

21 February 2024

Item: 1.

Application No.:	22/02821/FULL
Location:	Adam Cottage And Harvest Hill House And Grove House And Land To The South of Harvest Hill Road Maidenhead
Proposal:	Demolition of Adam Cottage, formation of new vehicular access from Harvest Hill Road and erection of 43 new dwellings to include 28 houses, 2 no. apartment blocks containing 15 dwellings along with associated car parking and landscaping.
Applicant:	Elivia Homes
Agent:	Mrs Rosalind Gall
Parish/Ward:	Bray Parish/Bray
If you have a question about this report, please contact: Sarah Tucker on 01628 796292 or at sarah.tucker@rwm.gov.uk	

1. SUMMARY

- 1.1 The proposal seeks full planning permission for the erection of 43no dwellings, 28 of which are proposed as houses and 15 as flats.
- 1.2 There are many benefits to the scheme including affordable housing, 3 and 4 bed housing of which there is a need, financial contributions towards Harvest Hill Road improvements and other infrastructure, provision of open space and a contribution towards the Council's off-setting scheme.
- 1.3 There are some harms to the scheme, some of which can be mitigated. The greatest harm is the loss of trees and the loss of some priority habitat, which whilst off-set cannot be replaced on site. However, given that Council does not have a 5 year housing land supply, the titled balance of paragraph 11(d) of the NPPF applies, and as such it is not considered that the adverse impacts would not significantly and demonstrably outweigh the benefits when assessed against the NPPF as a whole and so it is recommended that the application is approved.

It is recommended the Committee authorises the Head of Planning:

1. **To grant planning permission on the completion of a bat survey of trees 253 and 226, and outbuildings, which do not show evidence of roosting bats, or if bats present that the Head of Planning considers that a licence from Natural England would likely be granted, and on the satisfactory completion of an undertaking to secure the infrastructure in Section 10 of this report and with the conditions listed in Section 14 of this report:**
 - **Financial contributions towards necessary local infrastructure on a pro-rata basis (which include highway improvements to Harvest Hill Road)**
 - **Delivery of affordable housing**
 - **Delivery of wheelchair accessible units**
 - **Provision of public open space, including a local area of play**
 - **Carbon off-set contribution**
 - **BNG off-set contribution to a local off-set scheme**

2. REASON FOR COMMITTEE DETERMINATION

- The Council's Constitution does not give the Head of Planning delegated powers to determine the application in the way recommended; such decisions can only be made by the Committee as the application is for major development.

3. THE SITE AND ITS SURROUNDINGS

- 3.1 The site consists of the house and grounds of Adam's Cottage on Harvest Hill Road, and the majority of the rear gardens of the two adjoining properties of Harvest Hill House and Grove House. The overall site area is 1.59 ha. These gardens are extensive and run from the rear of the existing residential properties to the border with the A308. The site slopes significantly north to south. To the north of the site lies Harvest Hill Road itself, to the east lie existing properties on Oaklands Grove, to the south the A308 and to the west open fields.

4. KEY CONSTRAINTS

- 4.1 The site lies within the South West Maidenhead Strategic Area allocation as set out in the BLP and the South West Maidenhead Development Framework SPD. The site lies within Flood Zone 1. There is a Tree Preservation Order (TPO) covering the majority of the trees on site.

5. THE PROPOSAL

- 5.1 The proposal seeks full planning permission for the erection of 43no dwellings, 28 of which are proposed as houses and 15 as flats. 13 of these dwellings are proposed to be affordable as 7 houses and 6 flats. The access is proposed directly off Harvest Hill Road, with residential properties set off an oval shaped internal road; the flats and the affordable housing to the west of this. A footpath and pedestrian link is proposed to the residential parcel to the west. Informal public open space is proposed as well as a local area of play. To the south the internal road lies an area open space, an attenuation pond and a pumping station. The proposal will result in the loss of 132 trees.
- 5.2 The application has been revised from that submitted to reduce the number of dwellings from 47 to 43.

