

# Agenda Item 61.

App Number	Expiry Date	Parish	Ward
222456	6 January 2022 (extended)	Wargrave	Remenham, Wargrave and Ruscombe

<b>Applicant</b>	Aedifica UK Limited
<b>Site Address</b>	The Mount Nursing Home, School Hill, Wargrave RG10 8DY
<b>Proposal</b>	Full application for the proposed erection of a new part two storey and part three storey care home building with associated communal spaces, back of house, and service areas, substation, parking, and landscaping following demolition of the existing care home and associated ancillary buildings and a change of use of land at the eastern end of the site
<b>Type</b>	Full
<b>Officer</b>	Simon Taylor
<b>Reason for determination by committee</b>	Major application (>1000m2)

<b>FOR CONSIDERATION BY</b>	Planning Committee on Wednesday 14 December 2022
<b>REPORT PREPARED BY</b>	Assistant Director – Place and Growth
<b>RECOMMENDATION</b>	Approval, subject to conditions and informatives

## SUMMARY

The Mount Nursing Home commenced operation in 1984 and occupies a 0.5-hectare site in Wargrave. It specialises in care of brain disorders, dementia, Alzheimer's, and sensory impairment with 35 ensuite rooms and occupancy capacity of 37 people.

The proposal involves the complete redevelopment of the site with a replacement Class C2 care home comprising of 65 rooms with communal living and dining space across the ground and first floors with associated landscaping and garden space and car parking for 27 vehicles at the front of the site. No change of use is proposed.

Objections were received from 11 properties and from the Parish Council. One letter of support was received. The concerns raised relate primarily to impacts to neighbour amenity (noise, overlooking and light spill), interruptions during the construction period, (including with respect to the school opposite) and the bulk and scale of the development being incompatible with the area.

The proposal is viewed as acceptable with respect to these and other issues raised within the report. The principle of a replacement care home with increased capacity is accepted, the overall built form is appropriate relative to the existing building and surrounding development and highways issues are adequately resolved. The construction period of any approved development is unavoidable and short lived. However, careful adherence to construction management conditions are capable of minimising harm to neighbours and would not be a justified reason to withhold planning permission.

The documentation submitted with the application is thorough and well founded. Approval is recommended subject to a requirement for a bat licence (Condition 3), final landscaping and tree protection measures in Conditions 3-6, a final Construction Management Plan (including on site contractor parking) in Condition 8, drainage details at Conditions 9-12

and parking and delivery management details in Conditions 14 and 15. Condition 24 restricts delivery hours to avoid conflict with the school opposite and Condition 28 requires obscure glazing to parts of the building to protect privacy. The final permission is subject to a s106 agreement to secure an Employment Skills Plan and off-site Biodiversity Net Gain.

<b>RELEVANT PLANNING HISTORY</b>
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App No.	Description	Decision/Date
291/1953	Garage	Approved 27 April 1953
R/477/1970	Lounge extension	Approved 29 October 1970
21932	Change of use to elderly home	Approved 26 July 1984
26989	One and two storey rear extension	Approved 21 January 1987
32708	Additional accommodation and nurses' room	Refused 7 June 1989
35645	Extension accommodating 12 additional bedrooms, sitting room, dining room and bathrooms	Refused 30 May 1990
36582		Approved 14 November 1990
43069	Extension for lift shaft and bathrooms and enlargement of front dormer	Approved 19 August 1994
44681	Laundry shed (retrospective)	Approved 3 November 1995
F/1996/64538	Temporary cabin for staff accommodation	Approved 21 November 1996 (for one year)
F/1998/67706		Approved 18 August 1998 (for one year)
F/1999/8364	Internal alterations	Approved 1 March 1999
F/2000/0646	Single storey nurses' office extension	Approved 1 July 2000
TP/2000/1985	Temporary cabin for staff accommodation	Refused 11 October 2000
F/2001/3972	Enlarged dormers and windows	Approved 2 July 2001

<b>DEVELOPMENT INFORMATION</b>
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	Existing	Proposed
Land use	Care home (Class C2)	Care home (Class C2)
Site area	0.37 Ha (+ 0.13 Ha at rear)	0.5 Ha
Units	35 ensuite rooms	65 ensuite rooms
Density	94 rooms per hectare	130 rooms per hectare
Parking spaces	14 spaces	27 car spaces (including 3 disabled space), one motorcycle space and one delivery space
Employment	Not provided	Approximately 70 FTE in shifts (20 at any one time)

<b>CONSTRAINTS</b>
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| <ul style="list-style-type: none"> <li>• Modest Development Location</li> <li>• Classified road</li> <li>• Adopted highway</li> <li>• Flood zone 1</li> <li>• Veteran tree (Red Oak) adjacent to southern boundary</li> <li>• Bat roost suitability</li> </ul> |
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<ul style="list-style-type: none"> <li>• Contaminated land consultation zone (front of site)</li> <li>• Heathrow Aerodrome consultation zone</li> <li>• Bat Roost Habitat Suitability</li> <li>• Groundwater Zone 2</li> <li>• Nuclear Consultation Zone (Special Use Zone)</li> <li>• Radon Affected Area (front of site)</li> </ul>
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<b>CONSULTATION RESPONSES</b>	
WBC Env. Health	No objections, subject to Conditions 13 and 20, relating to contamination and noise.
WBC Drainage	No objection, subject to drainage details in Condition 9-12.
WBC Highways	No objection, subject to Conditions 7-8, 14-17 and 19, relating to provision of parking, EV charging, delivery management and construction traffic.
WBC Trees and Landscaping	No objections, subject to Conditions 4-6, relating to landscaping provision and tree protection.
WBC Ecology	No comments received.
WBC Energy	No objection, subject to Condition 3 (bat licence), Condition 9 (CEMP) and Condition 27 (compliance with reports and plans)
Thames Water	No objection. There is sufficient capacity with wastewater and sewage treatment works.

<b>REPRESENTATIONS</b>
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Wargrave Parish Council	<p>Objection raised on the following grounds:</p> <ul style="list-style-type: none"> <li>• Considerable increase in footprint</li> </ul> <p><u>Officer comment:</u> There is a significant increase in footprint, but it is appropriate in the context of the plot size and surrounding area. Refer to paragraphs 29-31.</p> <ul style="list-style-type: none"> <li>• Loss of privacy and light to residential properties</li> <li>• Sloping land exacerbates impact</li> </ul> <p><u>Officer comment:</u> There are no unreasonable neighbour amenity issues, as noted in paragraphs 50-67.</p> <ul style="list-style-type: none"> <li>• Inadequate amenity space for residents</li> </ul> <p><u>Officer comment:</u> The level of amenity afforded to residents is considered appropriate on planning grounds, as outlined in paragraphs 44-48.</p> <ul style="list-style-type: none"> <li>• Lack of on-site parking</li> <li>• Unclear how the figure of 20 staff members on site at any one time was reached when the total employment is 70</li> <li>• Parking demand for part time workers may be higher than a full time equivalent</li> </ul>
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	<p><u>Officer comment:</u> The Council’s Highways Officer raises no objection, as noted in paragraph 68-73.</p> <ul style="list-style-type: none"> <li>• On street parking is limited and leads to narrow access</li> </ul> <p><u>Officer comment:</u> The turning path into the site is aided by the school zone to the south and ensures that there is adequate access into the site.</p> <ul style="list-style-type: none"> <li>• There remains the potential that the measures in the Travel Plan may fail</li> </ul> <p><u>Officer comment:</u> The Travel Plan is subject to periodical review.</p> <ul style="list-style-type: none"> <li>• Visibility sightlines must be ensured and maintained</li> </ul> <p><u>Officer comment:</u> Visibility splays are existing as noted in paragraph 75.</p> <ul style="list-style-type: none"> <li>• Conditions should be applied, including on site contractor parking, CMP addressing site access on narrow roads, working times in relation to neighbours and the school, sightlines, and updates to the Travel Plan</li> </ul> <p><u>Officer comment:</u> The Construction Method Statement has been reviewed by the Council’s Highways Officer and no objection raised, subject to final revision in Condition 8. See paragraph 103 for further consideration.</p>
Local Members	No comments received.
Neighbours	<p>The application was consulted to neighbours from 7-28 September 2022. Submissions were received during and after this period. Those <b>against</b> the proposal were received from the following properties:</p> <ol style="list-style-type: none"> <li>1) 3 Wyatt Close, Wargrave RG10 8EB</li> <li>2) Montrose, 4 Wyatt Close, Wargrave RG10 8BX</li> <li>3) 42 Braybrooke Road, Wargrave RG10 8DT</li> <li>4) Beechwood, School Hill, Wargrave RG10 8DY</li> <li>5) The New Orchard, School Hill, Wargrave RG10 8DY</li> <li>6) Governing Board of Robert Piggott C Of E Schools, School Hill, Wargrave RG10 8DY (x2)</li> <li>7) 6 Silverdale Road, Wargrave RG10 8EA</li> <li>8) Hill Cottage, 8 Silverdale Road, Wargrave RG10 8EA</li> <li>9) Cherry Tree Cottage, 10 Silverdale Road, Wargrave RG10 8EA</li> <li>10) 12 Silverdale Road, Wargrave RG10 8EA</li> <li>11) 5 Beverley Gardens, Wargrave RG10 8ED</li> </ol> <p>In several cases, the submissions indicate support for the need to redevelopment but also raised the following issues:</p> <p><b>Character</b></p> <ul style="list-style-type: none"> <li>• Excessive scale and size of the building in relation to plot</li> </ul>

- Out of keeping with the area and of the landscaped and village setting
- Lack of clarity with height below existing development

Officer comment: There is a significant increase in footprint, but it is appropriate in the context of the plot size and surrounding area. Consideration of height is also acceptable in the context of the existing building, as discussed in paragraphs 20-36.

- Has plant within a basement been considered?

Officer comment: On the basis that the scheme as proposed is acceptable, consideration of alternatives is not required.

### **Traffic and parking**

- Increased traffic, parking pressure and pollution (including on surrounding schools)
- Proportionate increase in capacity should imply corresponding increase in parking availability on the site but this is not occurring
- Traffic movements will still likely occur during school movements despite the assertion to the contrary in the CMP
- Travel Plan should be conditioned

Officer comment: The Council's Highways Officer raises no objection on traffic and parking grounds, as noted in paragraph 68-74. The level of traffic associated with the scheme is such that air pollution is not raised as a concern, particularly with EV charging and motorcycle parking included within the scheme. The Borough's parking standards refer to 1 full time equivalent to cover the mix of full time and part time workers. The parking would need to be controlled by a parking management plan which will need to be secured Condition 15. Compliance with the Construction Method Statement and Management Plan is required by Condition 8, as revised, and departure would be subject to enforcement action by the Council. Compliance with the Travel Plan is required in Condition 17, as revised.

### **Neighbour amenity**

- Overlooking and light spill from side elevation
- Unobscured windows to side boundary should not be used
- Vegetation screening on the boundary should be used and existing Beech hedging should be maintained
- Accuracy of light survey is questioned
- Loss of daylight and sunlight (need to be updated for 8 Silverdale)
- Loss of view (from 3 Wyatt Close)
- Noise disturbance
- Dominance and scale of building on neighbouring properties

Officer comment: The neighbour amenity impacts, including light, dominance, noise, outlook and overlooking, are acceptable, as outlined

in paragraphs 50-67. This includes an assessment from the Council's Environmental Health Officer who raises no objection.

