

Agenda Item 104.

Development Management Ref No	No weeks on day of committee	Parish	Ward	Listed by:
153433	10/13	Shinfield	Shinfield North	Scheme of delegation – Major application

Applicant	Abava Developments Ltd	Postcode	RG2 9BE
Location	Rustlings, The Spring and land rear of Cushendall, Shinfield Road, Shinfield		
Proposal	Full application for the proposed erection of 10no dwellings with associated access, drainage, landscaping, car parking following the demolition of all the existing buildings.		
Type	Major (Dwellings 10+)		
PS Category	7		
Officer	Graham Vaughan		

FOR CONSIDERATION BY Planning Committee on 2nd March 2016
REPORT PREPARED BY Head of Development Management and Regulatory Services

SUMMARY

The application site is within settlement and located within the parish of Shinfield. The application proposes the demolition of the existing two properties on the site and their replacement with 10 units. Currently the two units are located close to Shinfield Road with extensive gardens to the rear which also slope towards the rear of the site.

10 units are proposed with four addressing Shinfield Road and a further six located behind these. A new access onto Shinfield Road is proposed with a small T junction allowing movement into the site. Parking would be provided to front of the dwellings and amenity space to the rear. Areas for landscaping and a pumping station for drainage purposes are also proposed.

The proposal constitutes backland development and therefore policy TB06 of the MDD is particularly relevant. However, the surrounding area has been well developed with backland schemes already in existence. As a result, the scheme is not considered to be inappropriate to the character of the area and, on balance, accords with TB06. No objection is raised with regards to residential amenity and the scheme complies with relevant guidelines in all other respects. Therefore, the scheme is compliant with the development plan and is recommended for conditional approval.

PLANNING STATUS

- Major development location
- Thames Basin Heath SPA – 7 km
- Contaminated land consultation zone
- Nuclear consultation zone
- Sand and gravel extraction
- Tree Preservation Order – adjacent to site
- Green Route

RECOMMENDATION

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

(a) Completion of legal agreement to secure affordable housing

(b) Conditions and informatives:

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

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

2. This permission is in respect of the submitted application plans and drawings numbered 'AAL-13-147-P01 Rev A', 'AAL-13-147-P02 Rev A', 'AAL-13-147-P03 Rev A', 'AAL-13-147-P04', 'AAL-13-147-P05', 'AAL-13-147-P06', 'AAL-13-147-P07 Rev A', 'AAL-13-147-P08 Rev A', 'AAL-13-147-P09', 'AAL-13-147-P10' and 'AAL-13-147-TOPO' received by the local planning authority on 23rd December 2015 and the revised plans on 18th February 2016. The development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

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

3. Before the development hereby permitted is commenced, samples and details of the materials to be used in the construction of the external surfaces of the building/s shall have first been submitted to and approved in writing by the local planning authority. Development shall not be carried out other than in accordance with the so-approved details.

*Reason: To ensure that the external appearance of the building is satisfactory.
Relevant policy: Core Strategy policies CP1 and CP3*

4. Prior to the demolition of the existing buildings and structures and prior to development of the site, an assessment shall be carried out to determine whether any harmful materials are present, and where such materials are found then measures shall be taken to prevent such materials from contaminating the land to be redeveloped. No building shall be occupied until a report detailing the assessment and where necessary, mitigation measures undertaken, has been submitted to and approved in writing by the LPA.

Reason: To ensure any contamination of the site is remedied to protect the existing/proposed occupants of the application site and adjacent land. Relevant Policy: Core Strategy policy CP1 and CP3

5. No development shall take place until a scheme of works that sets out the measures that will be taken to minimise dust arising from the development has been submitted to and approved in writing by the local planning authority. The dust mitigation measures identified in the scheme shall be carried out in accordance with the approved details and maintained until construction is complete.