6. RELEVANT PLANNING HISTORY

- 6.1 There is only one history record pertaining to the application site itself:

Reference	Description	Decision
06/01447/FULL	Single storey rear extension with open porch	Permitted 3/8/2006

However, there are two application within the South West Maidenhead Development Framework SPD area that are of relevance:

Reference	Description	Decision
23/00511/FULL	215no. dwellings with access, landscaping, open space, parking and associated infrastructure.	Pending decision following approval by the Maidenhead Development

		Management Committee on 18/10/23
22/01717/FULL	Residential development comprising 199 new homes with open and recreational space, landscaping, improved pedestrian and access links, SUDS and biodiversity features and other associated infrastructure	Permitted 4/8/23

7. DEVELOPMENT PLAN

7.1 The main relevant policies are:

Adopted Borough Local Plan

Issue	Policy
Spatial Strategy for the Borough	SP1
Climate Change	SP2
Sustainability and Placemaking	QP1
Green and Blue Infrastructure	QP2
Character and Design of New Development	QP3
Housing Development Sites	HO1
Housing Mix and Type	HO2
Affordable Housing	HO3
Managing Flood Risk and Waterways	NR1
Nature Conservation and Biodiversity	NR2
Trees, Woodlands and Hedgerows	NR3
Renewable Energy	NR5
Environmental Protection	EP1
Air Pollution	EP2
Artificial Light Pollution	EP3
Noise	EP4
Contaminated Land and Water	EP5
Infrastructure and Developer Contributions	IF1
Sustainable Transport	IF2
Open Space	IF4

8. MATERIAL PLANNING CONSIDERATIONS

National Planning Policy Framework Sections (NPPF) (2023)

Section 2 – Achieving sustainable development
Section 4- Decision-making
Section 5 – Delivering a sufficient supply of homes
Section 8 – Promoting healthy and safe communities
Section 9- Promoting Sustainable Transport
Section 11 – Making effective use of land
Section 12- Achieving well-designed places
Section 14- Meeting the challenge of climate change, flooding and coastal change
Section 15 – Conserving and enhancing the natural environment
Section 16- Conserving and enhancing the historic environment

Supplementary Planning Documents

- Borough Wide Design Guide
- South West Maidenhead Development Framework SPD
- Tall Buildings SPD

Other Local Strategies or Publications

Other Strategies or publications material to the proposal are:

- RBWM Landscape Assessment
- RBWM Parking Strategy
- Affordable Housing Planning Guidance
- Interim Sustainability Position Statement
- Corporate Strategy
- Environment and Climate Strategy

9. CONSULTATIONS CARRIED OUT

Comments from interested parties

23 occupiers were notified directly of the application.

The planning officer posted a notice advertising the application at the site on 18/10/2022 and the application was advertised in the Local Press on 27/10/2022

No representations were received supporting the application.

11 representations were received objecting to the application, summarised as:

Comment	Where in the report this is considered
1. Overlooking of neighbouring gardens from dormer windows	Section 10
2. Increased traffic on Harvest Hill Road leading to harm to road safety	Section 10
3. Are there plans to slow down traffic on Harvest Hill Road and safeguard pedestrians and cyclists?	Section 10
4. Removal of 20 mature TPO trees	Section 10

5.	Loss of wildlife due to loss of trees	Section 10
6.	Removal of a total of 139 trees	Section 10
7.	Disagree with arboricultural report in terms of impact	Section 10
8.	Public services already under immense pressure, should be clear measures to improve schools, traffic, health services, hospitals, footpaths	Section 10
9.	No school places available for more children	Section 10
10.	Traffic is already congested in the area	Section 10
11.	Install street lights and a complete footpath to Kimbers Lane on Harvest Hill Road	Section 10
12.	Overdevelopment of the town	Section 10
13.	Little attempt to create affordable housing	Section 10
14.	Since covid apartments are no longer desirable	This is not a material planning consideration that can be taken into account in the assessment of the application.
15.	Decision making process lacking in transparency and honesty	Section 10
16.	Area floods when it rains	Section 10
17.	The number of trees for removal should be reduced	Section 10
18.	Works to Harvest Hill Road should begin before works on site	Section 10
19.	Detrimental impact on air quality	Section 10
20.	Need a pedestrian crossing where Harvest Hill Road and the A308 meet	Section 10

Statutory consultees

Consultee	Comment	Where in the report this is considered
LLFA	No objection subject to conditions	Section 10

Consultees

Consultee	Comment	Where in the report this is considered
RBWM Highways	No objection subject to conditions	Section 10
RBWM Planning Policy	Whilst the number of 3 and 4 bed units has been increased to 55% of the total as set out in the 2016 SHMA it does not reflect the SW Maidenhead SPD in that there should be a greater number of family homes in the southern neighbourhood to balance the number of flats in the northern neighbourhood. More details are required on custom build plots. Welcome the intention of adopt the 'simple approach' to the S106 infrastructure contributions	Section 10