- Increased pressure on GPs and pharmacies

Officer comment: The development is subject to Community Infrastructure Levy which would assist with delivery of facilities in the area. See paragraph 105.

### **Construction phase**

- Construction phase is extensive and should be reduced by condition (such as not at weekends and school times) to reduce disruption
- Construction impact upon school movements
- Traffic movements will still likely occur during school movements despite the assertion to the contrary in the CMP
- Access to the site will be via narrow roads
- Full time attendant is required at the entrance to the site
- Contractor parking must be on site
- Footpath closure for cranes must consider safe use of school
- Noise disturbance, including how it affects the school
- Noise and dust impacts upon school activities

Officer comment: A full-time banksmen is viewed as unnecessary. Contractor parking is required to be onsite, as required in the CMP. Where cranes are required, footpath closure would be required where necessary. Access to the site is already via narrow roads and so no further impact eventuates from the proposal. The Construction Method Statement has been reviewed by the Council's Highways Officer and no objection raised, subject to compliance in Condition 8. See paragraph 103 for further consideration.

### **Other**

- Levels are unclear, including where needed to attain level access
- Limited outdoor space lacking sun for future occupants including the north facing balcony areas and areas shaded by trees

Officer comment: The development is required to be fully accessible because of its Class C2 use class as a care home. See paragraphs 40-41. The level of amenity afforded to residents is considered appropriate on planning grounds, as outlined in paragraphs 43-48.

- Ecological impact upon flora and fauna
- Impact upon protected species has not been considered

Officer comment: Refer to comments in paragraphs 85-92.

- Details of kitchen exhaust and mechanical ventilation are unclear

	<p><u>Officer comment:</u> Refer to comments in paragraph 62, with details to be secured by Condition 13.</p> <ul style="list-style-type: none"> <li>• There is a change of use to the rear of the site</li> </ul> <p><u>Officer comment:</u> The development is required to be fully accessible because of its Class C2 use class as a care home. The level of amenity afforded to residents is appropriate on planning grounds, as outlined in paragraphs 43-48.</p> <p>One submission <b>for</b> the proposal was received from 6 Wyatt Close, Wargrave RG10 8EB. It made the following comment:</p> <ul style="list-style-type: none"> <li>• There is a demonstrated need for upgrade of the existing facility</li> </ul> <p><u>Officer comment:</u> The needs form part of the benefits for the scheme that weigh in favour of the development.</p>
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<b>PLANNING POLICY</b>
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National Planning Policy Framework (NPPF)	Section 6 – Building a strong, competitive economy Section 9 – Promoting sustainable transport Section 12 – Achieving well-designed places Section 15 – Conserving and enhancing the natural environment
National Planning Practice Guidance	Housing for older and disabled people Noise Travel Plans, Transport Assessments and Statements
National Design Guide	Section I: Identity Section B: Built Form Section M: Movement Section N: Nature Section R: Resources
Core Strategy 2010	Policy CP1 – Sustainable Development Policy CP2 – Inclusive Communities Policy CP3 – General Principles for Development Policy CP6 – Managing Travel Demand Policy CP7 – Biodiversity Policy CP8 – Thames Basin Heaths Special Protection Area Policy CP9 – Scale and Location of Development Proposals Policy CP15 – Employment Development Policy CP17 – Housing Delivery
Managing Development Delivery Local Plan 2014	Policy CC01 – Presumption in Favour of Sustainable Development Policy CC03 – Green Infrastructure, Trees, and Landscaping Policy CC04 – Sustainable Design and Construction Policy CC05 – Renewable Energy and Decentralised Energy Networks Policy CC06 – Noise Policy CC07 – Parking Policy CC09 – Development and Flood Risk Policy CC10 – Sustainable Drainage Policy TB11 – Core Employment Areas Policy TB12 – Employment Skills Plan

	Policy TB20 – Service Arrangements and Deliveries for Employment and Retail Use Policy TB21 – Landscape Character Policy TB23 – Biodiversity and Development
Borough Design Guide SPD	Section 4: Residential Section 6: Parking
Sustainable Design and Construction SPD	Section 8: Sustainable Design Section 9: Energy Efficiency Section 10: On-site Renewable Energy Generation Section 11: Water Resource Management Section 12: Flood Risk Management Section 13: Biodiversity Section 14: Waste, Recycling and Composting Facilities Section 15: Sustainable Transport Section 16: Health, Safety and Well-being Section 17: Sustainable Construction
Affordable Housing SPD	Section 5: Requirement for Affordable Housing on Residential Developments Section 9: Delivering Affordable Housing and Financial Considerations
Wargrave Parish Design Statement	Buildings Traffic and Transport Considerations
CIL Guidance	Charging Schedule

## PLANNING ISSUES

### Proposal

- The site comprises an existing care home building in need of refurbishment and redevelopment. The proposal involves the following:
  - Demolition of the existing 37 room care home building
  - Construction of a replacement part two/part three storey care home (within use class C2) comprising of 65 rooms and associated entrance, communal living, and dining space across the ground and first floors and staff areas, kitchen, plant, and laundry on the second floor
  - Removal of approximately 14 trees and five hedges
  - Extensive landscaping across the site, including an activity garden at the front and resident's amenity space across the side and rear
  - Car parking to the front of the site with parking for 27 cars and delivery space
  - Substation in the south western corner of the site (to be confirmed (not subject to this application))

### Site Description

- The site measures approximately 0.5 hectares and lies on the eastern side of School Hill, rising from the roadway to a relatively level site. On the site is a two-storey dwelling, converted to care home in the 1980s, concentrated along much of the southern boundary. Land to the very rear of the site is overgrown and separated by hedgerow.



3. School Hill is characterised by large, detached dwellings many that reflect the Arts and Crafts style from the late 19C- early 20C that is a feature of Wargrave. Two schools are in the immediate vicinity and a school owned pathway running along the southern side boundary, which is also heavily vegetated.

## **Principle of Development**

### Definition of use

4. Registered care homes are a form of institutional provision under Use Class C2, referred to as 'registered care homes' as either providing personal or nursing care. Paragraphs 61 and 62 of the NPPF recognises that planning decisions should consider the size, type and tenure of housing needed for different groups in the community (including older people). Policy CP2 of the Core Strategy supports proposals that address the requirements of an ageing population, particularly in terms of housing, health, and well-being. The policy ensures that new development contributes to the provision of sustainable and inclusive communities to meet long-term needs. Policy TB09 of the MDD Local Plan also relates to the provision of residential accommodation for vulnerable groups, including aged care.
5. Nursing, residential, and dedicated dementia care would be provided in single ensuite wet room bedrooms. The design would incorporate a range of communal areas including a café, bar, lounges, dining rooms, community lounge, quiet lounge, cinema room and hair salon. There would be no warden accommodation on site given the more intensive form of nursing care would involve 24-hour care by staff.
6. The care suites providing specialist facilities for dementia care would fall within the above policy criterion and would be consistent with the classification of 'residential care homes and nursing homes' as defined by the Planning Practice Guidance due to the level and type of care provided, meeting all daily living requirements.

### Land use

7. The site is within a modest development location. The site was approved for a nursing home in 1964 and has continued to be used as such since that time. With no change of use occurring, the proposal for a replacement care home is accepted, subject to a consideration of the needs assessment and other impacts.
8. A large hedge extends the width of the site approximately 35m from the rear boundary and the rear of the site (approximately 1375m<sup>2</sup>) is largely inaccessible. Because the land is separated from the main building by this hedgerow and is overgrown, the reasonable conclusion is that it falls outside the curtilage of the existing building. The proposal would therefore involve a change of use of this land from its existing C3 residential use (pre-1984) to C2 residential institution use. This is not opposed in principle given the existing C2 use of the building and main planning unit, the C2 use being a type of residential accommodation and as the surrounding area is mostly residential albeit with a school immediately to the south.



Change of use in red

### Needs assessment

9. The proposal would provide specialist accommodation that would help provide for the varied needs of the local community in accordance with Policy CP5 of the Core Strategy. Paragraphs 2.37 and 2.40 of the Core Strategy refers to the Council's latest Older People's Housing Strategy, which sets out the requirements for specialist housing for older people. It explains that the Council is moving away from providing sheltered and nursing home-based care provision to an 'extra care' model, which would enable people to stay in their own homes and access the care and support they need.
10. Paragraph 2.41 also states that the Council will: *'support voluntary and commercial organisations to develop extra care housing options for older owner occupiers. We will encourage existing providers of residential and nursing homes to diversify and modernise, so they are able to offer options in line with our strategic aspirations'*.
11. As part of the evidence to support the Draft Local Plan, the Council commissioned Opinion Research Services to produce a Local Housing Need Assessment (LHNA) (January 2020). The LHNA considers specific types of accommodation for different groups, including older people/vulnerable people in the Borough. Paragraph 8.43 of the LHNA states: *'population projections show a large increase in older people between 2018 and 2036, an increase of 9,039 persons aged 75+ and a corresponding need for dedicated housing options'*. The LHNA has identified a future need for new specialist (rented) housing for older people between 82 and 573 units to be provided within the plan period (2018-2036).
12. The application is supported by a Planning Needs Assessment dated March 2022 which adopted a 4-mile catchment radius. The report asserts that there are six planned care home schemes (two in the market catchment and four in the local authority area) that have planning approval, however by 2024, assuming all planned schemes have progressed and been developed, there would be an undersupply of 125 market standard care home beds in the market catchment (4-mile radius) and a shortfall of 376 beds in the local authority area. The report also states there would be

an undersupply of 97 dedicated dementia beds within the market catchment and 155 in the local authority area by 2024 (Table T5, page 1).

13. Since the publication of the LHNA, the Council has granted permission for 91 extra care units (C3 use) at Twyford and a 57-bed care home (C2 use) at Sonning with outline approval for a 70-bed care home (C3 use) at Wokingham that is currently subject to a legal agreement. There are two other current appeals relating to the refusal of care homes (C3 use) in Sonning. In the November 2018 appeal decision for a 64-bed dementia care home at Three Mile Cross (APP/X0360/W/18/3204770), the inspector stated that there is an initial oversupply within the Borough until 2024. The proposed care home would not be opened until 2025 at the earliest.
14. Notwithstanding the current supply position, it is not disputed that there remains an ongoing need to provide additional units. Therefore, this is a material consideration that should be weighed in favour of the proposal. The contents of the Carterwood Planning Needs Assessment have been reviewed by the Council's Adult Services Strategy and Commissioning and the findings are broadly accepted, which include:

*“Our assessment based on 2024... indicates equilibrium in the market catchment and a need for 298 market standard care home beds in the local authority area...and a shortfall of 74 beds in the local authority area.*

*[...]*

*We have also analysed need for care home beds providing full ensuite wetrooms, similar to the subject redevelopment, based on 2024. On this basis there is a need for 74 elderly care beds in the market catchment and 604 in the Wokingham Borough Council area, including 13 and 117 dedicated dementia beds in each of the respective catchments.”*

#### Site sustainability

15. The application was supported by a sustainability assessment. There is excellent access to bus and rail within Wargrave and to local shops on High Street and Victoria Road. A framework travel plan has been submitted which includes the Borough's MyJourney, a budget for a Travel Plan Co-ordinator and an Action Plan. The Council's Highways Officer is accepting of this position, and this forms Condition 17.