*Reason: To protect the amenity of local residents during the construction period.
Relevant Policy: Core Strategy policy CP3*

6. No development shall take place until a scheme for any proposed external lighting has been submitted to and approved in writing by the local planning authority. The scheme shall set out steps that will be taken to ensure that

external, zonal or security lighting does not cause a nuisance to local residents, including future residents of the site and shall be implemented in accordance with the approved details.

Reason: To protect the amenity of local residents during the construction period.

Relevant Policy: Core Strategy policy CP3

7. No development shall commence until an Employment and Skills Plan has been submitted to and approved in writing by the local planning authority. The Employment and Skills Plan shall show how the development hereby permitted provides opportunities for training, apprenticeship or other vocational initiatives to develop local employability skills and shall be implemented in accordance with the approved details.

Reason: To ensure training opportunities are available for local workers.

Relevant policy: Managing Development Delivery Local Plan policy TB12

8. Prior to the commencement of the development hereby permitted confirmation of the adoption of the pumping station by Thames Water at a discharge rate limited to 4.9 litres/second shall be submitted to and approved in writing by the local planning authority.

Reason: To ensure the pumping station is adequately managed once the development is complete. Relevant Policy: Managing Development Delivery Local Plan policy CC10.

9. No development shall commence until a programme of archaeological work (which may comprise more than one phase of work) has been implemented in accordance with a written scheme of investigation, which has been submitted to and approved in writing by the local planning authority.

Reason: The site is identified as being of archaeological potential. Investigation is required to allow preservation and recording of any archaeological features or artefacts before disturbance by the development. Relevant policy: National Planning Policy Framework Section 12 (Conserving and Enhancing the Historic Environment) and Managing Development Delivery Local Plan policy TB25

10. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- (i) the parking of vehicles of site operatives and visitors,
- (ii) loading and unloading of plant and materials,
- (iii) storage of plant and materials used in constructing the development,
- (iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate,
- (v) wheel washing facilities,
- (vi) measures to control the emission of dust and dirt during construction,
- (vii) a scheme for recycling/disposing of waste resulting from demolition and construction works

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

11. Prior to the commencement of development, full details of the construction of roads and footways, including levels, widths, construction materials, depths of construction, surface water drainage and lighting shall be submitted to and

approved in writing by the local planning authority. The roads and footways shall be constructed in accordance with the approved details to road base level before the development is occupied and the final wearing course will be provided within 3 months of occupation, unless otherwise agreed in writing by the local planning authority.

Reason: To ensure that roads and footpaths are constructed to a standard that would be suitable for adoption as publicly maintainable highway, in the interests of providing a functional, accessible and safe development. Relevant policy: Core Strategy policies CP3 & CP6.

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

Reason: In order to ensure that secure weather-proof bicycle parking facilities are provided so as to encourage the use of sustainable modes of travel. Relevant policy: NPPF Section 4 (Sustainable Transport) and Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

13. No part of any building(s) hereby permitted shall be occupied or used until the vehicle parking and turning space has been provided in accordance with the approved plans. The vehicle parking and turning space shall be retained and maintained in accordance with the approved details and the parking space shall remain available for the parking of vehicles at all times and the turning space shall not be used for any other purpose other than vehicle turning.

Reason: To provide adequate off-street vehicle parking and turning space and to allow vehicles to enter and leave the site in a forward gear in the interests of road safety and convenience and providing a functional, accessible and safe development and in the interests of amenity. Relevant policy: Core Strategy policies CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

14. Prior to the occupation of the development the proposed vehicular access shall have been formed and provided with visibility splays shown on the approved drawing number 'AAL-13-147-P01 Rev A'. The land within the visibility splays shall be cleared of any obstruction exceeding 0.6 metres in height and maintained clear of any obstruction exceeding 0.6 metres in height at all times.

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

15. No other development of the site as hereby approved shall take place until the access has been constructed in accordance with the approved plans.

Reason: To ensure adequate access into the site for vehicles, plant and deliveries associated with the development in the interests of highway safety and convenience. Relevant policy: Core Strategy policies CP3 & CP6.