Berkshire Archaeology	The site falls within an area of archaeological significance and a written scheme of investigation condition is required on any permission.	Section 10
RBWM Housing Enabling	13 affordable homes are proposed, in a tenure split of 45% social rent, 35% affordable rent and 20% shared ownership. 6 of the affordable homes are flats and 7 are houses. Wheelchair accessible housing is proposed. These are all acceptable, further detail is requested for the Part M4(3) dwellings	Section 10
Thames Water	The scale of the proposed development does not materially affect the sewer network and therefore we have no objection however care needs to be taken when designing new networks to ensure that they don't surcharge and cause flooding. No objection with regard to capacity. Discharge of surface water to the public network this would be a material change to the proposal as none is proposed at present.	Section 10
RBWM Ecology	Whilst surveys have been carried out, further detailed surveys are required for bats and reptiles and these should be secured via a condition. A re-survey of the badger sett should be undertaken and can be required by condition. There are some discrepancies in the BNG metric and this needs to be re-submitted and the habitat loss off-sett- these can be secured by condition.	Section 10
RBWM Environmental Protection	No response received	Section 10
Naturespace UK	Highly unlikely that great crested newts will be impacted by the proposal as there are no ponds within 500m except for the one across the A308, which would act as a barrier to GCN dispersal.	Section 10
Leisure Services	No response received	Section 10

Others (e.g. Parish and Amenity Groups)

Group	Comment	Where in the report this is considered
Bray Parish Council	Originally commented on 2/11/22 stating that they recommend refusal until clarification is received over compliance with environmental policy, plans for the removal of multiple TPO trees, lack of clarity on sustainable transport options	Section 10

	<p>and overall future infrastructure of the Harvest Hill Road area.</p> <p>The Parish Council further commented on 22/6/23 stating that the BPC recommend refusal as the information requested in the original plans has not been answered.</p> <p>The Parish Council further commented on 6/11/23 recommending refusal, citing ongoing concerns over plans for TPO trees, protection of badgers, with a suggestion that the applicant contacts Binfield Badgers to ensure a more in depth report is produced. Concern re: the absence of a SUDS analysis in what is a known flood area, which is required. BPC also considers that previously requested transport statement is yet to be submitted by the application and should be completed. BPC also considers the parking provision to show a shortfall of at least 7+ spaces, with this BPC has concerns that unsafe parking by residents and visitors would be inevitable. BPC is disappointed that sustainable energy provision is lacking with no solar panels or EV charging points included in the plans. BPC also has continued concerns over air quality in the area of Harvest Hill Road where BPC monitoring has shown data which is far in excess of current WHO guidelines. BPC draws comparison with an adjacent plan 23/00511/FULL where financial contributions were agreed towards necessary local infrastructure, which includes highway improvements to Harvest Hill Road and would urge the applicant to consider making a suggestion in this regard before proceeding with this application.</p>	
Georgian Group	Adam's Cottage is of interest and request a condition recording the building.	Section 10

