

ITEM NO:

Application No.

15/00440/FUL

Site Address:

Ward:

Crowthorne

Date Registered:

3 June 2015

Target Decision Date:

2 September 2015

**The Waterloo Hotel 99 Dukes Ride Crowthorne
Berkshire RG45 6DW**

Proposal:

Demolition of existing buildings and redevelopment to form 51 Assisted Living apartments (C2 use) for frail older persons including communal facilities, parking provision and associated landscaping.

Applicant:

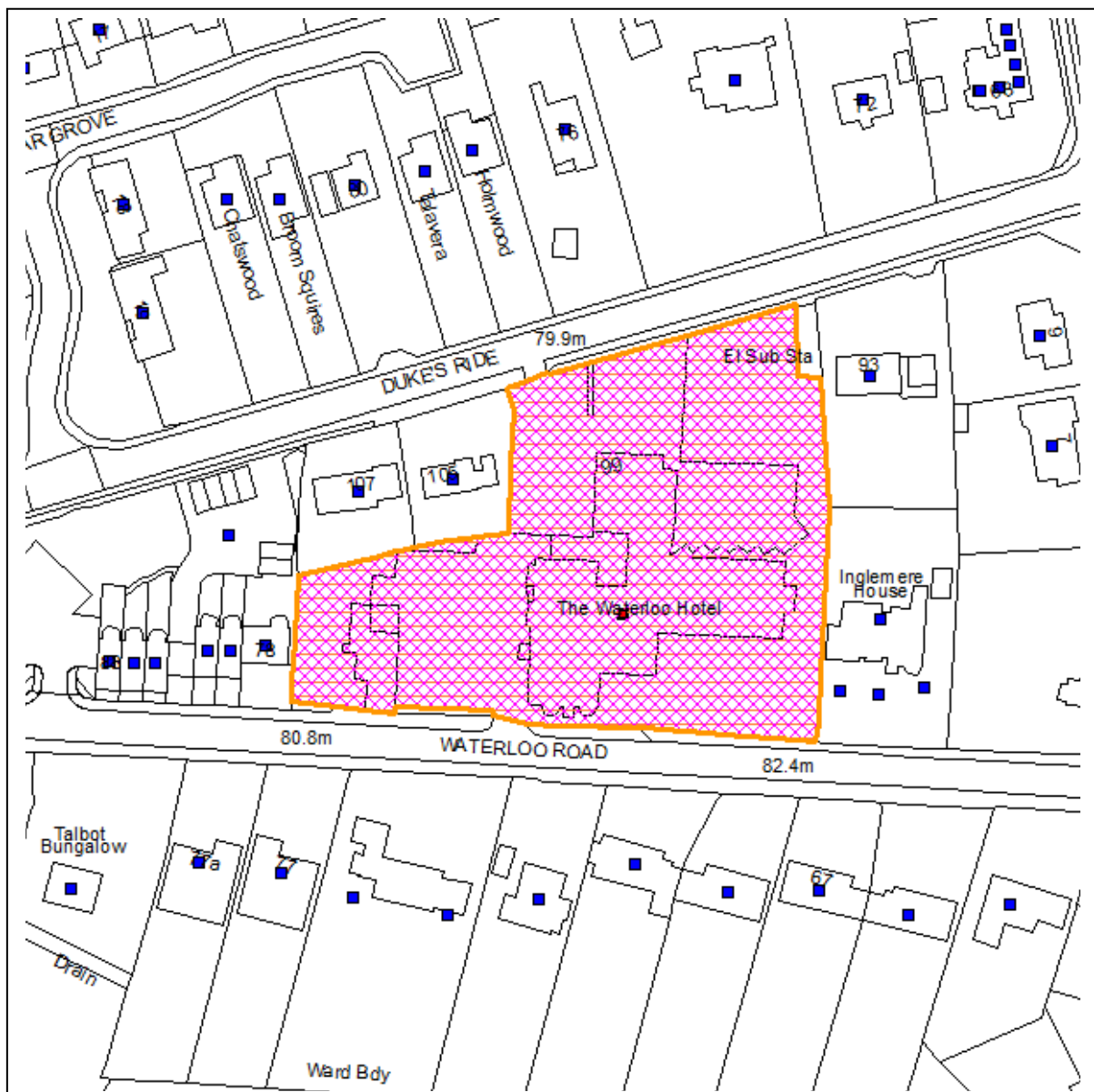
Your Life Management Services Ltd

Agent:

Matthew Shellum

Case Officer:

Simon Roskilly, 01344 352000

development.control@bracknell-forest.gov.uk**Site Location Plan** (for identification purposes only, not to scale)

OFFICER REPORT

1. SUMMARY

1.1 The application provides for the demolition of existing buildings on the site associated with its former use a hotel and the erection of a new building accommodating 51 Assisted Living apartments (C2 use) for frail older persons including communal facilities, parking provision and associated landscaping.

RECOMMENDATION
Planning permission be granted subject to agreeing an acceptable drainage strategy, conditions in Section 11 of this report and a Section 106 legal agreement.

2. REASON FOR REPORTING APPLICATION TO COMMITTEE

2.1 The application has been reported to the Planning Committee following the receipt of more than 3 objections.

3. PLANNING STATUS AND SITE DESCRIPTION

PLANNING STATUS

PLANNING STATUS
Within settlement boundary Trees on site protected by TPO Within 5km buffer to the Thames Basin Heaths Special Protection Area Within Area B (West Crowthorne) of the Crowthorne Area Character Assessment

3.1 The site is the former Waterloo Hotel which is now closed. It is irregularly shaped and covers approximately 0.55 hectares. It is located between Duke's Ride (B3348) and Waterloo Road in the south-western part of Crowthorne village, with vehicular access available from both roads. Houses lying between these two roads bound the site to the west and the east.