16. The existing vehicular access(es) to the site shall be stopped up and abandoned, and the footway and/or verge crossings shall be re-instated within one month of the completion of the new access(es) in accordance with details to be submitted

to and approved in writing by the local planning authority.

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

17. The gradient of the access road/ driveway shall not exceed 1 in 10.

Reason: To facilitate access into and out of the site for all users and to allow fluency in the movement of vehicles leaving the highway in the interests of highway safety and convenience. Relevant policy: Core Strategy policies CP1, CP2, CP3 & CP6.

18. The three parking spaces marked 'v' on plan 'AAL-13-147-P01 Rev A' shall remain unallocated and not be sold, leased or allocated to a specific person or property.

Reason: To ensure adequate parking remains on the site. Relevant policy: Core Strategy policies CP3 & CP6.

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

Reason: To secure the protection throughout the time that development is being carried out, of trees, shrubs and hedges growing within the site which are of amenity value to the area. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21 Development Delivery Local Plan policy CC04

20. The development hereby permitted shall be carried out in accordance with the arboricultural details contained in the submitted 'Arboricultural Report, DPA Arboricultural Consultants, December 2015' received by the Local Planning Authority on 23rd December 2015. 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) and stated below:

- (i) 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.
- (ii) 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.
- (iii) 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

21. The development hereby permitted shall be carried out in accordance with the landscaping details shown on plan '753.3/01 Rev B' received by the Local Planning Authority on 18th February 2016. Planting shall be carried out in accordance with the approved details in the first planting and seeding seasons following the occupation of the building(s). Any trees or plants which, within a period of 5 years from the date of the planting (or within a period of 5 years of the occupation of the buildings in the case of retained trees and shrubs) die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species or otherwise as approved in writing by the local planning authority.

Reason: To ensure adequate planting in the interests of visual amenity. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 TB06 and TB21

22. The development hereby permitted shall be carried out in accordance with the drainage details contained in the submitted 'Drainage Strategy Report – Campbell Reith consulting engineers, December 2015' received by the Local Planning Authority on 23rd December 2015 and the revised plan '12192-CD004 Rev P2' on 10th February 2016.

Reason: To ensure surface water drainage would not be increased as a result of the development. Relevant Policy: Managing Development Delivery Local Plan policy CC10

23. The precautionary mitigation measures and wildlife enhancements detailed in the submitted Bat Survey Report, paragraphs 5.2.2 to 5.2.5 inclusive, (Hankinson Duckett Associates, Ref: 753.1, December 2015) shall be implemented in accordance with the approved plan unless otherwise approved in writing by the local planning authority. A report demonstrating their implementation shall be submitted to the local planning authority on completion of the compensation measures.

Reason: To ensure that bats, a European Protected Species, are not adversely impacted upon as a result of the development and provide wildlife enhancements as appropriate under NPPF.

24. 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.

25. 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 at, or within 10 metres of, the vehicular access onto the highway.
Reason: To ensure that vehicles do not obstruct the highway whilst waiting for gates or barriers to be opened or closed, in the interests of road safety. Relevant policy: Core Strategy policies CP3 & CP6.

26. Notwithstanding the provisions of the Town and Country Planning, (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no additional windows or similar openings shall be constructed in the first floor level or above in the side elevation of plot 2 hereby permitted except for any which may be shown on the approved drawing(s).

27. Notwithstanding the provisions of Classes A and B of Part 1 of the Second Schedule the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no buildings, enlargement or alterations permitted shall be carried out without the express permission in writing of the local planning authority.