10. EXPLANATION OF RECOMMENDATION

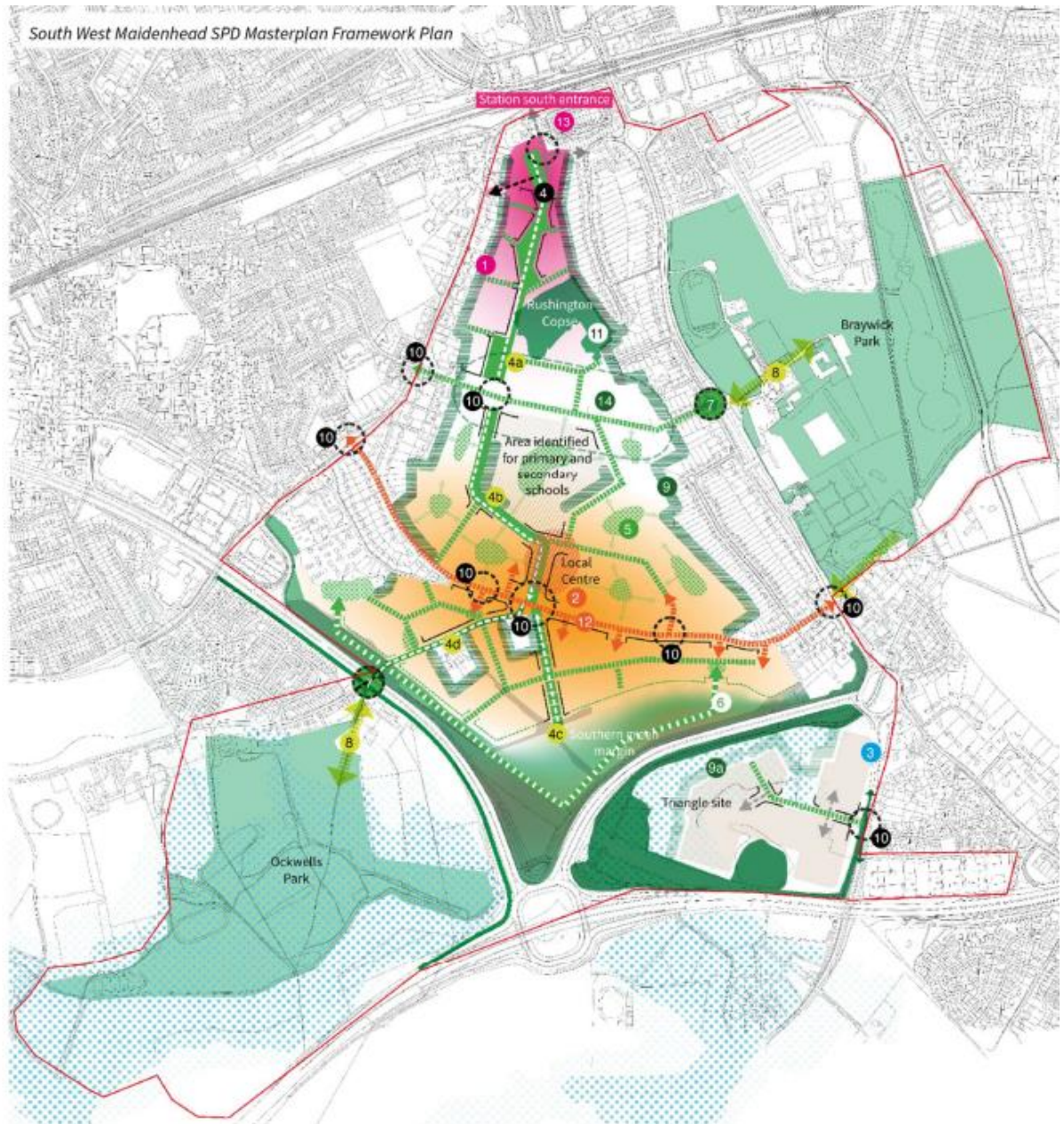
10.1 The key issues for consideration are:

- i Principle of Development
- ii Climate Change and Sustainability
- iii Affordable Housing
- iv Housing Provision and Quality
- v Flooding
- iv Design and Character

v	Parking and Highways Impacts
vi	Impact on amenity of neighbouring buildings
vii	Trees
viii	Ecology
vii	Other Material Considerations

Principle of Development

- 10.2 The site lies within the South West Maidenhead allocation in the Adopted Borough Local Plan (BLP)- Site Allocation AL13: Desborough, Harvest Hill Road, South West Maidenhead. The site for this allocation is 89.93 ha and includes the golf course site that lies to the north of the current site under consideration, as well as other parcels of land south of Harvest Hill Road. This overall allocation is for 2,600 residential units, education facilities including primary and secondary schools, strategic open space, formal play and playing pitch provision, as well as a multi-functional community hub including retail as part of a local centre.
- 10.3 Given the large size of the allocation, the Council adopted a Supplementary Planning Document (SPD) for it, the South West Maidenhead Development Framework SPD, which was adopted in December 2022. This document provides a planning, design and delivery framework for the South West Maidenhead allocation. It adds details to the broad principles set out in the BLP and identifies key principles and requirements for the development of the area and assesses the infrastructure required to support development and provides a delivery framework that will ensure the timely and co-ordinated delivery of necessary supporting infrastructure.



- 10.4 The SPD includes an Illustrative Framework Plan which sets out how the key design principles could come together across the allocation area. The illustrative framework plan identifies two key residential neighbourhoods- the Northern Neighbourhood, close to the town centre and the Harvest Hill Neighbourhood to the south, which lies both north and south of Harvest Hill Road. The current site under consideration lies within this southern neighbourhood. The illustrative Framework Plan also shows a 'Green Spine' running from the local centre on the golf course site. The Green Spine has a strategic role linking the town centre through the entire residential section of the allocation, and facilitating movement to the southern areas of green space.
- 10.5 One of the overarching principles of residential development is the need for comprehensive development, with linkages between parcels of land to create key routes within the allocation.