3.2 The hotel building is brick-built with pitched slate roofs. It is largely 2-storey with some accommodation at second-floor level. The original Victorian building fronts Waterloo Road with more modern extensions to the north and east. The hotel occupies most of the eastern part of the site with parking areas to the west and north.

3.3 A detached, two-storey building lies on the western part of the site, most recently used as staff accommodation.

3.4 The site, which is relatively flat, contains a number of trees principally on its eastern and southern boundaries, some of which are protected by a Tree Preservation Order. There is a hedge along the site's boundary with Dukes Ride.

3.5 The site is located within the settlement boundary, and is located within 5km of the Thames Basin Heaths Special Protection Area and within 2km of a Site of Special Scientific Interest, as shown on the Bracknell Forest Borough Policies Map (2013). The site is also located within the Crowthorne Study Area B (West Crowthorne) in the Character Area Assessments Supplementary Planning Document (2010).

4. RELEVANT SITE HISTORY

4.1 11/00626/FUL - Conversion of former staff quarters into 2 no. 3 bed dwellings and erection of detached double garage, associated landscape and external works and car parking modifications to hotel including new vehicular access onto a classified road. Application withdrawn October 2011.

4.2 00/00239/FUL - Three-storey extension forming 24 additional bedrooms and new parking areas. Approved May 2000.

4.3 Various extensions etc during the 1950s-1990s.

4.4 For information, planning permission 14/00386/FUL was recently granted for the redevelopment of Inglemere House (the site next door) for three houses and is currently being built out.

5. THE PROPOSAL

5.1 Full planning permission is sought for the erection of a block of 51 Assisted Living apartments (C2 use) for frail older persons including communal facilities, parking provision and associated landscaping.

5.2 Information provided with the application explains that the McCarthy & Stone Your Life 'Assisted Living' product constitutes Extra Care Accommodation and is aimed at providing independent living for the frail elderly, with day to day care in the form of assistance and domiciliary care tailored to the owners' individual needs. It is described by the provider as purpose-built, specifically designed accommodation in a safe and secure environment including companionship whilst allowing an independent lifestyle. Safety, security and companionship reduces anxieties and maintains health and general well being. It also provides a form of housing which meets better the on-set and increasing problems of mobility/frailty while maintaining an independent lifestyle.

5.3 The 'Assistant Living' concept possesses a number of "enhanced" facilities when compared to a typical "Sheltered / Retirement" development, sometimes referred to as Category II developments. The proposed development provides:

- residents' lounge.
- community (hobbies) room.
- restaurant (with catering kitchen).
- internal refuse room.
- laundry.
- battery car charging store.
- guest suite.
- accommodation to allow for 24 hour staffing.
- two lifts
- a building with level access throughout.
- a building that provides for wheelchair accessible housing standards.

5.4 The application has been amended in the course of its consideration.

5.5 The building although one continuous form spread-out within the site can, for the purposes of describing it, be separated into three sections. These consist of a part 2.5/part 3 storey section fronting Dukes Ride, a middle section that looks west out over a carpark and east over an area of communal amenity space and a larger element of 2.5/3 storey building running along the Waterloo Road frontage.

5.6 The building has been designed with accommodation at 2nd floor level within the roof space, hence the term 2.5 storey, and 3 storey accommodation in the form of gable sections that help to break up the massing of the building.

5.7 The building will have a maximum height of 11m at the roof ridge.

5.8 The main entrance to the building will be within the centre of the site facing west out over what will be an area of parking.

5.9 Landscaping is proposed to both street frontages and also within an area of private amenity space.

5.10 There would be one vehicular access to the site off Dukes Ride with the existing access on Waterloo Road being closed off and developed upon.

5.11 Pedestrian access to the main building entrance will come via Dukes Ride with a secondary entrance within the south eastern corner of the site being accessed from Waterloo Road.

6. REPRESENTATIONS RECEIVED

Crowthorne Parish Council:

6.1 Crowthorne Parish Council has considered the application and approval is recommended subject to adequate parking provision.

Other representations:

6.2 Seventeen objections were received at the time this report was written from separate addresses.

The concerns raised have been summarised below:-

- Adverse impact upon surrounding residential amenity [Officer Comment: These concerns are addressed under section 9 - Residential Amenity.]

- Lack of parking, traffic and highway safety. [Officer Comment: These concerns are addressed in section 9 - Transport Implications]

- Concern that the development will not adequately deal with the existing drainage concerns on site. [Officer Comment: These concerns are addressed in section 9 - Drainage]

-The location of the development is not considered to be sustainable when assessed against local public transport links and facilities such as shops. [Officer Comment: The site is located within the settlement and as the site is within a 15 minute walk of shops and the railway station it is considered a sustainable location]

- Adverse impact upon the character and appearance of the area through inappropriate scale, massing, design, density and loss of character buildings. [Officer Comment: These concerns are

addressed under section 9 - Impact Upon Character and Appearance of the Area. However regarding the loss of the existing buildings it can be confirmed that the current buildings are not nationally or locally listed, are not within a conservation area and are not considered to represent non designated historic assets. The fall back position is that a Prior Approval for Demolition of the buildings could be submitted and within 28 days the buildings could be demolished.]

- Impact upon the Thames Basin Heaths SPA. [Officer Comment: These concerns are addressed in section 9 - Biodiversity and The Thames Basin Heaths SPA.]

- The loss of the hotel would represent a loss of a community facility. [Officer Comment: The hotel has not been in operation as a hotel for some months. When the hotel was in use members of the public could access the bar. However, looking at the number of other facilities that are located within the area, the loss of such a facility is not considered of over-riding concern. This subject is considered further in this report when weighing up the benefits of the scheme.]

- Is there a need for this type of accommodation? [Officer Comment: If an organisation such as McCarthy & Stone, who are well versed in such provision, are willing to establish a care home on the site then we do not feel that we are in a position to dispute need.]