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

Informatives

1. The applicant is reminded that this approval is granted subject to conditions which must be complied with prior to the development starting on site. Commencement of the development without complying with the pre-commencement requirements may be outside the terms of this permission and liable to enforcement action. The information required should be formally submitted to the Council for consideration with the relevant fee. Once the details have been approved in writing the development should be carried out only in accordance with those details. If this is not clear please contact the case officer to discuss.
2. This permission should be read in conjunction with the legal agreement under section 106 of the Town and Country Planning Act dated **[Insert appropriate date]**, the obligations in which relate to this development.
3. Should additional bat boxes be required, the following would be appropriate: Schwegler 1FQ, 1WQ, 2FR; or 1FTH; Istock Ecolosed Bat Box 'B' or 'C'; Habibat Bat Box.
4. 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. For more information see - <http://www.wokingham.gov.uk/planning/developers/cil/cil-processes/>
5. 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. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.

6. 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 Water's pipes. The developer should take account of this minimum pressure in the design of the proposed development.
7. The Head of Technical Services at the Council Offices, Shute End, Wokingham [0118 9746000] should be contacted for the approval of the access construction details before any work is carried out within the highway (including verges and footways). This planning permission does NOT authorise the construction of such an access or works.
8. 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.
9. The developer's attention is drawn to the fact that this permission does not authorise the physical construction of the proposed off-site highway works and site access connections to the public highway. A separate legal agreement made with the Council under s.278 of the Highways Act 1980 is required. No work within or affecting the public highway shall commence until the agreement has been completed and the Council, as local highway authority, has approved all construction and installation details together with a programme of works.
10. If it is the developer's intention to request the Council, as local highway authority, to adopt the proposed access roads etc. as highway maintainable at public expense, then full engineering details must be agreed with the Highway Authority at the Council Offices, Shute End, Wokingham. The developer is strongly advised not to commence development until such details have been approved in writing and a legal agreement is made with the Council under Section 38 of the Highways Act 1980.
11. Any works/ events carried out by or on behalf of the developer affecting either a public highway or a prospectively maintainable highway (as defined under s.87 New Roads and Street Works Act 1991 (NRSWA)), shall be co-ordinated and licensed as required under NRSWA and the Traffic Management Act 2004 in order to minimise disruption to both pedestrian and vehicular users of the highway. Any such works or events, and particularly those involving the connection of any utility to the site must be co-ordinated by the developer in liaison with the Borough's Street Works team (0118 974 6302). This must take place AT LEAST three months in advance of the intended works to ensure effective co-ordination with other works so as to minimise disruption.

PLANNING HISTORY			
Application Number	Description	Decision	Date

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43721 – Wilsford Close Phase 1	Renewal of application 35024 as varied by application 41864 for residential development	Conditional approval	20 th March 1995
F/1998/68593 – Wilsford Close Phase 2	Erection Of 13 Dwellings	Conditional Approval	18 th May 1999
F/2001/3231 – Rustlings, Shinfield Road	Extension to roof and front dormer extension to form additional rooms in loft space.	Conditional Approval	16 th March 2001
O/2003/8533 – Ducketts Mead	Outline application for the proposed erection of 75 dwellings with access and open space. Duplicate with O/2003/8534.	Conditional Approval	1 st October 2003
RM/2005/5890 – Ducketts Mead	Reserved Matters Application on Outline Consent O/2003/8534 for the erection of 75 dwellings with landscaping, parking and public open space.	Conditional Approval	19 th December 2005
O/2004/1536 – 14, 16 and 18 Wilsford Close	Outline application for the proposed erection of 3 dwellings.	Refused Approved at appeal	9 th September 2004 24 th March 2005
RM/2005/6612– 14, 16 and 18 Wilsford Close	Application for reserved matters on outline consent O/2004/1536 for the proposed erection of 3 dwellings and associated works.	Conditional Approval	15 th February 2006
F/2005/4719 – Minsmere, Shinfield Road	Erection of 2 dwellings with garages. Demolition of existing dwelling	Conditional Approval	21 st September 2005
F/2005/4720 – Land to rear of Minsmere	Erection of 2 dwellings and garages with access from Wilsford Close.	Conditional Approval	7 th November 2005

SUMMARY INFORMATION

Site Area	0.35 hectares
Existing residential units	2
Proposed units	10
Existing parking spaces	4
Proposed parking spaces	20

