable Alternative Natural Greenspace (SANG).

53. Infrastructure contributions towards SANG would normally be secured through CIL payments. However, since the application is proposing to provide 74% of the development as (CIL exempt) affordable housing and there is a significant amount of existing floor space that could be used in credit towards the remainder, the applicant would be eligible to claim relief. A financial contribution toward SANG at Rooks Nest Wood (together with SAMM – SPA Access Management and Monitoring) would therefore be secured as a planning obligation.

Sustainable Design/Construction:

54. Core Strategy Policy CP1 requires development to contribute towards the goal of achieving zero carbon development by including on-site renewable energy features and minimising energy and water consumption. This is amplified by MDDL policies CC04: Sustainable design and construction and CC05: Renewable energy and decentralised energy networks and the Sustainable Design and Construction Supplementary Planning Document (May 2010). As the proposal is residential proposal of over 1000sqm, policy CC05 also advises that planning permission will only be granted for such proposals that deliver a minimum 10% reduction in carbon emissions through renewable energy or low carbon technology.
55. The application Design and Access Statement has indicated that a 40% reduction in carbon (compared to Building Regulations) could be achieved. Total energy consumption is reduced through building fabric design, airtightness, passive solar shading, mechanical ventilation, gas district heating network for apartments and air source heat pumps in houses/bungalows. The proposal would therefore secure a very significant reduction in energy consumption and emissions when compared to the existing housing stock. A condition is recommended to ensure the development meets or exceeds policy standards; 25 refers.
56. 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). Appropriate internal and external storage has been specified in order to accommodate this.

Community Infrastructure Levy (CIL)

57. 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 178 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 could be applied for once an affordable housing scheme has been finalised in accordance with condition 24.

Archaeology

58. NPPF para. 119 states that local authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact; furthermore to make this evidence (and any archive generated) publically accessible.

59. The site covers a significant area of some 5.2ha and the possibility of below ground archaeological despoils cannot be ruled out at this stage. Until further information allows for a more detailed assessment of the developments impacts, a precautionary approach is warranted. A condition is recommended to require a written scheme of investigation to be agreed with the LPA; 32 refers.

Employment Skills:

60. The scheme is a major development and will generate employment during the construction phase. In accordance with MDD Policy TB12, an Employment Skills Plan is required. Condition 33 refers.

The Public Sector Equality Duty (Equality Act 2010)

In determining this application the Council is required to have due regard to its obligations under the Equality Act 2010. The key equalities protected characteristics include age, disability, gender, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief. There is no indication or evidence (including from consultation on the application) that the protected groups identified by the Act have or will have different needs, experiences, issues and priorities in relation to this particular planning application and there would be no significant adverse impacts upon protected groups as a result of 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. The development is considered to represent high quality design and is therefore recommended for approval by the Planning Committee, subject to conditions and planning obligations.