- The development when operational will increase the level of traffic noise in the area. [Officer Comment: The development is one that is acceptable in principle within the settlement and as a result additional traffic will be generated.]

- Impact upon GP facilities in the area [Officer Comment: It is not for this application to determine whether there are sufficient health facilities in the area it is for other bodies to provide health facilities to meet the needs of the population and the Council can allocate CIL funds towards such provision if appropriate].

6.3 Nine letters of support were received at the time this report was written from separate addresses.

The comments have been summarised below:-

- The site is an ideal location for a care home. Good to see a vacant site developed.
- The site is considered sustainable.
- Design is in-keeping with the area.
- Parking considered adequate as the type of use will result in a lower car ownership.

7. SUMMARY OF CONSULTATION RESPONSES

Environmental Health

Recommends conditional approval.

Transportation Officer

Recommends conditional approval.

Biodiversity Officer

Recommends conditional approval.

Local Lead Flood Authority

Awaiting submission of a satisfactory drainage strategy. Update to follow in a supplementary report.

Tree Officer

Awaiting confirmation that the proposed drainage strategy does not conflict with protected trees on site. An update will follow in a supplementary report.

8. MAIN POLICIES AND OTHER DOCUMENTS RELEVANT TO THE DECISION

8.1 The key policies and associated guidance applying to the site are:

	Development Plan	NPPF
General policies	CP1 of SALP, CS1 & CS2 of CSDPD	consistent
Housing	CS16, CS17 of CSDPD, Saved policy H8 of BFBLP.	consistent
Design	CS7 of CSDPD, Saved policies EN1, EN2 and EN20 of BFBLP.	consistent
Residential Amenity	Saved policies EN20 and EN25 of BFBLP	consistent
Highway Safety	CS23 and CS24 of CSDPD, Saved policy M9 of BFBLP	consistent
Biodiversity	CS1 and CS7 of CSDPD	consistent
Sustainability	CS10 and CS12 of CSDPD	consistent
Thames Basin Heaths SPA	SPA CS14 of CSDPD, NRM6 of SEP, Saved policy E3 of BFBLP.	consistent
Other publications		
National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG). Character Area Assessment SPD, Parking Standards SPD, Planning Obligations SPD, Thames Basin Heath Special Protection Area (SPA), Bracknell Forest Community Infrastructure Levy Charging Schedule (2015) and the The House of Commons: Written Statement (HCWS161) Sustainable Drainage Systems.		

9. PLANNING CONSIDERATIONS

9.1 The key issues for consideration are:-

- i. Principle of development
- ii. Impact on character and appearance of the area
- iii. Trees
- iv. Impact on residential amenity

- v. Transport implications
- vi. Biodiversity
- vii. Sustainability (resources)
- viii. Affordable Housing
- ix. Thames Basin Heaths Special Protection Area
- x. Drainage
- xi. Planning obligations

i. Principle Of Development

9.2 The site lies within a settlement and will contribute to meeting the housing needs of the community. It is therefore considered to be acceptable in principle complying with CSDPD Policies CS1 and CS16 and the NPPF. The remainder of this report considers matters of detail.

ii. Impact On Character and Appearance Of Area

(i) Site Layout

9.3 As noted earlier in the report the application site currently contains one large building with a modern extension and a detached smaller building amongst an area of existing hardstanding. The site can be seen from both Dukes Ride and Waterloo Road with there currently being a vehicular access onto both roads.

9.4 The application site lies in Area B (West Crowthorne) of the Crowthorne study area. A number of points in the Character Areas SPD are relevant to development in Dukes Ride including the importance of boundary treatments in blending different plot sizes and buildings styles into a cohesive character. In this regard hedges and low walls are identified as the predominant boundary treatment. Building materials are noted to be predominantly red brick, with the occasional use of yellow brick and render.

9.5 Elements of the proposed building on the Dukes Ride frontage come further forward when compared with the existing building line. However there are examples within Dukes Ride where this happens.

9.6 The building has been designed with elements of the frontage having been set back, therefore breaking up the bulk and massing of the building on the frontage. This avoids a continuous line of built form on the Dukes Ride frontage. These elements will also have adequate landscaping to soften the frontage.

9.7 The original plans have been amended so what was a continuous line of built form along the Waterloo Road frontage has now changed. The expanse of built form along the Waterloo Road frontage has been decreased with the building no longer extending up to the boundary with 78 Waterloo Road. The layout has also seen the setting back of parts of the building from Waterloo Road so that there is no longer a large expanse of built form on the road frontage. There is also substantial landscaping, in particular, within the south east corner of the site where there are protected trees. As on the Dukes Ride frontage this provides a well treed edge to the development which helps to soften its appearance within the streetscene.

9.8 Amenity space is proposed within the eastern side of the site that will be partially shaded. Whilst this will be in shade for certain times of the day the applicant considers that this would work well for their residents and therefore there is no planning objection.

9.9 The layout of the proposed scheme is considered to represent a sympathetic development that respects the pattern of built form surrounding the site and the existing building lines along

Dukes Ride and Waterloo Road. It provides a suitable balance between built-form, amenity space and parking for the type of use it represents.

(ii) External appearance of the building

9.10 The older buildings on site make a positive contribution to the character of this part of Crowthorne. They are not listed and do not fall within a designated conservation area however if they are to be demolished then it is considered that what replaces them needs to be of a high quality and sympathetic both in scale, massing and finish.

9.11 Through the submission of amended plans the applicant has set out to address early concerns expressed by officers regarding the design of the building including the bulk and massing and proximity to the Waterloo Road frontage. The applicant has reduced the number of units and amended the layout thereby reducing the bulk and massing on the Waterloo Road frontage. They have also amended part of the building that fronts Dukes Ride so that it is less tall yet at the same time retaining a gable feature that will mark the entrance to the site.