CONSULTATION RESPONSES

Berkshire Archaeology	No objection subject to condition
Crime Prevention Design Advisor	No comments received
National Grid	No comments received
Royal Berkshire Fire and Rescue	No objection
Southern Gas Networks	No comments received
SSE Power Distribution	No comments received
Thames Water	No objection subject to informatives
NHS Wokingham	No comments received

Highways	No objection subject to conditions
Biodiversity	No objection subject to condition and informative
Tree and Landscape	No objection subject to conditions
Environmental Health	No objection subject to conditions
Drainage	No objection subject to conditions
Education	No comments received
Policy	No comments received
Parks and Open Spaces	No comments received
Sports Development	No comments received
Community Infrastructure	No comments received
Waste Services	No comments received
Shinfield Parish Council	Appreciate the reduction in scale of the development but wish to discourage additional car movements onto Shinfield Road and request the access be from Wilsford Close. Raise concern with regards to drainage and the 6 properties to the rear of the site
Local Members	No comments received

REPRESENTATIONS

Three letters of objection with regards to the following:

- Too many houses proposed
- Insufficient parking provision
- Significant amount of traffic on Shinfield Road makes access difficult
- Overlooking and overshadowing from new properties
- Basic design which does not fit into character of the area
- Insufficient space for turning
- Proposal leads to loss of trees
- Noise from additional people and vehicles
- Pumping station is unnecessary and details about it have not been provided
- Increased use of one access would result in unsafe vehicle movements

Five letters of comment received with regards to the following:

- The access would be opposite the access for the weather centre and this hasn't been taken into account
- Parking provision is too low and the traffic is already bad on Shinfield Road
- Pumping station should be swapped with visitor parking
- Too much is being put onto the site
- Bat survey was carried out after trees were removed on the site
- Some species of planting is not appropriate
- Side windows should not overlook into gardens
- Existing hedgerows on the boundaries should be retained
- Consideration should be given to impact on residents during construction phase

APPLICANTS POINTS

- Principle of housing in this area is supported
- Provision of 3 bed units is required to meet housing provision
- Good transport links

PLANNING POLICY

National Policy	NPPF	National Planning Policy Framework
Adopted Core Strategy DPD 2010	CP1	Sustainable Development

	CP3	General Principles for Development
	CP4	Infrastructure Requirements
	CP5	Housing mix, Density and Affordability
	CP6	Managing Travel Demand
	CP7	Biodiversity
	CP8	Thames Basin Heath Special Protection Area
	CP9	Scale and Location of Development Proposals
Adopted Managing Development Delivery Local Plan 2014	CC01	Presumption in Favour of Sustainable Development
	CC02	Development Limits
	CC03	Green Infrastructure, Trees and Landscaping
	CC04	Sustainable Design and Construction
	CC05	Renewable energy and decentralised energy networks
	CC09	Development and Flood Risk
	CC10	Sustainable Drainage
	TB05	Housing Mix
	TB06	Development of private residential gardens
	TB07	Internal Space Standards
	TB12	Employment Skills Plan
	TB21	Landscape Character
Supplementary Planning Documents (SPD)	BDG	Borough Design Guide

PLANNING ISSUES

Description of Development:

1. The scheme is for the erection of ten two storey semi-detached dwellings following the demolition of the existing two residential properties on the site. A new access would be formed from Shinfield Road and four of the properties would be located to address this street. The access would be between the semi-detached dwellings and form into a T head, with a further six properties addressing the road. Each of the properties would have rear amenity space, two parking spaces with turning and three visitor spaces are also proposed. Additionally, a pumping station would be located in the centre of the development to mitigate surface water run-off increase.

Principle of Development:

2. The National Planning Policy Framework has an underlying presumption in favour of sustainable development which is carried through to the local Development Plan. The Managing Development Delivery Local Plan Policy CC01

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

3. The site is located within a major development location and within a settlement boundary and as such the development is considered to be acceptable in principle provided that it complies with the principles stated in the Core Strategy. Policy CP3 of the Core Strategy states that development must be appropriate in terms of its scale of activity, mass, layout, built form, height, materials and character to the area in which it is located and must be of high quality design without detriment to the amenities of adjoining land uses and occupiers and this is discussed below.