- 10.6 The current application site lies in the south-eastern side of the South of Harvest Hill Road neighbourhood, to the west of the Taylor Wimpey scheme. The site is currently the house and gardens of Adam's Cottage and two adjoining large rear gardens. The proposal seeks to enlarge the existing access to Harvest Hill Road and create 44 dwellings on site, consisting of 28 houses and 15 flats. A pedestrian/cycle link is proposed on the western boundary of the site, linking to adjacent parcels. This will enable comprehensive development when the other development parcels are put forward for development. As such, the proposal accords with the main purpose of the SPD and BLP allocation AL13 in ensuring comprehensive development.
- 10.7 The overall allocation includes the development of 2,600 dwellings. Whilst the SPD and the BLP allocation AL13 allow for town centre densities in the northern part of the allocation on the golf course site, the current application site is part of the Harvest Hill southern neighbourhood, where densities are lower but to achieve the overall number of dwellings, a medium density is required here, with building heights reduced to 4 to 6 storeys. Given that the maximum heights of the apartment blocks here are 3 storeys, in this context, the amount of density and proposed building heights are considered appropriate.
- 10.8 Whilst the development comes forward ahead of the majority of the housing on the golf course site on the northern side of Harvest Hill Road, the application contributes to the S106 contributions set out in the SPD as the 'Simple Comprehensive Approach' in that the contributions are based on a proportion of overall fully funded infrastructure. This ensures that the S106 contributions are directly related to the proposed development and the amount of contribution is fairly and reasonably related in scale and kind to the individual developments (see further discussion below). Given this, and the proposed linkages to other parcels of land within the allocation, the proposal is not considered 'premature' to the development on the golf course site.
- 10.9 Given the above it is considered that the proposal accords with the BLP allocation set out in AL13 and the general thrust of the South West Maidenhead SPD.

Climate Change and Sustainability

- 10.10 Policy SP2 of the BLP seeks to ensure that new development is adaptable to and mitigates against climate change that together with the Sustainability Position Statement seeks to ensure that new development is, ideally, net zero or at least 20% more efficient than that required by the current Building Regulations.
- 10.11 The application has been submitted alongside an Energy and Sustainability Statement which sets out a number of sustainability measures as part of the construction, as well as measures to minimise energy efficiency and improve water resource management. The proposals include all dwellings to have air source heat pumps, and solar panels with waste water heat recovery for the housing, water saving measures and electric vehicle charging for all allocated spaces. Furthermore, the application includes sustainability calculations in order to address the requirements of the Interim Sustainability Position Statement can be met.
- 10.12 The proposal includes does not reach net-zero carbon but carbon emissions have been reduced by 70.62% compared with part L of 2021 baseline of building regulations, and the solar panels are proposed to generate 32KWp. Accordingly, the required carbon off-set financial contribution has been calculated and will be secured through the completion of a legal agreement to secure provision of this contribution as part of the development. The proposals are therefore acceptable, subject to the S106 contribution towards carbon off-set.

Affordable Housing

- 10.13 The BLP allocation A13 site proforma sets out a requirement for 30% affordable housing for each planning application containing residential development. The South West Maidenhead SPD states that there should be 30% affordable housing with a tenure mix in accordance with Policy HO3 (45% social rent, 35% affordable rent and 20% intermediate tenures).
- 10.14 The proposed affordable accommodation is as follows:
- 3 x 3bed houses
 - 3 x 2 bed houses
 - 1 x 4 bed house
 - 2 x 1 bed flat
 - 4 x 2 bed flats
- This equates to 13 out of 43 units, which is equates to 30% affordable housing provision. The tenure split proposed is 45% social rent (equating to 5 no. houses), 35% affordable rent (equating to 6 no. flats) and 20% shared ownership (equates to 2 no houses).
- 10.15 This provision is in line with the housing mix recommended by the Council's Housing Enabling Officer. The social rent houses will meet the needs of families on the Housing Register and/or in temporary accommodation. There is a slight over emphasis on rented housing at 85% and this is considered appropriate given the need. The mix of flats and houses is considered acceptable.
- 10.16 Given the above, the proposal is in accordance with Policy HO3 of the BLP, the BLP A13 site proforma and the South West Maidenhead SPD with regard to affordable housing and as such this provision is acceptable and will be secured by a recommended S106 obligation.