#### **Character of the Area**

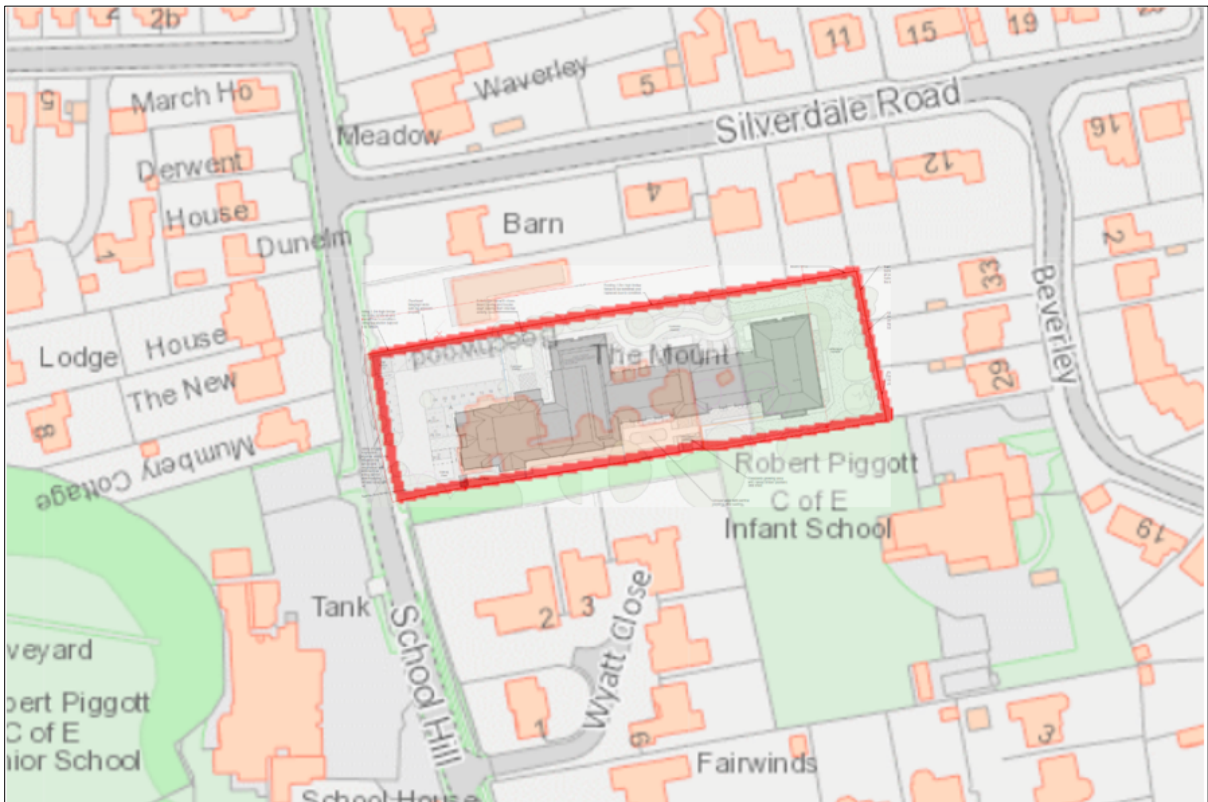
16. Policy CP3 of the Core Strategy states that development must be appropriate in terms of its scale, mass, layout, built form, height and character of the area and must be of high-quality design. R1 of the Borough Design Guide SPD requires that development contribute positively towards and be compatible with the historic or underlying character and quality of the local area. Guidelines relevant to the village setting of Wargrave also apply in RD2-RD5 in terms of character, setting, views and built form.
17. School Hill is characterised by large, detached dwellings many of which reflect the Arts and Crafts style from the late C19-early C20. The overall landscape character on both sides with mature trees, hedges and shrubs with the only real interruption being the school fence at Robert Piggott School.

18. Because of the 2.5 storey building height, sloping topography of the site, the building's position above street level, the triple width of the plot and the above average northern side setback, the existing building occupies a prominent position in School Hill, although it is partially screened or mitigated from the south by extensive tree coverage. It has a good-sized front garden/car park area with a low hedge to the boundary.
19. Cumulative extensions to the rear of the original dwelling over the decades has resulted in a built form concentrated on the southern boundary as well as a changed appearance to the street and a very deep built form, extending about 67m to the rear or 80m from the front boundary.

### Siting and alignment

20. R3 and R4 of the Borough Design Guide require housing to relate to the existing network of streets and spaces and R7 requires a consistent building line relative to existing buildings.
21. The Council's records indicate that the school to the south west is pre-1830, with no other development aside from a graveyard and quarry in the immediate area. Established development along School Hill, including The Mount, dates from the early 1900s. The Infant school to the south east dates from the 1960s as does most of the development in Silverdale Road and Beverley Gardens to the north and east. Cul-de-sac development to the immediate south has occurred in the past 20 years. As a result, there is no overwhelming consistency to the pattern of development in the area, as evidenced below.
22. The siting of the building on the southern boundary is atypical but not necessarily out of character with the varied pattern of development in the area. The extension of the building a further 32m towards the rear, creating a building depth of 114m, is therefore not entirely out of context to the pattern of development because there is a wide variety of plot sizes in the immediate area. The rear setback is 15m which satisfies the guidelines in the Borough Design Guide and is relatively consistent with the rear setback of neighbouring properties in the wider area. On this basis, it is not opposed on character grounds.
23. The front setback is increased from 17m to 20m and even though this is of limited relevance given the lack of consistency in the area, it is still favourable in terms of relating positively to the prevailing building line in the street (10m to the south, 23m to the north).
24. The building will be brought away from the southern side boundary by about 4-9m. Aside from affording better protection for trees and improved internal amenity for residents, it would also allow for the building to be better positioned within the site. The openness to the northern boundary is adequately retained and enhanced in some areas which is supported.
25. The bulk of the building is setback at least 15.5m from the northern boundary although there are two wings or extensions the project closer to the building, including a front wing that is sited 50-60m from the front boundary. It will be a prominent element in the streetscene, adding bulk to the site and interrupting green views through to the rear of the site. However, there are no objections on character

grounds because of the significant setback from the front boundary and the openness that is achieved as a result (by virtue of the car park and the courtyard), and because the building width as a proportion of the plot width (79%) is consistent with the building width in the area.



Pattern of development (showing existing building and with overlaid proposed footprint)

### Height

26. The existing building has a surveyed height of 6.85m (eaves) to 11.3m (ridge) with a total RL height of RL 67.4 before lowering to a single storey height at the rear (2.4m-4.7m). The height at the front of the proposed building is 7.2m (eaves) to 10.2m (ridge) or RL 66.9. This lowers to 6.8m-8.1m within the side wings and 4.9m-8.1m within the area of the building between the two wings.
27. As it presents to the street and compared with the existing building, the eaves of the proposed building is marginally increased and the ridge is marginally lowered. The apparent change in height is largely indiscernible but with no front facing dormers, the appearance is altered from a 2.5 storey building to a two-storey building. It lowers to a clearly apparent two-storey with pitched roof form to the rear, which is entirely appropriate in the context of the neighbourhood.



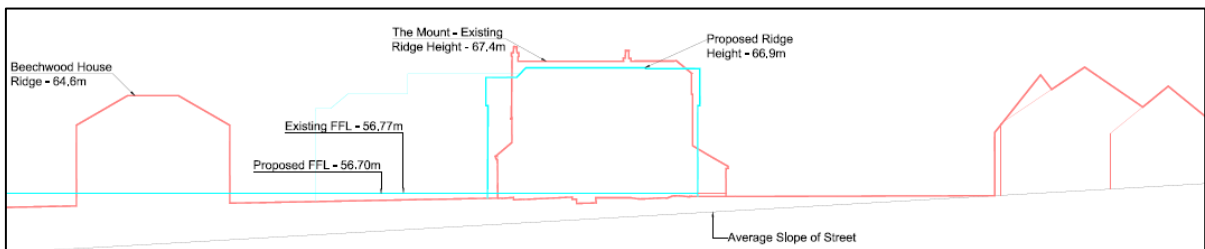


Existing view from School Hill



Proposed front elevation

28. A survey of the neighbouring property has been supplied. It shows a 2.3m difference between Beechwood House to the north and the proposed building but with a 2.1m slope along School Hill, the difference in height is much less discernible and there is no reason to oppose the development on these grounds.



Height of street frontage

### Footprint

29. The building footprint measures 1735m<sup>2</sup> or 35% of the site, up from a cumulative footprint of 910m<sup>2</sup> or 25% inclusive of outbuildings (measured against the existing site). As a comparison, the two detached properties to the north have a footprint of 10% and 14% of the total site area and the more recent cul-de-sac development to

the south, which has a bulkier appearance, has a footprint of 18%. However, direct comparison is less useful given the differences in existing use.

30. Although there are other buildings in the area with large footprints, such as Robert Piggott CoE Junior and Infant Schools, there is a recognised departure from the established or predominant scale of development in the immediate area. However, the footprint of the existing building is already greater than the surrounding buildings and this existing context is materially relevant. The additional footprint of the proposed building comprises additional built form at the rear (where it would not be apparent from the street) and in greater building width at the front of the site and in two wings (but as described above, it has already been demonstrated that it sits comfortably within its wide plot).
31. More broadly, the proposed footprint is reflective of the inherent need to accommodate an upgraded institutionalised residential use which makes direct density comparisons less relevant (131 units/bedrooms per hectare compared to 35 bedrooms per hectare for those single detached dwellings in the immediate). When considering the context of the existing building and use as well as the satisfactory presentation of the building to the road, the retention of landscape coverage on the southern boundary and adequate levels of outdoor amenity space, the footprint of the proposed building is acceptable.

### Design

32. Paragraph 126 of the NPPF focuses on the need for high quality, beautiful and sustainable buildings and Paragraph 130 references functionality, attractive architecture, sympathy to the local character, a strong sense of place and a sage and inclusive design.



3D interpretation as viewed from north western corner

33. The building frontage comprises two main gables with a smaller central gable, which gives a presentation to School Hill that would not be out of character with the appearance and design of many of the other detached residential dwellings in the street. There is a relatively complex roof form behind as the building height rises to accommodate attic space for office space and back of house operations. It consists of four hips focused on a crown roof of 100m<sup>2</sup> in area but with several side gable projections of varying scales. The built form immediately behind is stepped down

slightly and comprises a mix of ridges and heights, stepping abruptly to a lower height within the centre of the first of a series of side wings. Whilst it appears unusual on plan form and certain elements of this design could be viewed as complicated, the primary focus remains the satisfactory presentation of the front 'primary' elevation. The side wing is well setback from the road and there is much less visibility of the roof form or side gables. On this basis, the design as it presents to School Hill is appropriate.



Rear core and wing (within the courtyard)

34. Extending to the rear, the height steps down progressively, with the building taking the form of a two-storey core with three wings. The core of the building has a terrace form with windows projecting into the roof space and consistency in window proportions and spacing. Whilst there is a large expanse of crown roof, it is primarily because of the lower building height, which is a positive outcome in relation to neighbouring properties. The three wings have a block form with parapet eaves concealing a low and shallow roof form. It is distinctly contemporary when compared with the core and front of the building but has a simpler architectural style with lesser building bulk and a satisfactory relationship with the rest of the building.
35. A detailed materials schedule has been supplied. it includes a mix of light and dark red brick types, which is not out of context with the varied character of the area. It allows for horizontal brick coursing and definition to the ground and first floor. Dark grey slate tiles will contrast satisfactorily with the walls of the building and are appropriate within this part of School Hill. There are uPVC windows and frameless glass balconies that are also appropriate given the site lies outside of the conservation area. Dark grey horizontal flint panels define the ground floor of the three wings (and part of the eastern and southern elevations) provide contrast without overstating or dominating such that it is acceptable. The palette of materials is outlined in Condition 21.