9.12 The architectural design of the building is considered to provide a contemporary building of interest to the streetscene yet at the same time sympathetic to the character and appearance of the area.

9.13 Overall it is considered that the building has an attractive design in keeping with the character and appearance of the area.

9.14 It is therefore considered that the development would not result in an adverse impact on the character and appearance of the area and would accord with CSDPD Policy CS7, BFBLP 'Saved' Policy EN20, and the NPPF.

iii. Trees

9.15 The only trees on this site that warrant consideration are a group on the south boundary of the site along Waterloo Road; now protected by TPO 1192. The applicant's plan shows their retention and subsequent protection by fencing.

9.16 Confirmation is awaited that the proposed drainage strategy does not conflict with protected trees on site. An update will follow in a supplementary report.

9.17 Overall, subject to an acceptable drainage strategy being agreed and the imposition of suitable conditions, it is considered that the proposal would not adversely affect protected trees on and adjoining the site which are important in the street scene. The application is therefore considered to be in accordance with BFBLP Policies EN1 and EN20 and CSDPD Policies CS1 and CS7.

iv. Residential Amenity

(i) Impact upon the living conditions of adjoining properties

9.18 The impact on the following properties, considered to be those most affected by the proposal, has been assessed as follows:

107 and 105 Dukes Ride

9.19 No. 107 Dukes Ride is located north of the site and backs onto the development site. There are habitable windows at 107 facing south towards the site that could be affected by the proposal in terms of daylight and overlooking. Although the building facing no. 107 Dukes Ride would be 2.5

stories there is only 1 no. first floor window that could directly affect the neighbouring property, other windows are set at an oblique angle. This rear facing first floor window would be 11m from the boundary and 21m from the rear of the property. Council guidelines seek a distance to the boundary for first floor windows be 10m and the back to back distance be 22m. As the window would be 1m short of the acceptable distance this bathroom window would be conditioned to be obscure glazed and fixed shut so as to avoid any loss of privacy. There are velux windows at second floor level that could also overlook however these could be conditioned so that the cil level is no lower than 1.7m from floor level.

9.20 No. 105 Dukes Ride is also located to the north of the development site and has recently received planning permission for a two storey side/rear extension (15/00506/FUL) that would take habitable windows south to within 15.5m of the proposed development. To respond to this the developer has amended the plans to show windows at first floor level facing north now being obscured glazed and fixed shut. This does not include windows that are not directly facing the dwelling however as these are at an oblique angle it is not considered that it would result in any unacceptable loss of privacy.

9.21 Overall the proximity of the proposed building to both 105 and 107 Dukes Ride, including the approved extension at 107, would allow for adequate south facing daylight to any habitable windows. It is also considered that the development would not appear overbearing.

9.22 The layout of the site would provide parking close to the boundary with nos. 105 and 107. However as parking and hardstanding already exists on site it is considered that no significant impact upon adjoining residential amenity would result.

93 Dukes Ride

9.23 No. 93 Dukes Ride is a two storey dwelling located north-east of the site. There is a sub station and treed screening located between the Waterloo Hotel and no. 93 Dukes Ride. There would be a 2.5 storey flank wall located 8m from the side of the property and a less bulky projecting stair well 7m from the rear corner of no. 93.

9.24 There would be no side facing windows proposed that could potentially overlook no. 93. There is a window present in the side of no. 93 which is a secondary window, however due to the distance and the current level of screening present on the boundary, the proposed building is not considered to appear overbearing nor would it significantly overshadow.

9.25 There are first and second floor windows proposed that face east over an area of proposed amenity space towards the rear boundary with no. 93. However these windows at 16m from the boundary fall outside of the current first and second-floor window to boundary Council guideline distances of 10m and 15m respectively.

3 Inglemere Mews

9.26 No. 3 Inglemere Mews will, when it is completed, be a 2.5 storey end terrace dwelling located south-east of the development site and fronting Waterloo Road, one of a block of 3 terraced dwellings. There will be 2no. windows in the west facing side elevation of this adjoining property, lighting stairwells on both the first and second floors. Both these windows will be obscure glazed and fixed shut and are not considered to be habitable. There are no side facing windows in the proposed building.

9.27 As with no. 93 Dukes Ride there are first and second floor habitable rooms proposed with windows facing east towards the rear boundary with no. 3 Inglemere Mews. However these windows at 17.8m from the boundary fall outside of the current first and second floor window to boundary guideline distances of 10m and 15m respectively.

9.28 The proposed building is not considered to appear overbearing, would not result in any loss of privacy and would not overshadow no. 3 Ingelmere Mews.

78 Waterloo Road

9.29 No. 78 Waterloo Road is a two storey dwelling located to the west of the site fronting Waterloo Road. There are currently no side facing windows in the east facing side elevation at no. 78. The closest part of the proposed building would be 13m from no. 78 with two side facing habitable windows. Parking is proposed between the building and no. 78 Waterloo Road. The proposed development is not considered to result in any loss of privacy, appear overbearing nor would it overshadow amenity at no. 78 Waterloo Road. The proposed parking, due to there being hardstanding already present, would not result in any unacceptable impacts upon adjoining residential amenity.

(ii) Living conditions of future residents

9.30 Due to its orientation and design the proposed development does not result in any adverse overlooking and/or overbearing impacts upon any of proposed residential units. It is considered that adequate amenity space is provided around the proposed building to accommodate the C2 care use.

Conclusion on residential amenity:

9.31 Given the assessment made above the proposal as a whole is not considered to result in any significantly harmful impacts upon residential amenity. As such the proposal is considered to comply with saved BFBLP Policy EN20 proviso (vii) and the NPPF.

v. Transport Implications

9.32 In terms of its transportation impacts this 'McCarthy & Stone 'Your Life' C2 Use Class scheme has been assessed as a scheme that provides care to the frail and elderly on the same basis as a care home/nursing home, albeit individuals can buy into tailored care packages that suit their needs.