Housing Provision

- 10.17 Policy HO2 states that provision of new homes should contribute to meeting the needs of current and projected households and provide an appropriate mix of dwelling types and sizes, reflecting the most up to date evidence set out in the Berkshire Strategic Housing Market Assessment (SHMA). Furthermore, the South West Maidenhead SPD sets out more detailed housing mix requirements
- 10.18 The proposed market housing has the following mix: 5bed x 2 units, 4bed x 3, 3bed x 14, 2bed x 6 and 1bed x 5. This equates to- 17% 4+ beds, 46% 3 beds, 20% of 2 beds and 17% of 1 beds. The Berkshire SHMA has for Eastern Berks states for market housing there should be the following percentages: 4+ bed 20-25%, 3 bed 40-45%, 2 bed 25-30%, 1 bed 5-10%.
- 10.19 This means that there is slight under provision of 4+ beds, an over provision in 3 beds dwellings, a slight under provision of 2 bed dwellings and small over provision of 1 bed flats compared to the SHMA but overall this is considered an appropriate mix, as the greatest need is for 2 and 3 bed units, which represent 66% of the market dwellings.
- 10.20 The Planning Policy Team have raised issues regarding the amount of 1 and 2 bed flats, on the grounds that the South West Maidenhead SPD states that in the southern neighbourhood proposed south of Harvest Hill Road, there should be a greater number of family sized dwellings to off-set the amount of smaller dwellings in the high density

element of the northern neighbourhood on the Golf Course part of the allocation. However, the housing mix is broadly in accordance with the Berkshire SHMA, as set out above. Given this, it is considered that the proposed housing mix is acceptable.

- 10.21 The proposal also includes 3 wheelchair accessible units, which is 6% of the total, in accordance with the requirements of Policy HO2, and these will be secured by a S106 obligation. There is no requirement for custom build or self-build units on sites less than 100 dwellings in size.

Drainage

- 10.22 Policy NR1 of the BLP states that development should be located and designed to ensure that flood risk from all sources of flooding is acceptable in planning terms.
- 10.23 The site lies wholly within Flood Zone 1 and is therefore not at risk of flooding.
- 10.24 Surface water drainage is proposed to drain into a large attenuation basin in the southern part of the site, then draining into The Cut waterway. Foul water is proposed to be pumped from the site to the existing foul sewer onto Harvest Hill Road. The Local Lead Flood Authority (LLFA) considers the proposed drainage scheme acceptable subject to a recommended condition, and Thames Water consider the scale of development proposed will not impact on the existing sewer network.
- 10.25 Given the above, the drainage elements of the scheme are considered acceptable, subject to the recommended condition and in accordance with Policy NR1.

Urban Design and Character

- 10.26 Policy QP1b states that development should be brought forward in a comprehensive manner, create distinctive, sustainable, high quality new development with the necessary social and physical infrastructure, provides measures to minimise the needs to travel and provide vehicular and non-vehicular connections across the allocation area, and provide a strategic green infrastructure network. Policy QP3 states that new development will be expected to achieve sustainable high-quality design in the Borough. The Tall Buildings SPD sets out what is appropriate in terms of tall buildings within the Borough.
- 10.27 The South West Maidenhead SPD includes a set of overarching design principles which sets out the following:
- Ensure comprehensive development to avoid piecemeal or isolated parts of the development and coordinate strategic green infrastructure
 - Create distinct neighbourhoods, which are walkable in size
 - Include a varied residential character and a mix of housing types
 - Set new development within a variety of high-quality public realm and open space
- 10.28 The proposal has a vehicular access from Harvest Hill Road from which the residential road runs in an oval shape, with a western extension. Residential development is set around and within with oval and to the western part of the site; the southern part of the site has been retained for open space and buffering to existing trees, -including veteran trees. The proposed surface water attenuation pond and the foul water pumping station are situated here also. The western part of the site includes the two blocks of flats and the pedestrian/cycle link to the adjacent site.