#### Parking and outbuildings

36. Parking remains concentrated at the front of the site, wrapping around the northern side. This is not dissimilar to the existing arrangement although there is a noticeable reduction in the amount of soft landscaping in the north western corner nearest to School Hill. However, the existing honeysuckle hedge will be retained and because of the change in levels to the road and interspersing of some tree plantings, there would be limited adverse impact upon the character of the street. Moreover, the surrounding context includes many large gravel parking areas and the hardstanding of the school playground and car park of the school opposite. A positive hard



landscape scheme is required in Condition 4 and protection of the hedge is required in Conditions 6 and 25. Subject to these conditions, there are no in-principle objections.

37. A substation is shown indicatively in the north western corner of the site, immediately adjacent to School Hill and in the most prominent location on the site. It is understood that this location was chosen because it affords easy connection to the grid and access. However, it is indicative only and does not form part of this application.

#### Boundary treatments

38. The existing hedge to the front boundary will be retained and the remaining boundaries comprise a mix of new 1.8m high close boarded fencing or existing hedgerow, which is acceptable.

#### External lighting

39. There are nine bollard lights in the car park, two downlights to the main entrance, 20 downlights to each of the courtyards and a collection of courtyard lights. Lighting is confined to the building only or within the northern courtyard or car park. There is no lighting to the landscape garden areas or to the rear of the site. In the context of the surrounding area, which is built up but well vegetated (supportive of protected species), the scale of external lighting is reasonable.

#### **Accessibility (incorporating The Public Sector Equality Duty (Equality Act 2010))**

40. 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.
41. Given the end use as a care home, the design and layout will be fully compliant and satisfy all building regulations. Three disabled spaces adjacent to the front entrance meets the minimum standards in the MDD Local Plan and an ambulance bay is provided. On this basis, no objection is raised.

#### **Housing Affordability**

42. Paragraph 5.4 of the Affordable Housing SPD then notes that self-contained older people's housing, such as extra care housing, assisted living, retirement housing) will need to deliver affordable housing in line with the approach in the Core Strategy. Given the rooms would not be self-contained for the exclusive use of its occupants, affordable housing contributions would not be required.

#### **Internal and External Amenity**

43. R18 of the SPD requires sufficient sunlight and daylight to new properties, with dwellings afforded a reasonable dual outlook and southern aspect. Paragraph 130 of the NPPF seeks to promote development that has good architecture and layout with a high standard of amenity for existing and future users and Paragraph 157 states that new development should take account of landform, layout, building orientation,

massing, and landscaping to minimise energy consumption. This is reiterated in the National Design Guide.

44. Existing vegetation on the southern side boundary already shades the existing rooms and to address this issue a daylight assessment was submitted. The building will be moved away from the boundary, and this will have a measurable benefit with the amount of sunlight reaching the ground floor rooms and terraces. There will still be some shading particularly from T23 Sycamore, but the canopies of two of the trees next to this boundary are cut back to the boundary. T23-28 are adjacent to the south-west corner and will overshadow the front of the site. Trees T7-T14 will overshadow the south-east end of the building to some extent and other trees will overshadow the grassy bank. The shading will move as the sun tracks around the site from east, south to the west. Some shading will be welcome, especially for the elderly using the garden.
45. Of the ground floor rooms, there are only three rooms at 5m from the boundary and the remaining rooms are dual aspect or at least 11m from the boundary which is a sign of good layout and design. The daylight assessment indicates that bedrooms and 2 towards the front of the building and bedrooms 24 and 25 at the rear fail the standards. The cinema room and quiet lounge would also fail the test, but these are communal spaces. Further bedroom 2 is dual aspect with an eastern elevation less affected. At first floor, the rooms will receive improved access to filtered light with bedroom 66 failing the test although this is also dual aspect. Of the 31 south facing bedrooms, only three (9%) fail the test, which is viewed as an acceptable outcome when comparing the site constraints and the existing building. There are a further 12 bedrooms that are north facing that would receive no direct sunlight, making a total of nine of the 65 bedrooms (14%). For the same reasons, and because there is good access to communal spaces with direct sunlight and good provision for outdoor space, this outcome is satisfactory.
46. Placing the building more centrally in the plot reduces the available amenity space and increases the amount of shade from the building to the whole of the north side of the site where most of the amenity space is proposed. However, the current design achieves the most appropriate balance in terms of outlook, light, sunlight, shade, and space. The low height of the core of the building also minimises the extent of overshadowing such that no objection is raised.
47. Each of the ground floor units is afforded a small private courtyard and the first-floor units have access to two communal terraces of 16m<sup>2</sup> and 8m<sup>2</sup> on the northern side of the building. Along the northern side of the building is a communal courtyard garden at the front alongside the carpark and a residents garden adjacent to the wings. A landscape garden wraps around the rear and southern side of the building. The total cumulative area of the communal garden space is 1700m<sup>2</sup> which across 65 residents which is 26m<sup>2</sup> per person.
48. The combination of private and public amenity space achieves a positive balance for the well-being of residents, their families, and staff. There is a mix of surfaces and areas as well as the integration with the environment as well as varying levels of sunlight and shade. Access between the main lounge areas and the main garden to the north of the building, which will also be focal area for residents, is also satisfactory. Overall, no objection is raised subject to a final detailed scheme in Condition 4.

## Neighbour Amenity

49. Policy CP3 of the Core Strategy aims to protect neighbouring amenity and Policy CC06 and Appendix 1 of the MDD Local Plan requires that development protect noise sensitive receptors from noise impact.

## Overlooking

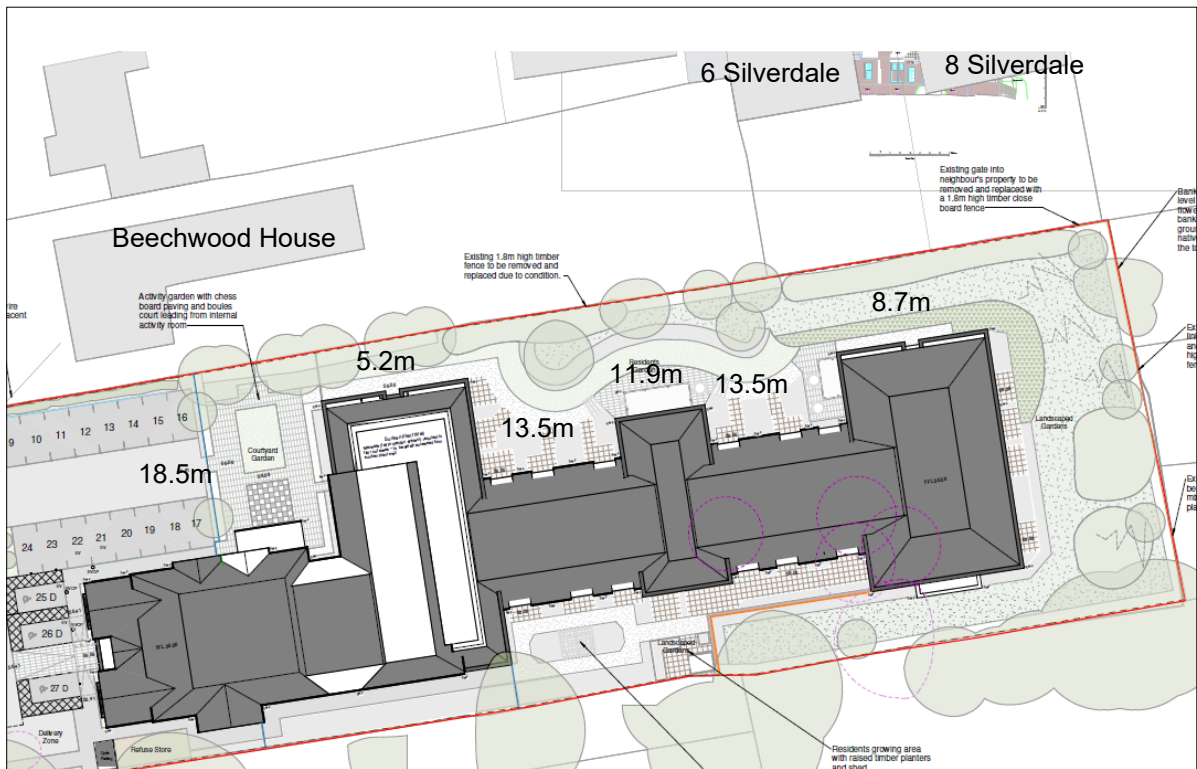
50. R15 of the Borough Design Guide SPD requires the retention of reasonable levels of visual privacy to habitable rooms, with separation of 22-30m to the rear and 10-15m to the street. R23 notes that the side walls must not contain windows, especially at first floor level.
51. The design of the development takes heed of the above requirements with 19m to the front boundary (where 15m is required) and 15m to the rear (where 11m is required). There are side facing windows to rooms on the southern elevation but through a combination of retained trees and at 13-19m to the rear boundary of properties on Wyatt Close, no issues are noted.
52. Where there are sightlines towards the properties to the north, they are at a relatively acute angle, supplemented by landscaped screening and no departure from the relevant guidelines. As such, no in principle objection is raised. However, there is a lack of detail relating to the two first floor terraces to the rear of the building. These areas present opportunities for overlooking to the two adjoining properties to the north, particularly from the rearmost terrace. Measures such as privacy screening would be required.
53. The relationship to the northern side boundary is more acute with the side boundary of Beechwood House extending a 94m length of the boundary and 6 and 8 Silverdale Road backing onto the remaining 34m length. The latter two properties adjoin the existing vacant part of the site and would therefore be subject to built form across the rear boundary where none previously existed.
54. On the ground floor, there are 12 common space windows and six-bedroom windows facing the northern boundary. No real overlooking issues exist at this level because of boundary screening. At first floor level, there are ten-bedroom windows and six common space windows, with two terraces adjoining the lounge and dining room. The bedroom windows are at least 16m from the boundary, which is more than adequate separation to ensure a suitable level of privacy. The lounge windows are within 12m of the boundary (again adequate separation), but the terrace is within 9.5m of the boundary which is below the 11m standard. It is surrounded by a 1.9m high glazed balustrade that will be obscure glazed by Condition 28 to protect privacy. The dining room windows at the rear would be 8.7m and the adjoining terrace would be 9.0m from the northern boundary (again below the standard). The terrace will be surrounded by a 1.9m glazed balustrade that will be obscure glazed by Condition 28. There are opportunities for overlooking from the two dining room windows over the boundary to the rear gardens of 6 and 8 Silverdale Road, particularly as they extend to floor level. These are two of the four windows to the dining room and so privacy measures can be adopted without adversely compromising the internal amenity of this space. Condition 28 seeks obscure glazing to 1.6m above finished floor level or an alternative design to be agreed if that is preferred.