9.33 According to the applicant, care needs are assessed prior to entry and residents select the most appropriate level of care for their needs and the level of care provided can be modified in response to the changing needs of the residents.

9.34 Staff provide 24 hour cover for the benefit of the residents, and typically consist of a Manager, assisted by a team of Deputy Managers and support staff who provide assistance with daily activities and care to residents, as well as a chef and grounds management.

9.35 The Transport Statement notes that, 'extensive research undertaken by McCarthy and Stone on their Assisted Living developments shows an average age of entry for residents at 81'.

9.36 Through the submission of amended plans the number of apartments has been reduced from 54 to 51. The revised proposal provides a mix of 23 x 2 bedroom units and 28 x 1 bedroom units.

(i) Parking

9.37 The 'tailored care' concept of accommodation for the frail and elderly, as it would represent a similar use to that of a standard care home/nursing home- albeit more flexible- is likely to result in little on-site parking being required for residents. Instead the requirement is for parking for staff and visitors. This is consistent with the Council's parking requirements for nursing homes whereby parking is required for staff and visitors and not for residents.

9.38 Thirty-one parking spaces are proposed to serve the 51 apartments and associated staff and visitors.

9.39 For a development of this size the Bracknell Forest Parking Standards for a Nursing Home (C2 use) require 24 on-site parking spaces. This provision comprises 18 visitor spaces (based on 1 space per 4 beds of which there are 72) plus 6 spaces for staff (based on 1 space per 3 associated staff, of which there are around 18 full-time staff equivalents). The proposed parking provision of 31 spaces therefore exceeds the parking standard's requirement.

9.40 To provide maximum flexibility of use it is recommended that spaces be unallocated for unrestricted use by residents, staff and visitors. This can be secured by condition

9.41 A Travel Plan has been submitted setting out how facilities and information will be provided to both residents and staff in order to encourage sustainable means of travel. This will assist with reducing staff and visitor car parking demand. The travel plan and appropriate monitoring can be secured via a S106 Legal Agreement.

9.42 Two disabled parking spaces are proposed which complies with the Council's parking standards which seek 1 space or 6% of the total number of spaces(whichever is greater) as disabled parking.

9.43 A revised parking layout is shown on the latest Ground Floor Plan (drawing AA5348/SE-2073-003-AC-B) and spaces are shown to have minimum dimensions of 2.4 metres by 4.8 metres and at least 6 metres of clear reversing space to the rear for access. These spaces are considered to be practical and useable and vehicles can exit the site in a forward gear. It would be advisable to have kerb separation between spaces which are perpendicular to each other (to enable access to car doors).

9.44 The car park will need to be appropriately surfaced, marked, drained and should be lit. The parking spaces and pedestrian routes will need to be un-obstructed and planting/landscaping should be set-back at least 0.5 metres from these and maintained to avoid conflict with parking spaces and pedestrian accesses.

9.45 Formal cycle spaces should be provided and 10 cycle spaces would be appropriate for staff at the least and for visitors who may cycle. The matters referred to above can be secured by condition.

(ii) Deliveries and Servicing

9.46 As the internal vehicular layout is not to be adopted it is unlikely that a Council refuse vehicle will enter the site. Therefore the applicant is to provide bin pick up points within 25m of Dukes Ride. The provision of these can be secured by condition.

9.47 The applicant has confirmed that as the site will be managed, and will have staff based on-site, bins will be brought to the temporary collection point from the proposed internal refuse stores by members of staff and not residents. This approach is consistent with other McCarthy & Stone sites and is therefore considered appropriate for the proposed use and location.

9.48 The applicant has provided an internal vehicle tracking plan indicating that a small domestic delivery vehicle, mini-bus or ambulance would be able to access and turn within the car park.

9.49 To conclude, given the nature of the use, with suitable conditions and planning obligations the proposal is not considered to result in any unacceptable highway safety implications and is therefore considered to comply with BFBLP Policies M4, M9 and CSDPD Policies CS23 and CS24 and the NPPF.

vi. Biodiversity

9.50 The proposal, subject to conditions, is considered acceptable in terms of biodiversity and therefore accords with Core Strategy Policies CS1 and CS7 and the NPPF.

vii. Sustainability (Resources)

9.51 Since the Government's Ministerial statement of the 26th March 2015 for residential development CSDPD Policy CS10 is only taken to require the submission of a Sustainability Statement covering water efficiency aimed at achieving an average water use in new dwellings of 110 litres/person/day. An adequate Sustainability Statement has not as yet been received therefore a condition is recommended to be imposed in order to secure this.

9.52 Policy CS12 requires the submission of an Energy Demand Assessment demonstrating how the development's potential carbon dioxide emissions will be reduced by at least 10% and how 20% of the development's energy requirements will be met from on-site renewable energy generation. No Energy Demand Assessment has been submitted therefore again a condition is in order to secure this.

viii. Affordable Housing

9.53 CSDPD Policy CS17 and BFBLP Policy H8 seek the provision of a level of affordable housing on suitable development sites, taking account of the economics of provision. The policies are consistent with the NPPF.

9.54 As the proposal would represent a C2 Care Home no affordable housing is required.

ix. Thames Basin Heaths Special Protection Area (SPA)

Introduction

9.55 The Council, in agreement with Natural England, has formed the view that that any net increase in residential development within 5km straight-line distance from the Thames Basin Heath Special Protection Area (SPA) is likely to have a significant effect on the SPA, either alone or in-combination with other plans or projects.

9.56 This site is located approximately 1km from the boundary of the SPA and therefore is likely to result in an adverse effect on the SPA, unless it is carried out together with appropriate avoidance and mitigation measures. Therefore, a Habitats Regulations Assessment must consider whether compliance with conditions or restrictions can enable it to be ascertained that the proposal would not adversely affect the integrity of the site.