Character of the Area:

4. The area surrounding the site has changed significantly in terms of built development as outlined in the history above. The oldest properties are located on Shinfield Road and follow a pattern of detached and semi-detached dwellings set forward on long plots as part of a linear development along the road. In terms of the wider area, this has been altered with the introduction of Wilsford Road (constructed in two phases), the Ducketts Mead development and to a lesser extent, the edge of Lower Earley development. The adjoining site to the application site has also been developed with two houses fronting Shinfield Road and a further two introducing backland development and accessed from Wilsford Close. Additionally, to the north of the site and west of Ryhill Way, three properties have been erected in the rear gardens of dwellings on Shinfield Road which has created further backland development.
5. Policy TB06 of the MDD Local is relevant in this instance due to the development of private residential gardens. The policy seeks to restrict development of private gardens where it would cause harm to the character of the area. Amongst other things, the policy states proposals should make a positive contribution in terms of “the relationship of the existing built form and spaces around buildings within the surrounding area” and “a layout which integrates with the surrounding area with regard to the built up coverage of each plot, building line(s), rhythm of plot frontages and parking areas”. The Borough Design Guide also provides advice on backland development stating it must not harm the character of the area and relate to a site of sufficient size and suitable shape to accommodate the number of dwellings proposed. The Borough Design Guide also states that “incremental ‘backland’ development on a site-by-site basis is unlikely to be able to take up opportunities to contribute to the character of the area, unless it is designed in the context of a more comprehensive approach to the site.
6. With regards to the four properties along Shinfield Road, The proposed development would continue the existing character of semi-detached properties set on a building line and forward in their plots. Although these plots would be shorter than previously, they would be similar in scale to the immediate neighbours to the south. In this respect, this part of the proposal is considered to accord with policy TB06 and advice in the Borough Design Guide as it would respect the existing built form and layout.
7. Plots 3 to 8 would be located further to the east behind these properties and are

considered to be backland development. They would be a different scale and orientation to 38 and 40 Wilsford Close but would be on a very similar building line. As such, the scheme is not considered to fully meet the requirements of TB06 however the policy does state that proposals are not acceptable only where they cause harm to the character of the area. The properties on Wilsford Close have introduced backland development already (albeit at a time it was acceptable in the development plan) and, as noted above, the area has experienced significant development resulting in the original character changing. The proposal would follow the general building line established by the existing properties along Wilsford Close and therefore, on balance, is not considered to have a substantially harmful impact on the character of the area. As such, the scheme is considered acceptable in the context of Policy TB06.

8. In terms of the design of the proposed properties, these are not considered to be of a size and scale that would be inappropriate to the character of the area. Whilst they would be larger than properties in Wilsford Close, this is not considered harmful to the extent the application could be refused on this basis. Similarly, the detailing and materials proposed are considered to be reflective of the area which is relatively mixed. The dwellings would have parking to the front and amenity space to the rear and as such, the layout of the proposal is considered to be in keeping with the character of the area. In addition, meaningful landscaped areas would be provided in the public section of the site and the pumping station would be located underground. In order to protect the character of the area however, it is considered necessary to remove permitted development rights for extensions.