55. Within the development, there is a degree of overlooking between bedrooms, but it is limited to the corners of buildings. Even then, there is a communal aspect to the residential use that is a positive outcome, such as shared terrace spaces. On this basis, no objection is raised.
56. Subject to the above measures, there are no unreasonable impositions on existing levels of privacy to surrounding properties.

#### Overbearing, Sense of Enclosure and Sunlight and Daylight

57. R18 of the Borough Design Guide SPD aims to protect sunlight and daylight to existing properties, with no material impact on levels of daylight in the habitable rooms of adjoining properties. Habitable windows of adjoining properties must not be obstructed by a 25-degree angle.
58. A BRE assessment of sunlight and daylight impacts to surrounding properties was submitted with the application. All neighbouring windows pass the relevant BRE diffuse daylight and direct sunlight tests and in terms of overshadowing of gardens. The results demonstrate a low impact, and the report indicates that the proposal sufficiently safeguards the daylight and sunlight amenity of the neighbouring properties.
59. Along the southern boundary, the site benefits from the heavy vegetation and a pathway leading to the infant school to the rear to the extent that there are no apparent issues of dominance or sense of enclosure to the properties to the south. There is 8m to the boundary with properties in Wyatt Close and at least 21m to the rear elevation of the nearest property. Being to the north and with this canopy cover, there are also no concerns with loss of sunlight or daylight. The relationship to the rear/east is also acceptable with 15m to the boundary and 38m to the rear elevation of the nearest of the dwellings. With a two-storey form or eaves height of 7m and ridge height of 8m, there is no unreasonable sense of enclosure or loss of light (including as assessed against the 25-degree rule, which falls wholly within the subject site).
60. The setback from the northern boundary is 18.5m at the front and 13.5m to the rear which is ample reducing to within 5.2m, 11.9m and 8.7m of the northern boundary respectively with three separate wings. R16 of the Borough Design Guide SPD requires separation distances of 1.0m to the side boundary and on this basis, the proposal complies with this requirement. However, this would fail to wholly appreciate the site's context. Because of the slope of the land and the relatively low density of development, there should be an expectation to increased setbacks to ensure separation and protection of sunlight.
61. At 11.8m, the middle of the three wings is sufficiently setback, particularly in terms of its relationship only onto the rear garden of Beechwood House. There would be no undue sense of enclosure or loss of light to the dwellings or their respective gardens. At 8.7m, the setback of the rear wing is also acceptable in the sense of it adjoining the rear boundary of 6 and 8 Silverdale Road. The height of this part of the building is 6.8m, which is not excessive and the retention of the beech hedge along the boundary will allow for adequate separation. There is also compliance with the 25-degree line, which will fall onto the hedge and boundary fence. At 5.2m, the front of

wing of the proposed building would be apparent from Beechwood House were it not for an extensive Leyland Cypress hedge along this boundary. It has a height of about 9m, provides separation between the two properties and is to be protected by Condition 25. Even if the hedge were removed, the impact is not unreasonable given it the relationship is over a side boundary. The proposed building has a height of 6.8m (rising to 9.6m but at a point 12.5m from the boundary) and this is of a similar height to Beechwood House. The outlook from habitable rooms (breakfast room, TV room, living room) and from the garden of Beechwood House would be sufficiently protected.



Relationship to neighbouring properties to the north (with setbacks)



Relationship with Beechwood House to the north

### Noise disturbance

62. The Construction Environmental Management Plan (CEMP) submitted with the application (WPS, August 2022) details how noise and vibration generating activities

will be identified and managed with reference to applicable British Standards and professional guidance. Whilst there is reference to containment and management of noise / vibration, there is no background noise levels or details of whether the proposed plant will operate within existing background noise levels. The lack of detail is not fundamental to the application and can be conditioned, as is the case in Condition 13.

63. The Environmental Health Officer advises that there has been no history of complaints in relation to noise from the existing site and whilst there would be testing of emergency fire alarms such testing would not normally be undertaken in antisocial hours. Should independent room alarms be activated these would not be expected to generate noise outside of the building and be infrequent such that no concern is raised.
64. Within the development itself, there is generally good outcomes for layout and room stacking. The bedrooms are stacked together and where they adjoin communal spaces, conflicts are limited. Regardless, the insulation within internal walls of the building is required to be constructed to Building Regulations

#### Light Spill

65. There are no light spill concerns arising from the use of the car park with only the café and hair salon adjoining the car park. The type and level of external lighting (as noted in paragraph 39) is acceptable in terms of any spill across the boundary. An external lighting layout (including lighting types) has been reviewed by the Environmental Health Officer and no objection raised.

#### Odour

66. Refuse will be collected weekly using a commercial waste service. Despite increased levels of waste, the proposed receptacles, location of the waste store (in consideration of prevailing SW winds), upgraded nature of the facilities and frequency of collections appears acceptable to mitigate against potential odours affecting neighbouring properties.
67. The Design and Access Statement states the location of plant and extract systems, and appropriate noise levels and odour controls will be provided but this is not the case. Notwithstanding, it is reasonable that details of the proposed plant/ventilation kitchen extract systems can be left for a post consent requirement, and this is the case in Condition 13.

### **Highway Access and Parking Provision**

#### Parking

68. Policy CC07 and Appendix 2 of the MDD Local Plan stipulates minimum off street parking standards, including provision for charging facilities. A care home would require one space per FTE member of staff and one visitor space per three residents.
69. A 27-space car park is located at the front of the site for use by staff and visitors (residents would not own a car). It includes three disabled spaces adjacent to the entrance, four EV charging spaces and one motorcycle space.

70. The planning statement refers to 70 FTE staff but no more than 20 onsite at any one time. The Borough standards indicate that with 65 residents and 20 staff, there would be a requirement for 42 car spaces – a shortfall of 15 spaces. To address this departure, a parking utilisation exercise was carried out using acceptable sites from the TRICS database. The assessment showed that the minimum spare capacity would be four spaces during the week between 1-2pm and five spaces at the weekend between 11-12pm.
71. The level of parking is an increase of 14 spaces when measured against the existing car park and the ratio of parking to residents would increase from 0.35:1 to 0.415:1. The Council's Highways Officer has assessed the evidence and the improved ratio and raises no objection.
72. The spaces meet the minimum dimensions and there is ample space behind the spaces for safe manoeuvring. Provision of disabled and motorcycle parking accords with policy. A parking management plan, which extends to the provision of EV charging, is outlined in Condition 7. A bay at the southern side of the car park serves as a dual role for deliveries and an ambulance and the Council's Highways Officer is content with this arrangement.
73. Alongside the delivery/ambulance bay is a cycle storage shed for four staff bikes. A cycle rack for two visitor bikes is located alongside the entrance. This is acceptable though as part of Travel Plan in Condition 14, these spaces are monitored and if demand warrants it, more spaces will be required and provided.

#### Traffic

74. Trip rates have been used from acceptable sites from the TRICS database. The increase in two-way trips from the proposed development for the AM and PM peak would be 5 and 4 respectively which would not have an adverse impact on the highway network and the Council's Highways Officer raises no objection.

#### Access

75. The existing vehicular access will be used, and a new dedicated pedestrian access is proposed. The visibility splays are free of any vegetation impediment and are acceptable and as they are existing, no conditioning is required. Swept paths within the car park for a commercial refuse vehicle and a fire engine and for a large vehicle in and out of the spaces have been provided and are acceptable.

#### **Landscaping and Trees**

76. There are no protected trees on the site but there is a veteran tree along the path between The Mount and Wyatt Close. Adjacent to the southern boundary is an 8m wide footpath leading to Robert Piggott Infant School which includes a Red Oak (veteran tree) at its eastern end which is protected by TPO 1142/2006. The northern side of the path is lined with trees and part hedgerow that does not appear to have been maintained to a normal hedge height. Most of the trees along this path influence the southern boundary of The Mount site. A low hedge to the fronts the plot boundary.

77. Opposite the Mount Nursing Home is Robert Piggott School, where the road narrows at this point. There is a pedestrian barrier next to the footway on the east side of the road, and a 2.4m high weldmesh fence around the school car park. These features are a change to the overall landscape character of the road which is mostly lined on both sides with mature trees, hedges, and shrubs for as far as the eye can see in both directions.

### Trees

78. A Tree Constraints Plan shows the trees adjacent to the southern boundary and their root protection areas and canopies influence the site. There are two Holly trees in the south west planted on a turfed mound at the entrance. These trees will be removed to facilitate the new layout of parking and driveway also resulting in the reduction of the mound.
79. Replacement native tree species planting to both sides of the entrance is proposed. Some of the trees adjacent to the southern boundary have restricted root protection areas as a result of the proximity of the existing building foundations. A Demolition Tree Protection Plan is required in Condition 6 to ensure that the appropriate demolition in the areas close to trees will be overseen by the Arboricultural Consultant. It is possible to place hard paving over these areas covered by the existing building with minimal impact on tree roots, although there is the opportunity to improve the rooting area and drainage by placing permeable paving in these areas over cellweb (or similar cellular confinement system).
80. Tree numbers T23-28 and T7-14 are located along the northern side of the footpath adjacent to the southern site boundary. These trees are of similar height (16-18m). There is also a row of young broadleaved trees – labelled as '15' on the plan and 9m in height. The trees provide visual screening and enhance the site setting. The Council's Trees Officer has sought sensitive pruning of the existing trees along the southern boundary prior to demolition of the existing building as part of their ongoing protection. This is included in an Arboricultural Method Statement and Demolition Tree Protection Plan in Condition 6.
81. There is a total of 13 trees and 6 hedge/group tree features to be removed, much of which is at the rear of the site. The Landscape Plan proposes 15 replacement native trees and 3 ornamental trees as well as replacement hedges proposed and garden planting. The Council's Trees and Landscape Officer is satisfied with this outcome and requires final details in Condition 6.

### Landscaping

82. The Landscape Plan includes a pergola, gazebo, shed and a raised vegetable bed. There are areas for sitting outdoors, in some instances surrounded by paving, a single bench, a palette of hard materials including block paving, resin bound paving, asphalt, feature paving and paved private patios. There is a flowering lawn, an amenity lawn, and boules pitch all of which are welcome. The constraints include that there is no opportunity for a circuitous route around the building, it being blocked at the south western corner where the bin storage is located. The siting of the pergola is also questionable, and access thereto is constrained. These aspects are not serious and can be managed to satisfaction by the final landscape details in Condition 4.



83. The plant list contains a varied mix, but the Council's Trees and Landscape Officer has suggested that the addition of more showy herbaceous garden plants would help to make the garden. A detailed Planting Scheme is required at Condition 4 with a variety of specifications, including more flowering, fruiting plants, details of water features and bird, bat, and insect boxes.
84. The final requirement is that the garden must be well managed by a gardener rather than contract gardeners and this would be clarified in a Landscape Management Plan in Condition 5.