9.57 Guidance on SPA avoidance and mitigation measures for C2 care homes between 400m and 5km of the SPA is contained in the Thames Basin Heaths Special Protection Area (SPA) Avoidance and Mitigation Supplementary Planning Document (SPD) section 3.6.3. These

developments will be dealt with on a case by case basis at the planning application stage, in agreement with Natural England.

9.58 Certain avoidance and mitigation measures will need to be put in place in order to reach a conclusion of no adverse effect on the integrity of the SPA. In this case, the use class of the property should be limited to that of C2 and the occupants will only be of limited mobility. This will ensure that the proposal does not increase recreational pressure on the Thames Basin Heaths SPA. If this restriction cannot be achieved then it will be necessary to re-consult as the development will have to be assessed on a basis that it would provide accommodation for active people.

9.59 The following condition has been applied to similar developments in Bracknell Forest:

The premises shall be used for a residential care home for elderly people requiring personal care (including those with dementia) only (without any on-site staff residential accommodation) and for no other purpose (including any other purpose in Class C2 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

REASON: to ensure that the proposal does not increase recreational pressure on the Thames Basin Heaths SPA.

9.60 The Council is convinced, following consultation with Natural England, that the above measures will prevent an adverse effect on the integrity of the SPA. Pursuant to Article 6(3) of the Habitats Directive (Council Directive 92/43/EEC) and Regulation 61(5) of the Conservation of Habitats and Species Regulations (2010) as amended, and permission may be granted. Therefore the proposal would accord with CSDPD Policy CS14, BFBLP 'Saved' Policy EN3, South East Plan Saved Policy NRM6, the Thames Basin Heaths SPA SPD and the NPPF.
[Relevant Policies: SEP NRM6, BFBLP EN3, CSDPD CS1, CS7, CS14]

x. Drainage

9.61 The Planning Practice Guidance 'Flood Risk and Coastal Change' as amended 15/04/2015 advises under para. 079 that when considering major development, as defined under the Town and Country Planning (Development Management Procedure) (England) Order 2015, sustainable drainage systems should be provided unless demonstrated to be inappropriate.

9.62 The applicant is currently in discussions with the Local Lead Flood Authority with the aim of providing an acceptable Drainage Strategy prior to Committee meeting in January. An update will be provided via a supplementary report; however the application will not be determined unless a strategy has been agreed and then it should be conditioned so that it is fully implemented on site.

xi. Planning Obligations

9.63 The proposal would be CIL liable. The application site lies within the zone of Sandhurst/Crowthorne. In the event of planning permission being granted, a CIL Liability Notice (CLN) will be issued for the development.

9.64 The following obligations will be included within a Section 106 Legal Agreement:-

- Secure a Travel Plan and associated monitoring.

10. CONCLUSIONS

10.1 This site is located within the settlement and therefore the proposed development is considered to be acceptable in principle. The 51 apartments contribute to the Council's housing supply which is a material consideration.

10.2 A significant number of objections were received. The report has addressed each of these.

10.3 In terms of visual character, and subject to appropriate materials and finish, the development is considered to be sympathetic within the streetscene when viewed from both Dukes Ride and Waterloo Road. The layout, bulk, massing and design are considered to have addressed concerns previously raised by the case officer.

10.4 The proposed vehicular access to the site and parking layout are acceptable to the Highway Authority subject to conditions and a Section 106 obligation securing a Travel Plan along with associated monitoring.

10.5 The impact of the proposal on the living conditions of the occupiers of nearby houses, in terms of the proposed apartments, parking and access, has been carefully considered. The scheme, as amended, is now considered acceptable in this regard subject to suitable conditions.

10.6 It is concluded that the proposed development provides housing without compromising the character and appearance of the area, residential amenity or highway safety. The application is therefore recommended for approval subject to an appropriate drainage strategy being agreed prior to Committee, appropriate conditions and the completion of a Section 106 legal agreement to secure the matters referred to in Section 9(xi).

11. RECOMMENDATION

Following the completion of a planning obligation under Section 106 of the Town and Country Planning Act 1990 relating to:-

01. Secure a Travel Plan with associated monitoring.

That the Head of Planning be authorised to **APPROVE** the application subject to the following condition(s):-

01. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON: To comply with Section 91 of the Town and Country Planning Act 1990.
02. The development hereby permitted shall be carried out only in accordance with the following approved plans and documents:-

AA5438/SE-2073-001-AC-A-Site Location Plan 03.06.15
AA5348/SE-2073-003-AC-D Ground Floor Plan 18.11.15
AA5348/SE-2073-004-AC-D First Floor Plan 18.11.15
AA5348/SE-2073-005-AC-D Second Floor Plan 18.11.15
AA5348/SE-2073-006-AC-B Roof Plan 08.09.15
AA5348/SE-2073-010-AC-B Elevation Sheet 1 18.11.15
AA5348/SE-2073-011-AC-B Elevation Sheet 2 18.11.15
AA5348/SE-2073-012-AC-B Elevation Sheet 3 18.11.15

REASON: To ensure that the development is carried out only as approved by the Local Planning Authority.

03. The premises shall be used for a residential care home for elderly people requiring personal care (including those with dementia) only (without any on-site staff residential accommodation) and for no other purpose (including any other purpose in Class C2 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

REASON: to ensure that the proposal does not increase recreational pressure on the Thames Basin Heaths SPA.

04. No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

REASON: In the interests of the visual amenities of the area.

[Relevant Policies: BFBLP EN20, Core Strategy DPD CS7]

05. The first floor windows shown in elevation 5 on the approved Elevation Sheet 1 hereby permitted shall not have the lower half of the windows glazed at any time other than with a minimum of Pilkington Level 3 obscure glass (or equivalent). The windows shall be fixed shut with the exception of the top half being openable.

REASON: To prevent the overlooking of neighbouring properties.