- 10.29 The proposed dwellings are two storey or two and half storeys, with most buildings having a traditional form of pitched roofs with dormers where there is accommodation in the roof. Materials proposed are mostly brick plain concrete roof tiles and some render. The proposed flat blocks are three storey, also in a traditional form, with pitched roofs and in a mixture of brick and render.
- 10.30 The proposed height of the development is considered appropriate and within the parameters set out in the South West Maidenhead SPD (see para 12.6 above). The traditional forms of development are considered appropriate in this context adjacent to existing dwellings also in the traditional vernacular. The proposed development is of a higher density than surrounding development, but of similar density of the recently approved Manor Farm scheme (22/01717/FULL) and the Badgers Wood scheme that was recently approved by Committee but awaiting the signing of a S106 agreement (23/00511/FULL). Given the context of the South West Maidenhead allocation, where densities, by necessity to achieve appropriate housing numbers, will be greater than that of the surrounding area, the proposed densities are considered acceptable here.
- 10.31 In terms of street hierarchy, there is a clear visual stop with the angled terraced of plot numbers 14 and 15 at the northern end of the internal road, -indicating a change from vehicular only access to shared surfaces (which will be enhanced by a change a road surfacing). This will ensure a prioritization of pedestrian movement throughout the scheme. Lower density of dwellings to the east adjacent to existing dwellings on Oaklands Grove and a higher density to the west, where the site will in future meet further development in the parcel to the west. The proposal also includes pedestrian/cycle access to the west, which will be controlled by way of a recommended condition, informal open space to the north and south of the site, including a Local Area of Play (LAP) and mixture of dwelling types. The retention of trees on the southern boundary will provide some screening of the development to views from the A308 to the south.
- 10.32 Part of the scheme, especially on the northern side of the development is a little cramped and that is reflected in the Residential Amenity section below. This is partly a function of the constraints on the site, including the topography and the retained trees. Nevertheless, it is a harm that weighs against the proposal.
- 10.33 The Council adopted the Tall Buildings SPD in November 2023. For the South West Maidenhead Allocation it states that within the 'peripheral areas' of the allocation there should be a maximum of 2-3 storeys. The site is on the far eastern edge of the allocation and therefore is considered a 'peripheral area'. The majority of the houses proposed on site are 2 storey, with some 2.5 storeys and the proposed flat blocks 3 storey. As such the proposals accord with the Tall Buildings SPD.
- 10.34 Given the above, it is considered that most of the proposed design, density and layout is in accordance with the parameters set out in Policies QP1, QP3, Site Allocation Proforma A13 and the South West Maidenhead SPD. There is some harm identified in that part of the site is slightly cramped, however, -overall the proposal is considered acceptable in urban design and character terms. To ensure quality of design, a condition securing details of the materials is recommended as well as details of any retaining structures to gardens given the sloping topography.

Impact on amenity of neighbouring buildings and future residents

- 10.35 The site lies within an area allocated in the BLP for residential development. Land to the west also lies within the allocation and is currently fields. Harvest Hill House and

Grove House lie directly to the north of the site, and Oaklands Grove lies to the east. To the south lies the A308.

- 10.36 The rear of Harvest Hill House lies 38m from the rear of proposed plots 20-27. Grove House lies 18m from the flank end of proposed plot 1. Properties on Oaklands Grove have their flank wall 25m from proposed plots 1 and 2, and the flank end of another property in Oaklands Grove lie 20.5m from rear of proposed plots 2, 4 and 5. All these distances are within the parameters set out in the Borough Wide Design Guide, which states that for residential development for 1 to 2 storey buildings, rear to rear should be 20m apart, and a flank wall to the rear of a dwelling 12m.
- 10.37 Whilst no response has been received from the Environmental Protection team, it is unlikely that future residents will be harmed by noise from the A308, since it would be 50m from the nearest proposed property on site, and there will be a buffer of existing retained trees. It is not considered that a noise barrier would be effective here given the topography, with a considerable drop in levels from north to south.
- 10.38 The majority of the proposed houses have rear gardens that accord with the outdoor amenity space size standards set out in the Borough Wide Design Guide. Plots 22 to 27 have north facing gardens and have slightly undersized gardens when assessed with the Design Guide. However, given the amount of informal public open space proposed on site, this is considered to be, on balance, acceptable.
- 10.39 The proposed flats have balconies that is in accordance with size requirements of the Design Guide, apart from the ground floor flats that have a slightly undersized private amenity space when assessed by the Design Guide. However, given that amount of informal public open space proposed on site, this is considered to be, on balance, acceptable.
- 10.40 Given the above the proposals would have a negligible effect on the amenity of neighbouring occupiers and would have an acceptable level of amenity for future residents and as such the proposals are in accordance with Policy QP3 of the BLP, and the section from the Borough Wide Design Guide SPD.