Residential Amenities:

9. **Overlooking:** Within the scheme the recommended separation distances are met. In terms of the properties on Shinfield Road, the new dwellings would provide mutual overlooking or oblique views to the back of rear gardens, none of which would be any worse than the relationships between the existing properties. In order to protect this however, a condition removing permitted development rights for new windows at first floor level of above on plot 2 is considered necessary. In terms of the properties on Wilsford Close, the impact on number 38 would be mutual overlooking which is considered common in residential areas and therefore not harmful to that the extent the application could be refused. With regards to 20 Wilsford Close, overlooking into the dwelling would not occur as there are no windows serving habitable windows are on the side elevation facing the site. However, it is acknowledged that the proposal would result in increased views to the garden of 20 Wilsford Close. Additionally the site slopes to the rear which would mean the new dwellings would be at a higher level than 20 Wilsford Close. However, from ground floor windows, boundary treatments would generally obscure any views. From first floor windows, the distance to the boundary would be 18 metres which exceeds the recommended guideline for rear to flank elevations in the Borough Design Guide. Furthermore, some weight should be placed on the fact other properties in Wilsford Close overlook into the garden of 20 Wilsford Close at a similar distance and that additional planting could occur on the boundary. As a result, and taking into account the level differences, the impact of overlooking into the garden is not considered sufficiently harmful to warrant refusing the application.

10. **Overbearing/Loss of light:** Within the scheme, the proposed layout would not result in any overbearing or loss of light impacts to the proposed dwellings. In terms of the properties on Shinfield Road, any side facing windows serve non-habitable rooms or are secondary windows and, as such, no harmful impact would occur in this respect. The dwellings are set at a sufficient distance to ensure no harmful overbearing or loss of light impact would occur to 20 Wilsford Close. With regards to 38 Wilsford Close, plot 8 was set close to the boundary and 4.4 metres beyond the rear elevation of the property. As such, it was considered this could be overbearing on the main part of the amenity space to the rear and therefore the scheme has been amended so that the dwelling would be 2.9 metres beyond the rear elevation. This is considered sufficient to mitigate any overbearing impact.

Access and Movement:

11. **Highway Safety and Road Design:** The application proposes an access from Shinfield Road and this would serve all of the dwellings. Following further information that has been submitted, and subject to details to be agreed through a separate highways agreement, the Highways Officer raises no objection to this access. In terms of the road within the site, as the proposal is for 10 dwellings it needs to be constructed to adoptable standards. Following revisions to the road specifications including carriageway width and service margins, the Highways Officer does not object to the proposal subject to conditions.

12. **Traffic generation:** The proposal would create additional traffic movements above and beyond the current level and it is noted that Shinfield Road has a large volume of traffic on it particularly at peak times. However, the scale of the proposal is not considered significant enough to affect highway safety and therefore a reason for refusal on this basis could not be substantiated.

13. **Parking:** The level of parking has been reviewed against the Council's adopted parking guidance which requires unallocated parking to be provided across the development. Each dwelling provides six habitable rooms and on this basis there is a requirement for 3 unallocated parking spaces in addition to 20 allocated parking spaces. The submitted layout achieves this and therefore no harmful impact is considered to occur.

14. **Sustainability:** Secure, covered cycle storage has been indicated but not demonstrated on a submitted plan. As a result, the Highways Officer requires further details regarding this including location of cycle storage and footpaths to this. This could be secured through a condition and therefore is acceptable. The site is also within reasonable walking distance to local bus services and as such no objection is raised in this respect.

Flooding and Drainage:

15. The site is located in Flood Zone 1 and is less than a hectare in size. As such there is no requirement to submit a Flood Risk Assessment and there are no known historical flooding issues. It is acknowledged that drainage particularly at the rear of the site is slow however a drainage strategy has been submitted stating that the drainage will connect into existing sewers and to maintain a greenfield run-off rate, a pumping station would be included within the design of

the proposal. The Drainage Officer has considered this report and agrees with its conclusions and therefore raises no objection subject to conditions.

Landscape and Trees:

16. Shinfield Road is a designated Green Route and therefore any potential loss of trees does need to be considered carefully. Due to this, the Tree and Landscape Officer has requested changes to the number of trees on the front boundary as well as the species across the site and is now satisfied that the proposal would not detrimentally impact on the Green Route or landscaping as a whole, subject to conditions. The site does not contain any trees protected by a Tree Preservation Order however an area TPO does exist to the north and east of the site. It is considered that suitable protection methods would prevent any harmful impact on trees to be retained including the adjacent TPO area. The proposal would lead to a loss of some of the trees currently on the site but this would be mitigated through replacement planting. As such, there would be betterment across the site in terms of trees.