[Relevant Policies: BFBLP EN20]

06. All rooflights at second floor level shall be installed so that the lower cill is 1.7m above floor level.

REASON: To prevent the overlooking of neighbouring properties.

[Relevant Policies: BFBLP EN20]

07. No windows at first floor level or above other than those shown on the approved drawings shall be inserted in the north elevation facing towards nos. 105 and 107 Dukes Ride.

REASON: To prevent the overlooking of neighbouring properties.

[Relevant Policies: BFBLP EN20]

08. The development hereby permitted shall not be begun until details showing the finished floor levels of the building, bin/scooter store and the levels of the road and parking hereby approved in relation to a fixed datum point have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

REASON: In the interests of the character of the area.

[Relevant Policies: BFBLP EN20, Core Strategy DPD CS7]

09. The development hereby permitted shall not be begun until comprehensive details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. These details shall include:-

a) Comprehensive planting plans of an appropriate scale and level of detail that provides adequate clarity including details of ground preparation and all other operations associated with plant and grass establishment, full schedules of plants, noting species, and detailed plant sizes/root stock specifications, planting layout, proposed numbers/densities locations.

b) Details of semi mature tree planting.

c) Comprehensive 5 year post planting maintenance schedule.

d) Underground service and external lighting layout (drainage, power, communications cables, pipelines etc. indicating lines, manholes etc.), both existing reused and proposed new routes.
e) Means of enclosure (walls and fences etc) including fencing that is permeable to badgers at the end of both the existing and propose badger corridors.

f) Paving including pedestrian open spaces, paths, patios, proposed materials and construction methods, cycle routes, parking courts, play areas etc.

All planting comprised in the soft landscaping works shall be carried out and completed in full accordance with the approved scheme, in the nearest planting season (1st October to 31st March inclusive) to the completion of the development or prior to the occupation of any part of the approved development, whichever is sooner, or as may otherwise be agreed in writing by the Local Planning Authority. All hard landscaping works shall be carried and completed prior to the occupation of any part of the approved development. As a minimum, the quality of all hard and soft landscape works shall be carried out in accordance with British Standard 4428:1989 'Code Of practice For General Landscape Operations' or any subsequent revision. All trees and other plants included within the approved details shall be healthy, well formed specimens of a minimum quality that is compatible with British Standard 3936:1992 (Part 1) 'Specifications For Trees & Shrubs' and British Standard 4043 (where applicable) or any subsequent revision. Any trees or other plants which within a period of 5 years from the completion of the development, die, are removed, uprooted, are significantly damaged, become diseased or deformed, shall be replaced during the nearest planting season (1st October to 31st March inclusive) with others of the same size, species and quality as approved.

REASON: In the interests of good landscape design, visual amenity of the area and biodiversity. [Relevant Policies: BFBLP EN2 and EN20, CSDPD CS1 and CS7]

10. No site clearance shall take place during the main bird-nesting period of 1st March to 31st August inclusive, unless a scheme to minimise the impact on nesting birds during the construction of the development has been submitted to and approved by the Local Planning Authority. Any site clearance during this period shall be undertaken in compliance with the approved scheme.

REASON: In the interests of nature conservation
[Relevant Plans and Policies: BFBLP EN3 CS1, CS7]

11. The development (including site clearance and demolition) shall not begin until a scheme to mitigate the impact of the development on bats has been submitted to and approved in writing by the local planning authority. The scheme shall include details of:

- methods to avoid killing, injury or disturbance to bats during development
- the provision of temporary roosts during construction
- the provision of replacement roosts
- habitat management and enhancement, e.g. suitable lighting and planting
- appropriate post construction monitoring

The mitigation scheme shall be implemented in accordance with the approved details. An ecological site inspection report shall be submitted for approval within three months of the first occupation of any dwelling hereby approved.

REASON: In the interests of nature conservation
[Relevant Plans and Policies: CSDPD CS1]

12. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 or any Order revoking and re-enacting that order, no external lighting shall be installed on the site or affixed to any buildings on the site except in accordance with details set out in a lighting design strategy for biodiversity that has first been submitted to and approved in writing by the Local Planning Authority. The strategy shall:

- a) identify those area/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and
- b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent bats using their territory or having access to their breeding sites and resting places.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

REASON: In the interests of nature conservation
[Relevant Plans and Policies: CSDPD CS1, CS7]

13. If more than 2 years elapse between the previous bat survey and the due commencement date of works, an updated bat survey shall be carried out by a suitably qualified ecologist, unless otherwise agreed in writing by the Local Planning Authority. A report confirming the results and implications of the assessment, including any revised mitigation measures, shall be submitted to the Local Planning Authority before construction works commence on site.

REASON: To ensure the status of bats on site has not changed since the last survey.

14. The demolition shall not be begun until a scheme for the provision of bird and bat boxes (and other biodiversity enhancements), including a plan or drawing showing the location of these enhancements, has been submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented, observed and complied with.

REASON: In the interests of nature conservation
[Relevant Plans and Policies: CSDPD CS1, CS7]

15. The development hereby permitted (including any demolition) shall not be begun until details of a scheme (Working Method Statement) to control the environmental effects of the demolition and construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- (i) specifications of control of noise arrangements for construction and demolition.
- (ii) methodology of controlling dust, smell and other effluvia
- (iii) site security arrangements including hoardings
- (iv) proposed method of piling for foundations
- (v) Methods for noise monitoring on the site during construction
- (vi) construction and demolition methodology
- (vii) construction and demolition working hours
- (viii) hours during the construction and demolition phase, when delivery vehicles or vehicles taking materials are allowed to enter or leave the site.

The development shall be carried out in accordance with the approved scheme.

REASON: In the interests of the amenities of the area.