## **Ecology**

85. Policy CP7 of the Core Strategy states that sites designated as of importance for nature conservation are to be conserved and enhanced and inappropriate development will be resisted. Policy TB23 of the MDD Local Plan requires the incorporation of new biodiversity features, buffers between habitats and species of importance and integration with the wider green infrastructure network.
86. Paragraphs 174(d) and 180 of the NPPF seeks to minimise impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. Compensation is a last resort. Opportunities to improve biodiversity in and around developments should be integrated as part of their design.
87. The rear of the site includes overgrown and unused land and the extension of the building into this area (and associated activity from the use of the building) could affect protected species and priority habitats as does the demolition of the existing building. To address these matters, a Preliminary Ecological Appraisal, Landscape and Environmental Management Plan, Reptile Presence/ Likely Absence Survey, Biodiversity Metric and Faunal Enhancement Location Plan were submitted with the application.
88. There was low suitability for great crested newts, moderate suitability for reptiles, low suitability for badgers and other mammals. There was moderate to high bat roost suitability within the exterior and parts of the interior of the building (some pipistrelle droppings were found) and high suitability for bats. The majority of the site is of negligible to moderate ecological importance though the mixed and broadleaved woodland are of moderate ecological importance.
89. The retention of much of the trees to the rear of the site will aid in protecting existing habitat but the loss of the building such that the Council's Ecology Officer raises no in principle objection to the proposed development. A bat 'low impact' bat licence is required due to the high suitability of the buildings for roosting bats and historic evidence of roosting bats. This is outlined in Condition 3. The lighting plan as submitted provides an appropriate low level of lighting for the site (downlights, bollards, and no lighting at the rear of the site) that would promote activity of bats. This is discussed at paragraph 39 and outlined as an approved plan at Condition 2.
90. The landscape scheme, inclusive of native species and a mix of wildflowers, provides good habitat for wildlife and insects. Final details are required by Condition 4. It is supplemented by an Enhancement Plan (conditioned at Condition 27) which includes provision for sparrow boxes, hedgehog friendly fencing, and housing, bat and swift boxes integrated within the building and an invertebrate hotel. Siting and location of

such measures is satisfactory and secured by Condition 27. It is accompanied by a Landscape and Environmental Management Plan which includes a management schedule at Section 5. The requirements of this plan are also conditioned at Condition 27.

91. A BNG metric has been reviewed and the findings accepted. It indicates a loss of habitat units and a gain of hedgerow units, with an overall net loss of biodiversity within the site. On site gain is unrealistic within the urban and mostly developed location and in accordance with paragraph 180, an alternative site is unfeasible. The applicant is proposing to offset this net loss via a s106 agreement. The report suggests that the Council can deliver this offset but in the absence of further discussions with the Council, it would require further discussion with the applicant in the s106 about how this would be delivered.
92. Overall, subject to the above measures as outlined in Conditions 3 and 27 (including compliance with the recommendations in the submitted reports), the proposal will achieve an acceptable outcome on ecological and biodiversity grounds.

### **Building Sustainability**

93. Policy CC04 of the MDD Local Plan and the Sustainable Design and Construction SPD require sustainable design and conservation and R21 of the Borough Design Guide SPD requires that new development contribute to environmental sustainability and the mitigation of climate change. Policy CC05 of the MDD Local Plan encourages renewable energy and decentralised energy networks, with encouragement of decentralised energy systems and a minimum 10% reduction in carbon emissions.
94. An Energy Statement (Harkniss Consulting, July 2022) indicates building fabric measures, air source heat pumps and 350m<sup>2</sup> of PV solar panels. By following the energy hierarchy, the development will go beyond the requirements of Part L2 of the Building Regulations resulting in an overall saving of 54.4 tonnes of carbon dioxide per year, as calculated by the EDSL TAS using the Part L2 2021 methodology. It also notes a 34% reduction in carbon emissions, well in excess of the 10% requirement. Compliance with the Energy Statement is outlined in Condition 26.

### **Employment Skills**

95. Policy TB12 of the MDD Local Plan requires an Employment Skills Plan (ESP) for major development to provide opportunities for training, apprenticeship, or other vocational initiatives to develop local employability skills. The scale of the development triggers the major threshold.
96. ESPs use the Construction Industry Training Board (CITB) benchmark based on the value of construction. This is calculated by multiplying the total floor space by £1025, which is the cost of construction per square metre as set out by Building Cost Information Service of RICS and the methodology as set out in the Council's Employment and Skills Guidance.
97. The ESP would require five community skills support jobs (e.g., work experience of CSCS training courses), two apprenticeships and two jobs. The applicant is committed to a site specific ESP. If for any reason the applicant is unable to deliver

the plan or elects to pay the contribution, the employment outcomes of the plan will be borne by the Council at a cost of £15,000. Payment of this sum is required before commencement on site as part of a section 106 legal agreement.

### **Waste Storage**

98. A refuse store is shown at the south western corner of the building. It is suitably located for accessibility and collection purposes as well as on streetscape grounds. It is of sufficient dimensions for up to six x 1100L bins which is sufficient for the intended demand from the new home. Final details (elevations, internal dimensions) are required by Condition 17=18.
99. Collection will be undertaken by private contract. Clinical waste will be disposed of separately. It would be anticipated that food waste from the kitchen would be accommodated within a compost as part of the landscape plan in Condition 4.

### **Flooding and Drainage**

100. The site is within Flood Zone 1 and the proposal represents no additional flood risk or vulnerability. There is also a low risk from surface flooding. The Council's Drainage Officer has reviewed the proposal and raises no objection. There is an increase in impermeable footprint, but the proposal would include on site infiltration via soakaway. In terms of the drainage hierarchy as envisaged in the NPPF, no objection is raised, subject to details by Condition 9-12.
101. The site is within a Source Protection Zone for groundwater abstraction at particular risk from polluting activities on or below the land surface. To prevent pollution, the Environment Agency and Thames Water use a tiered, risk-based approach to regulate activities that may impact groundwater resources. Thames Water have not raised objection on these grounds.

### **Contamination**

102. The front half of the site is listed as potentially contaminated on the Council's mapping system, with the source being from the graveyard and disused quarry and kilns behind Robert Piggott CofE School to the east. A Phase 1 desktop study (Applied Geology, February 22) confirmed negligible/low risk levels for the intended land uses although the report recommends a ground investigation to validate the conceptual site model and assist in foundation design and an 'encounter strategy' to provide a process for dealing with unexpected contaminants that may be encountered. Subject to Condition 19, no issues are raised by the Council's Environmental Health Officer.

### **Construction**

103. A Demolition and Construction Method Statement has been submitted with the application. It includes standard working hours, but deliveries will be managed in a 'just in time' way with banksmen and no deliveries during the school drop off and pick up times. Hoarding and/or heras fencing will be used. All of these aspects are welcomed. The CMP acknowledges limitations with parking, but the Council's Highways Officer has specified that parking would need to be contained on site and no contractors will be allowed to park on residential streets or on School Hill. This is

reinforced by Condition 8. The demolition and construction period are indicated as 80 weeks. Whilst substantial, it is not unreasonable for a development of this scale, and it would not be justifiable or necessary to curtail or limit the construction phase in any way.

### **Signage**

104. Any signage would be subject to a separate advertising consent.

### **Community Infrastructure Levy**

105. As a residential institution, the application is liable for CIL payments because Choose an item. It is payable at £365/m2 index linked.

### **Planning Balance**

106. The development represents a sizeable increase in built form and population density on the site, but it remains appropriate within its oversized and wide plot. It also departs from the predominant form of development in School Hill. There would be a degree of impact upon residents but not to the extent that would warrant refusal. There would be additional demand for parking and increased traffic but well within the capacity of the local roads.

107. The existing building is in need of upgrade and the Needs Assessment illustrates demand for additional bedrooms. As part of the redevelopment of the site, there will be additional residential accommodation, additional employment for staff and economic benefits for Wargrave and the borough. The site is sustainably located near the town centre and close to public transport and is supplemented by alternative travel modes. The building design is supplemented by positive energy efficiency measures and an acceptable landscape and biodiversity scheme with off-site biodiversity net gain. Subject to further details in Conditions 3-18 or implementation of measures as submitted in Conditions 21, 22, 26 and 27, the application represents an acceptable redevelopment of an existing site and is recommended for approval.

## **APPENDIX 1 – Conditions and informatives**

APPROVAL subject to:

- A) Prior completion of a legal undertaking to secure an Employment Skills Plan and off-site Biodiversity Net Gain
- B) The following conditions and informatives:

### **Conditions**

#### **1) Timescale**

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

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

#### **2) Approved details**

This permission is in respect of the plans numbered 5813-PAL-XX-XX-DR-A-1100-P01, 5813-PAL-XX-XX-DR-A-1150-P01, 5813-PAL-XX-00-DR-A-1201-P01, 5813-PAL-XX-RF-DR-A-1203-P01, 5813-PAL-XX-XX-DR-A-1351-P01, 5813-PAL-XX-XX-DR-A-1352-P01, 5813-PAL-XX-XX-DR-A-1353-P01, 5813-PAL-XX-XX-DR-A-1354-P01, 5813-PAL-XX-ZZ-DR-A-1202-P01 and 1991-E-900-P1 and 102A, all received 10 August 2022

And the plan numbered 5813-PAL-XX-XX-DR-A-1200-P04-Site Plan, received 14 November 2022.

The development shall be carried out in accordance with the approved details unless other minor variations are agreed in writing after the date of this permission and before implementation with the Local Planning Authority.

*Reason: For the avoidance of doubt and to ensure that the development is carried out in accordance with the application form and associated details hereby approved.*

#### **3) Bat licence**

Prior to the demolition of the building hereby permitted, a licence for development works affecting bats shall be obtained from the Statutory Nature Conservation Organisation (Natural England) and a copy submitted to the local planning authority. Thereafter mitigations measures approved in the licence shall be maintained in accordance with the approved details. Should the applicant conclude that a licence for development works affecting bats is not required the applicant is to submit a report to the council detailing the reasons for this assessment and this report is to be approved in writing by the council prior to commencement of works.

*Reason: The building may host a bat roost which may be affected by the proposal. This condition will ensure that bats, a material consideration, are not adversely impacted upon by the proposed development, and that the Council demonstrates that*

*the council has fulfilled its duties under the Conservation (Natural Habitats &c.) Regulations 2017.*

#### **4) Landscaping**

Prior to the commencement of the development hereby permitted, full and final 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 furniture, refuse or other storage units, signs, lighting, external services etc. The plans should include a review of the siting and access to the pergola and provision for circuitous route around the perimeter of the building.

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. The plant list should include more showy herbaceous garden plants, thornless roses, more gardenesque plants, at least Honeysuckle to the native hedge plant list and more flowering, fruiting plants such as Crab apples and Prunus cisterna and a 'safe' water feature/fountain.

All hard and soft landscape works shall be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a timetable approved in writing by the local planning authority. Any trees or plants which, within a period of five years after planting, are removed, die, or become seriously damaged or defective, shall be replaced in the next planting season with others of species, size and number as originally approved and permanently retained.

*Reason: In the interests of visual amenity. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21.*

#### **5) Landscape management**

Prior to the commencement of the development hereby permitted, a landscape management plan, including long term design objectives, management responsibilities, timescales and maintenance schedules for all landscape areas shall be submitted to and approved in writing by the local planning authority. The garden must be well managed by a gardener rather than contract gardeners. The landscape management plan shall be carried out as approved.

*Reason: To ensure that provision is made to allow satisfactory maintenance of the landscaping hereby approved. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21.*

#### **6) Tree protection**

No development or other operation including demolition shall commence on site until a Demolition Tree Protection Plan, Arboricultural Method Statement and Scheme of Works 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. No development or other operations shall take place except in complete accordance with the details as so-approved (hereinafter referred to as the Approved Scheme). Details shall include safe and acceptable levels of pruning to trees along the southern boundary to accommodate demolition of the existing building and opportunities to improve the rooting area and drainage of the car park by placing permeable paving in these areas over cellweb (or similar cellular confinement system).