Environmental Health

17. As a precautionary method, the Environmental Health Officer has recommended a contamination survey be carried out which can be secured through condition. Due to the scale of the proposal and proximity to other residential properties, the Environmental Health Officer has also recommended conditions relating to the impact of dust and demolition as well as construction hours. This is considered necessary and reasonable given the location of the site. Additionally, no issue is raised with regards to the pumping station which would be located underground in any case and therefore would mitigate any harmful impact in terms of noise.

Amenity Space for future occupiers:

18. The Borough Design Guide recommends that new dwellings should provide an amenity space of 11 metres in length. This is achieved for all of the proposed dwellings with some having garden depths greater than this. As such, no harmful impact would occur in this respect.

Internal Space Standards

19. Since 1st October 2015 national space standards have been in place. Although these are optional, due to policy TB07 of the MDD, developments in Wokingham must adhere to these new national space standards. The proposal exceeds the minimum requirement for three bed dwellings and therefore no objection is raised in this respect.

Biodiversity:

20. An ecological appraisal of the site has been undertaken and this concluded that the site supported limited opportunities for wildlife and had a negligible impact on protected species e.g. bats, badgers and great crested newts. As a result, the survey recommends enhancement methods such as bat boxes and native planting. The Ecology Officer has considered this survey and agrees with its methodology and conclusion and therefore requests a condition and informative

be attached.

Sustainability:

21. Due to the replacement of the Code for Sustainable Homes with national standards in building regulations, the proposal is not required to meet Code 4 in line with Policy CC04 of the MDD. However, the policy does require that all development should incorporate suitable waste management facilities including on-site recycling. It is considered that sufficient internal and external storage could be provided to accommodate this.
22. Policy CC05 requires that proposals greater than 10 residential units in size reduce their carbon emissions by 10% through renewable energy. The proposal would not meet this requirement (i.e. it is 1 dwelling below the threshold) however an energy statement has been submitted demonstrating that this would still occur. As such, the proposal exceeds the policy requirement in this instance.

Community Infrastructure Levy, Affordable Housing and SPA:

23. **Community Infrastructure Levy:** As the proposal is for the construction of new dwellings, it would be a CIL liable development. The CIL charge for new residential development is set at £365 per square metre for any net increase in residential floor space. As a result, the CIL charge for this development would be approximately £327,372.15.
24. **Affordable Housing:** The proposal exceeds the threshold required for the provision of affordable housing. Policy CP5 of the Core Strategy states that developments in this location should provide a minimum of 20% of affordable units. This equates to 1.6 units in terms of the net increase of dwellings on the site. The applicant has therefore suggested that the provision will be provided off-site through a financial contribution. The policy team have agreed this and a legal agreement has been drawn up as a result. Once this is completed, it is considered the proposal would accord with policy CP5.
25. **Special Protection Area:** Whilst the site is within 7 km of the Thames Basin Heath Special Protection Area, the level of dwellings proposed does not meet the threshold required to mitigate the impacts of the proposal. As such, no objection is raised with regards to this.

Employment Skills:

26. Policy TB12 of the MDD requires major applications to demonstrate how they can encourage the use of local skills and employment. Whilst this typically works best with larger residential schemes, the applicant has put forward a scheme to provide a work placement during the construction of the proposal. The Economic Sustainability Team has assessed this and agrees with the scheme and therefore a condition requiring it to be carried out is considered appropriate.

CONCLUSION

The site is within settlement limits and in an area that has been well developed and backland development established. As a result of the surrounding area, it is considered on balance that the scheme would be acceptable in character terms. Other elements of

the proposal can be suitably controlled through the use of conditions. A section 106 agreement would also secure an affordable housing contribution and therefore, the proposal accords with relevant local and national planning policy. As such, the application is recommended for approval.

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