16. If ventilation equipment or air conditioning equipment is to be installed, no development shall begin until a scheme has been submitted to and approved in writing by the Local Planning Authority for the control of noise emanating from such equipment. The measures included in the approved scheme shall be implemented prior to the first occupation and use of the building that they relate to and thereafter the measures shall be operated in accordance with the approved scheme.

REASON: In the interest of residential amenity.

17. The development shall not be begun until a Sustainability Statement covering water efficiency aimed at achieving an average water use in new dwellings of 110 litres/person/day, has been submitted to, and agreed in writing by, the Local Planning Authority. The development shall be

implemented in accordance with the Sustainability Statement, as approved, and retained as such thereafter.

REASON: In the interests of sustainability and the efficient use of resources.

[Relevant Policy: Core Strategy DPD CS10]

18. The development shall not be begun until an Energy Demand Assessment has been submitted to and approved in writing by the Local Planning Authority. This shall demonstrate:-

(a) that before taking account of any on-site renewable energy production the proposed development will reduce carbon dioxide emissions by at least 10% against the appropriate Target Emission Rate as set out in Part L of the Building Regulations (2006), and

(b) that a proportion of the development's energy requirements will be provided from on-site renewable energy production (which proportion shall be 20%). The buildings thereafter constructed by the carrying out of the development shall be in accordance with the approved assessment and retained in accordance therewith.

REASON: In the interests of the sustainability and the efficient use of resources.

[Relevant Plans and Policies: CSDPD Policy CS12]

19. No dwelling shall be occupied until the existing access to the site from Waterloo Road has been closed and the footways/verges are provided over the closed access in accordance with details which have been submitted to and approved in writing by the Local Planning Authority; the footway/verge shall be retained thereafter.

REASON: In the interests of highway safety.

[Relevant Policies: Core Strategy DPD CS23]

20. No dwelling shall be occupied until the vehicular and pedestrian access from Dukes Ride has been constructed in accordance with drawing AA5348/SE-2073-003-AC-B.

REASON: In the interests of highway safety.

[Relevant Policies: Core Strategy DPD CS23]

21. No dwelling shall be occupied until a means of access for pedestrians onto Waterloo Road has been constructed in accordance with the approved plans.

REASON: In the interests of accessibility and to facilitate access by cyclists and/or pedestrians.

[Relevant Policies: Core Strategy DPD CS23]

22. No dwelling shall be occupied until all the visibility splays as shown on drawing 047.0037.001 have been provided. Those areas shall at all times thereafter be kept free of all obstructions to visibility over a height of 0.6 metres measured from the surface of the adjacent carriageway.

REASON: In the interests of highway safety.

[Relevant Policies: Core Strategy DPD CS23]

23. No dwellings shall be occupied until the associated vehicle parking has been surfaced and marked out in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The spaces shall not thereafter be used for any purpose other than parking.

REASON: To ensure that the development is provided with adequate car parking to prevent the likelihood of on-street car parking which would be a danger to other road users.

[Relevant Policies: BFBLP M9, Core Strategy DPD CS23]

24. The development hereby permitted shall not be begun until a scheme has been submitted to and approved in writing by the Local Planning Authority for covered and secure cycle parking facilities. The building shall not be occupied until the approved scheme has been implemented. The facilities shall be retained.

REASON: In the interests of accessibility of the development to cyclists.

[Relevant Policies: BFBLP M9, Core Strategy DPD CS23]

25. The development hereby permitted shall not be begun until a scheme has been submitted to and approved in writing by the Local Planning Authority, to accommodate:
- (a) Parking of vehicles of site personnel, operatives and visitors
 - (b) Loading and unloading of plant and vehicles
 - (c) Storage of plant and materials used in constructing the development
 - (d) Wheel cleaning facilities
 - (e) Temporary portacabins and welfare for site operatives
- and each facility shall be retained throughout the course of construction of the development, free from any impediment to its designated use. No other areas on the site, other than those in the approved scheme shall be used for the purposes listed (a) to (d) above without the prior written permission of the Local Planning Authority.
- REASON: In the interests of amenity and road safety.
26. The development hereby permitted shall not be begun until a waste service management plan, including details of the bin pick up points within 25 metres of Dukes Ride and the site management measures for bins to be brought to the temporary collection point(s) by members of staff and not residents, has been submitted to and approved in writing by the Local Planning Authority.' Such management practices shall be provided in accordance with the approved details prior to the first occupation of the development and thereafter permanently retained.
- REASON: To ensure the provision of satisfactory waste collection facilities in the interests of amenity.

Informatives:

01. The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.
02. No details are required to be submitted in relation to the following conditions:
- 1, 2, 3, 5, 6, 7, 10, 12, 13 and 16.
03. The applicant is advised that the following conditions require discharging prior to commencement of works:
- 4, 8, 9, 11, 14, 15, 17, 18, 24, 25, and 26.
04. The following conditions require discharge prior to the occupation of the dwellings hereby approved:
- 19, 20, 21, 22 and 23.
05. The Chief Engineer (Highways) should be contacted at Department of Transport & Transportation, Time Square, Market Street, Bracknell, RG12 1JD, telephone 01344 351668, to agree the access construction details and to grant a licence before any work is carried out within

the highway. A formal application should be made allowing at least 4 weeks notice to obtain details of underground services on the applicant's behalf.

06. 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 wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality

07. It is advised that no demolition or construction work shall take place outside the hours of 08:00 and 18:00 Monday to Friday; 08:00 and 13:00 Saturday and not at all on Sundays and Public Holidays.

REASON: In the interests of the amenities of the area.

In the event of the S106 planning obligation(s) not being completed by 21st March 2016 the Head of Planning be authorised to **REFUSE** the application on the grounds of:-

01. The applicant has failed to secure a Travel Plan and associated monitoring and this could lead to vehicles parking on the highways to the detriment of road safety. The proposed development is therefore contrary to Local Plan Policy M9 and Core Strategy Policy CS23 and the NPPF.