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

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.

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

*Reason: To secure the protection throughout the time that the development is being carried out of trees shrubs or hedges growing within or adjacent to the site which are of amenity value to the area, and to allow for verification by the local planning authority that the necessary measures are in place before development and other works commence. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21.*

## **7) Electric vehicle charging**

Prior to the commencement of the development hereby permitted, 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 onsite electric vehicle charging infrastructure in accordance Building Control Approved Document S, 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: To ensure that secure electric vehicle charging facilities are provided to encourage the use of sustainable modes of travel. Relevant policy: Core Strategy policies CP1, CP3 and CP6 and Managing Development Delivery Local Plan policy CC07.*

## **8) Demolition and Construction Environmental Management Plan**

Prior to the commencement of the development hereby permitted (including demolition, ground works and vegetation clearance), a final Construction Method Statement and Construction Environmental Management Plan shall be submitted to, and approved in writing by, the local planning authority.

The Statement and Plan shall include provision for all site operatives, visitors and construction vehicles loading, off-loading, parking, and turning within the site during the construction period and confirmation of measures to accord with Condition 24 of this permission. Additionally, the biodiversity and wildlife measures shall include the following:

- a) Risk assessment of potentially damaging construction activities
- b) Identification of “biodiversity protection zones”
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements)
- d) The location and timing of sensitive works to avoid harm to biodiversity features
- e) The times during construction when specialist ecologists need to be present on site to oversee works
- f) Responsible persons and lines of communication
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person
- h) Use of protective fences, exclusion barriers and warning signs
- i) The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority

The provision and the approved Statement and Plan shall be maintained as so approved until completion of the development or otherwise as provided for in the approved details.

*Reason: To prevent queuing and parking off site, in the interests of highway safety and convenience and neighbour amenities and to protect wildlife and biodiversity. Relevant policy: National Planning Policy Framework Policy 2021, Core Strategy policies CP3 and CP6 and Managing Development Delivery Local Plan Policy TB23.*

## **9) Infiltration**

Prior to the commencement of the development hereby permitted, soakaway infiltration rates in accordance with BRE 365 tests or such other guidance shall be submitted to and approved in writing by the local planning authority. The ground through which infiltration is designed to occur should be unsaturated to a depth of at least 1m below the base of infiltration unit. The scheme shall subsequently be completed in accordance with the approved details before the development is first brought into use/occupied.

*Reason: To ensure that the site can be adequately drained. Relevant policy: Section 14 of National Planning Policy Framework 2021, Policies CP1 and CP3 of the Core Strategy 2010 and Policy CC10 of the Managing Development Delivery Local Plan 2014.*

## **10) Contamination risk assessment**

Prior to the commencement of the development hereby permitted, a contamination risk assessment is required where soakaways are the preferred means of discharging surface water. No soakaways shall be constructed in contaminated



ground. Where pollution risks are identified, intercepted water should be prevented from infiltrating prior to sufficient treatment.

*Reason: To prevent pollution of groundwater. Relevant policy: Section 14 of National Planning Policy Framework 2021, Policies CP1 and CP3 of the Core Strategy 2010 and Policy CC10 of the Managing Development Delivery Local Plan 2014.*

#### **11) Drainage maintenance**

Prior to the commencement of the development hereby permitted, a SuDS management and maintenance plan for the lifetime of the development shall be submitted to and approved in writing by the local planning authority. The plan shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime, the access that is required to reach surface water management component for maintenance purposes, a plan for safe and sustainable removal and disposal of waste periodically arising from drainage system, the materials to be used and standard of work required including method statement. The approved SUDS maintenance plan shall be implemented in full in accordance with the agreed terms and conditions.

*Reason: To ensure the continued operation and maintenance of drainage features serving the site and avoid flooding. Relevant policy: Section 14 of National Planning Policy Framework 2021, Policies CP1 and CP3 of the Core Strategy 2010 and Policy CC10 of the Managing Development Delivery Local Plan 2014.*

#### **12) Exceedance Flow**

Prior to the commencement of the development hereby permitted, an exceedance flow routing plan for flows above the 1 in 100+40% climate change event shall be submitted to and approved in writing by the local planning authority. The proposed scheme shall identify exceedance flow routes through the development based on proposed topography with flows being directed to highways and areas of public open space. Flow routes through gardens and other areas in private ownership will not be permitted. The scheme shall subsequently be completed in accordance with the approved details before the development is first brought into use/occupied.

*Reason: To ensure satisfactory drainage of the site and avoid flooding. Relevant policy: Section 14 of National Planning Policy Framework 2021, Policies CP1 and CP3 of the Core Strategy 2010 and Policy CC10 of the Managing Development Delivery Local Plan 2014.*

#### **13) Ventilation**

Prior to the occupation of the development hereby permitted, details of the fume extraction, mechanical ventilation and filtration equipment for the building shall be submitted to and approved in writing by the local planning authority. The equipment shall thereafter be retained, operated, and maintained in its approved form and in accordance with the manufacturer's recommendations for so long as the use hereby permitted remains on site.

*Reason: To ensure that no nuisance or disturbance is caused to the occupiers of neighbouring properties. Relevant policy: Core Strategy policies CP1 and CP3*

#### **14) Cycle parking**

Prior to the occupation of the development hereby permitted, final details of secure and covered bicycle storage for staff and parking facilities for visitors shall be submitted to and approved in writing by the local planning authority. The cycle storage and parking shall be implemented in accordance with such details as may be approved before occupation of the development hereby permitted and shall be permanently retained in the approved form for the parking of bicycles and used for no other purpose.

*Reason: To ensure that secure weather-proof bicycle parking facilities are provided to encourage the use of sustainable modes of travel. Relevant policy: NPPF Section 9 and Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.*

#### **15) Parking management strategy**

Prior to the first occupation of the development hereby permitted, a Parking Management Strategy for the management of the on-site parking shall be submitted to and approved in writing by the local planning authority. The management of the parking within the site shall be in accordance with the approved details thereafter.

*Reason: To ensure satisfactory development in the interests of amenity and highway safety in accordance with Core Strategy Policies CP1, CP6 and CP21.*

#### **16) Delivery servicing plan**

Prior to the occupation of the development hereby permitted, a Delivery and Servicing Plan shall be submitted to and approved in writing by the local planning authority. The management of the deliveries onto and within the site shall be in accordance with the approved details thereafter.

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

#### **17) Travel Plan**

Prior to the occupation of the development hereby permitted, a final Travel Plan shall be submitted to and approved in writing by the local planning authority. The travel plan shall include a programme of implementation and proposals to promote alternative forms of transport to and from the site, other than by the private car and provide for periodic review. The travel plan shall be fully implemented, maintained, and reviewed as so approved.

*Reason: To encourage the use of all travel modes. Relevant policy: NPPF Section 9 and Core Strategy policy CP6.*

#### **18) Bin store**

Prior to the occupation of the development hereby permitted, final details of the bin storage area shall be submitted to and approved in writing by the local planning

authority. The bin storage area shall be permanently so retained and used for no purpose other than the temporary storage of refuse and recyclable materials.

*Reason: In the interests of visual and neighbouring amenities and functional development. Relevant policy: Core Strategy CP3 and Managing Development Delivery Local Plan policy CC04.*

#### **19) Car and motorcycle parking**

Prior to the occupation of the development hereby permitted, parking spaces (including motorcycle parking and delivery/ambulance bay) shall be provided in accordance with the approved plans. The parking shall be permanently maintained and remain available for the parking of vehicles and motorcycles at all times.

*Reason: To ensure adequate on-site parking provision in the interests of highway safety, convenience, and amenity. Relevant policy: Core Strategy policies CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.*

#### **20) Unexpected contamination**

If contamination is found at any time during site clearance, groundwork, and construction the discovery shall be reported as soon as possible to the local planning authority. A full contamination risk assessment shall be carried out and if found to be necessary, a remediation method statement' shall be submitted to the local planning authority for written approval. Should no evidence of contamination be found during the development a statement to that effect shall be submitted to the local planning authority.

*Reason: To ensure that any contamination of the site is identified at the outset to allow remediation to protect existing/proposed occupants of property on the site and/or adjacent land. Relevant policy: NPPF Section 15 and Core Strategy policies CP1 & CP3.*

#### **21) External materials**

The materials to be used in the construction of the external surfaces of the building hereby permitted shall be in accordance with those stated on the approved drawings 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 the external appearance of the building is satisfactory. Relevant policy: Core Strategy policies CP1 and CP3.*

#### **22) Permeable surfacing**

The hard surfacing hereby permitted shall be constructed from porous materials or provision shall be made to direct water run-off from the hard surface to a permeable or porous area within the curtilage of the development. The surfacing shall be installed prior to occupation of the development and the hard surfacing shall thereafter be so maintained.

*Reason: To prevent increased flood risk from surface water run-off. Relevant policy: NPPF Section 14 and Managing Development Delivery Local Plan policies CC09 and CC10.*

### **23) Hours of work**

No work relating to the development hereby approved, including works of demolition or preparation prior to building operations, shall take place other than between the hours of 08:00 and 18:00 Monday to Friday and 08:00 to 13:00 Saturdays and at no time on Sundays or Bank or National Holidays.

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

### **24) Hours of construction deliveries**

No vehicle movements associated with the movement of demolished materials or deliveries associated with the construction of the development hereby permitted are to occur to or from the site between the hours of 8am and 9am and 2:45pm and 4pm on weekdays during school term.

*Reason: To avoid congestion and traffic conflict on local roads. Relevant policy: Core Strategy policies CP3 and CP6.*

### **25) Retention of trees and shrubs**

No retained tree shall be cut down, uprooted, or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. If within a period of five years from the date of the planting of any tree that tree, or any tree planted in replacement for it, is removed, uprooted, or destroyed or dies, another tree of the same species and size as that originally planted shall be planted at the same place, unless the local planning authority gives its 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.*

### **26) Compliance with Energy Statement**

The development hereby permitted shall be implemented in accordance with the Energy Strategy Report prepared by Harniss Consulting, Rev A, dated 7 July 2022 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, Core Strategy policy CP1, Managing Development Delivery Local Plan policy CC05 & the Sustainable Design and Construction Supplementary Planning Document.*

## **27) Compliance with biodiversity and ecological measures**

The development hereby permitted shall be undertaken in accordance with the biodiversity measures outlined in the following:

- a) Sections 5 and 6 of the Preliminary Ecological Appraisal (ref: CE-TM-1927-RP01- FINAL), prepared by Crestwood Environmental Ltd, dated 23 December 2021
- b) Section 6 of the Reptile Presence/ Likely Absence Survey (Crestwood Environmental Ltd, dated March 2022)
- c) Sections 3-6 of the Landscape and Environmental Management Plan (Crestwood Environmental Ltd, dated 3 August 2022)
- d) Faunal Enhancement Plan numbered CE-TM-1927-DW01, prepared by Crestwood Environmental Ltd, dated 28 July 2022

The measures are to be implemented prior to occupation of the development and where applicable, remain in place for the lifetime of the development.

*Reason: To incorporate biodiversity in and around developments. Relevant policies: Paragraphs 170 and 175 of the NPPF, Policy CP7 of the Core Strategy, Policy TB23 of the Managing Development Delivery Local Plan and Section 41 NERC Act re. UK Biodiversity Action Plan Priority Species (Species of Principal Importance).*

## **28) Obscure glazing**

The glazed balustrades to the outside of the two first floor terraces on the northern elevation of the development hereby permitted shall be fitted with obscured glass and shall be permanently so retained to a minimum height of 1.7m above floor level of the terrace.

The two north facing windows to the dining room at the rear of the first floor shall be obscure glazed and non-opening unless the parts of the window which can be opened are more than 1.7 metres above the finished floor level of the room in which the window is installed. Alternative privacy measures can be implemented but only in accordance with details as submitted to and approved in writing by the local planning authority prior to the occupation of the development hereby permitted.

The obscure glazing shall be permanently so retained.

*Reason: To safeguard the residential amenities of neighbouring properties. Relevant policy: Core Strategy policy CP3.*

## **29) Gates**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no gates or barriers shall be erected on the shared vehicular access hereby permitted.

*Reason: To assist in the integration of the development into character and community of the area and in the interest of highway safety. Relevant policy: Core Strategy policies CP1, CP3 & CP6 and Borough Design Guide SPD.*

## **Informatives**

### **1) Section 106 agreement**

This permission should be read in conjunction with the legal agreement under section 106 of the Town and Country Planning Act dated [date], the obligations in which relate to this development.

### **2) Community Infrastructure Levy**

The development hereby permitted is liable to pay the Community Infrastructure Levy. The Liability Notice issued by Wokingham Borough Council will state the current chargeable amount. A revised Liability Notice will be issued if this amount changes. 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, failure to do this will result in penalty surcharges being added. For more information see - [Community Infrastructure Levy advice - Wokingham Borough Council](#). Please submit all CIL forms and enquiries to [developer.contributions@wokingham.gov.uk](mailto:developer.contributions@wokingham.gov.uk).

### **3) Thames Water**

Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing [trade.effluent@thameswater.co.uk](mailto:trade.effluent@thameswater.co.uk).

### **4) Pre commencement conditions**

The applicant is reminded that this approval is granted subject to conditions which must be complied with prior to the development starting on site. Commencement of the development without complying with the pre-commencement requirements may be outside the terms of this permission and liable to enforcement action. The information required should be formally submitted to the Council for consideration with the relevant fee. Once the details have been approved in writing the development should be carried out only in accordance with those details. If this is not clear, please contact the case officer to discuss.

## **5) Demolition notice**

The applicant is reminded that a Demolition Notice may be required to be served on the Council in accordance with current Building Regulations and it is recommended that the Building Control Section be contacted for further advice.

## **6) Changes from the approved drawings**

The applicant is reminded that should there be any change from the approved drawings during the build of the development this may require a fresh planning application if the changes differ materially from the approved details. Non-material changes may be formalised by way of an application under s.96A Town and Country Planning Act 1990.

## **7) Advertisement consent**

This permission does not convey or imply any approval or consent that may be required for the display of advertisements on the site for which a separate Advertisement Consent application may be required. You should be aware that the display of advertisements without the necessary consent is a criminal offence liable to criminal prosecution proceedings through the courts.

## **8) Protected species**

This permission does not convey or imply any approval or consent required under the Wildlife and Countryside Act 1981 for protected species. The applicant is advised to contact Natural England about any protected species that may be found on the site.

Bats are a protected species under the Conservation of Habitats and Species Regulations 2017 (as amended). Should any bats or evidence of bats be found prior to or during the development, all works must stop immediately, and an ecological consultant contacted for further advice before works can proceed. All contractors working on site should be made aware of the advice and provided with the contact details of a relevant ecological consultant.

## **9) Mud on the road**

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.

## **10) Travel Plan**

The requisite Travel plan would need to comply with the latest national and local guidance:

- 1) NPPF Section 9 (Sustainable Transport)
- 2) The Essential Guide to Travel Planning (DfT, March 2008)
- 3) Delivering Travel Plans Through the Planning Process (DfT, April 2009)
- 4) A Guide on Travel Plans for Developers (DfT)
- 5) Making Residential Travel Plans Work (DfT, June 2007) All accessible at: <http://www.dft.gov.uk/pgr/sustainable/travelplans/>

## **11) Discussion**

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received. This planning application has been the subject of positive and proactive discussions with the applicant in terms of addressing highway concerns.

The decision to grant planning permission in accordance with the presumption in favour of sustainable development as set out in the NPPF is a positive outcome of these discussions.



## APPENDIX 2 - Parish Council Comments

PLANNING REF: 222456

PROPERTY ADDRESS: Council Office, Pavilion, Recreation Road, Wargrave, Wokingham RG10 8BG

SUBMITTED BY: Wargrave Parish Council

DATE SUBMITTED: 28/09/2022

### COMMENTS:

The proposal represents a considerable increase in footprint, bulk and mass of development on site including expansion to the side and rear compared to the existing. It is suggested that the proposal has been designed so as to reduce its overall impact upon the surrounding area due to the centralisation on the site and use of reducing heights towards the side boundary (neighbouring Beechwood House). However due to the elevated position of The Mount above the neighbouring property (Beechwood House) due to fall in elevation along School Hill, the proposal may impact the residential amenities of the neighbouring property by over. It is acknowledged that any overshadowing it likely to be to be constrained to the neighbour's courtyard and into the garden and not the dwelling itself.

The landscaping of the amenity space around the property has been designed to reflect the usage of the building as a care home facility. It is suggested that the residential amenity space provided is conducive to the building's use and may be considered an improvement on the existing due to the increased provision of garden amenity space on the southern boundary. It is acknowledged that the garden space may not necessarily be considered sufficient should the property be an individual private residence.

The proposal includes provision for 27 vehicle parking spaces for the use of staff, relatives and other visitors such as healthcare professionals as well as space for deliveries. Provision for secure bicycle storage is to also be made available on site. For comparison, the existing provision is approximately 16 to 20 spaces using a mixture of dedicated and internal tarmac spaces.

The submission states that "it is anticipated that a total of 70 full time equivalent staff will work at the site, including managers, nursing and care staff as well as administration, maintenance and other staff responsible for catering and housekeeping, for example". It is further stated that "a maximum of up to 20 staff will be on site at any time during a typical weekday day and at the weekend, with up to 12 overnight".

In terms of staffing, the documentation states "managers and administration staff will typically work 5 days a week between 09:00 and 17:00 hours. Nursing and care staff will generally work in 6-hour shift pattern during the day/evening, with a 12-hour shift overnight."

It is suggested that taking into consideration the above statements it is unclear how the figure of "a maximum of up to 20 staff will be on site at any time" has been reached. If 12 (overnight) staff are excluded from the figure of 70, the remaining 48 of daytime staff spread across (A) an

administrative shift of 9 to 5 and (B) two 6-hour nursing/care staff shifts (8am to 2pm & 2pm to 8pm) plus support and maintenance staff may be difficult to remain under the figure of 20. It is suggested that this anomaly may impact upon the parking requirement calculations that have been asserted within the submission.

Furthermore, it is likely that the figure of 70 full time equivalents may be somewhat misleading as it may translate in a larger number of actual part time staff. For example, three part time caterers working a lunch shift of 2.5 hours each equates to a single full time equivalent - whilst one full time staff member may require one parking space, three part time staff members may require three parking spaces (at the same time).

It is noted that the submitted Transport Statement and Travel Plan both utilise the figures stated above, but do not appear to address the anomalies outlined. The Travel Plan asserts that "the Transport Statement accompanying the application demonstrates that the proposals will not result in a material increase in vehicle movements associated with the site compared to the existing home". However, it is suggested that a bedroom occupancy increase of 76% may be reasonably expected to generate an equivalent increase in visitor and staffing traffic unless staffing to resident ratios are to be reduced and/or a reduction in visits from relatives is anticipated. Furthermore, taking into consideration the healthcare requirements of the occupants, it may be reasonable to expect that visits from healthcare professionals would increase.

Whilst it is acknowledged that Wargrave is served by a train service and an hourly bus service between High Wycombe and Reading, vehicle traffic remains high within the locality, and it is suggested that the expanded provision on site will lead to an intensification of traffic movements and resultant requirements for parking. The roads around the site entrance are residential and therefore narrow with limited opportunities for on street parking. This is further exacerbated by the location of a local junior school (of which the 'clear zone' zig-zag road markings cross the entrance to the application site) which increases the pressures on both parking and traffic movements in this vicinity. Therefore any Displaced parking resulting from inadequate provision on the application site will impact upon the surrounding roads.

It is noted that the applicant has included a Travel Plan which has been offered for implementation by the management and monitored by the Local Planning Authority. It includes many measures, aims and targets to address potential issues. It is suggested that the Travel Plan's purpose is considered laudable and if implemented may assist with minimising the potential impact. However, it is further suggested that should the Travel Plan prove unsuccessful or identify potential on-site parking shortfalls, it does not provide any opportunities to address that on-site parking shortfall as very little space for any reconfiguration would be possible after the construction of the facility. It should be noted that staff from the local community is likely to result in a reduction in parking requirements, however conversely, staff residing outside of the area may increase the requirement.

Due to the location of the application site, its entrance/exit is opposite the local junior school and near to the walkway to the local infant school. Therefore, at various times of the day (and year) there is an increased number of young children travelling to and from the local schools. As well as vehicle traffic to/from the school, active travel

measures are equally applied to and encouraged for schools, therefore the vicinity sees an increase in pedestrians of all ages. It is suggested that should permission be granted, the application ought to be conditioned such to acknowledge and maintain appropriate sightlines for vehicles entering and existing the facility.

Wargrave Parish Council's representations are summarised below:

OBJECT

- The bulk and mass of the proposal may have a detrimental impact upon the residential amenities of the neighbouring property due to the dominance and potential overshadowing resulting from the application site's elevated position.
- The onsite parking provision is not considered sufficient for the proposed facility within this rural location and may impact upon highway safety due to displaced parking on adjacent residential roads.

If approved, the following conditions are requested:

- The implementation and monitoring of a Travel Plan that includes consideration of occupancy rates (i.e., less than full occupancy may result in less traffic movements and therefore not necessarily reflect the potential traffic capacity). - Years 1, 3 and 5 AFTER completion.
- That the Travel Plan include reference within it of the school site opposite to raise awareness for visitors in vehicles to and from The Mount that at certain times of the day there will be an increased presence of young children in the vicinity.
- Appropriate ongoing maintenance of the boundary treatments to ensure that the residential amenities of neighbouring properties are not impacted by increased overshadowing.
- That onsite parking provision is maintained for the parking of vehicles at all times to ensure the minimisation of displaced parking resulting on the adjacent highway and surrounding roads.
- That the site entrance/exit has appropriate sightlines maintained at all times to ensure adequate visibility of both highway users AND pedestrians (many of which will be very young children due to the proximity of local schools).
- Appropriate working times conditions that take into consideration the residential nature of the vicinity AND the start and finish times of the adjacent school. Site deliveries should be scheduled outside of school start/finish times.
- Appropriate parking provision to be sought to ensure parking resulting from the construction does not impact upon the local residential roads (utilisation of public transport, off site park and ride, etc.)
- The construction management plan to take into consideration the movement of heavy vehicles to and from the site using the narrow, rural road network in this locality (appropriate routes to avoid creating necessary congestion).

Note: Notwithstanding the construction phase, the applicant is encouraged to explore the potential for increasing the on-site parking provision before commencement to minimise the disruption on the existing residential community of the surrounding roads.

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