Parking and Highways Impacts

- 10.41 Policy IF2 of the BLP states that new development should be designed to improve pedestrian and cyclist access, improve accessibility to public transport, minimise and manage demand for travel and parking, and provide appropriate levels of cycle and vehicle parking. The South West Maidenhead SPD sets out a number of approaches to the Harvest Hill Road Corridor including: integrating the corridor within a new neighbourhood giving it purpose as an East-West route as well as a north-south one, maintain existing movements whilst creating a more pleasant, connected network, create an attractive, safe and inviting corridor that shifts modes of travel from vehicular to pedestrian focussed, retain the green characteristics of the corridor, and creating multiple crossing points.
- 10.42 The site lies south of Harvest Hill Road which is currently has sections of 30mph and some of 40mph but as part of the proposed highway works the speed would be reduced along its entire length. East to west pedestrian and cycle connectivity to link to Shoppenhangers Road to Braywick Road is currently not provided. Grass verges exist on the south of Harvest Hill Road and to the north there are intermittent narrow footways. S106 contributions for all development in the South West Maidenhead Allocation would be used to improve Harvest Hill Road to reduce the speed limit, create a segregated footway/cycleway on the northern side, provide zebra and tiger crossings

along Harvest Hill Road and widening the footpath on the eastern end of the road. The nearest proposed tiger crossing would be to the west of the site. Contributions would also be sought to support a bus service for the first 3 years.

- 10.43 The position of the proposed access complies with the South West Maidenhead SPD. South of the proposed access the highways are proposed as shared surfaces which is considered acceptable subject to details of surfacing materials, which is recommended by condition.
- 10.44 The Highway Officer is satisfied with the conclusions of the Transport Assessment which concludes that the traffic flows from the proposed development would be low and therefore the overall impact on the highway network is limited. These also have to be assessed in the context of the wider South West Maidenhead allocation when the Golf Course site to the north is developed out. The applicant has agreed to the 'comprehensive approach' to infrastructure contributions (see 'Other Infrastructure Contributions below where this is discussed in detail) and these include -works to Harvest Hill Road to directly mitigate the effects of the development as specified above.
- 10.45 The proposal has 73 assigned off-street parking -spaces and 5 visitor spaces. The Highway Officer considers this amount of car parking acceptable given the aspirations of the South West Maidenhead SPD and the NPPF and has requested a condition for a car parking management plan to control obstructive parking. However, it is considered that this could be controlled by the Highway Act 1980 in any case, and as such, is outside the scope of planning conditions.
- 10.46 The Highway Officer has raised concerns regarding the refuse stores for plots 20-27, with the front of plots being congested with refuse stores blocking the cycle storage. Amended details of refuse and cycle storage for these plots will be required by a recommended condition. Further details required by condition are details of electric car charging, details of cycle parking, and a construction management plan.
- 10.47 Subject to the proposed recommended conditions, and S106 obligations, the highway impacts of the proposal are acceptable, and are considered to accord with Policy IF2 and the South West Maidenhead SPD in this respect.

Ecology and Biodiversity

- 10.48 Policy NR2 of the BLP states that developments will be expected to demonstrate how they maintain, protect and enhance the biodiversity of the application site. The South West Maidenhead SPD state that appropriate biodiversity mitigation measures will be required and assessed through the planning application process.
- 10.47 A bat survey has been undertaken that concludes that Adam Cottage is very unlikely to host roosting bats, but the Council's Ecologist has requested further surveys of two trees, trees 253 and 226 for bat roosts and the outbuildings on site -to be undertaken prior to determination. This has been agreed with the developer. It is recommended that power be delegated to the Head of Planning to allow for the development to be approved if no bat roosts are found in this trees, or if surveys reveal the presence of bat roosts that the Head of Planning is satisfied that a license from Natural England would likely be granted.
- 10.48 The applicant has not provided a suitable survey for reptile presence/absence and as such a condition requiring this -and appropriate mitigation is recommended. However there are unlikely to be any great crested newts on site.

- 10.49 There is a disused outlier on site. Badgers can open up new and re-open dis-used setts and as such a condition requiring a re-survey of badger prior to commencement is recommended.
- 10.50 A small part of the site is a 'traditional orchard' priority habitat (0.19ha). The loss of this priority habitat can be off-set via 'traditional orchard' biodiversity units -to offset any loss. The tree survey indicates that the fruit trees on site are old and are therefore of a poor standard. Whilst their removal is a harm that weighs against the proposal, they can be satisfactorily off-set by suitable BNG credits and will be secured by a recommended S106 obligation.
- 10.51 The Council's Ecologist has stated that there are some discrepancies in the BNG metric and has recommended a condition to rectify this by requiring the re-submission of a BNG metric. A S106 obligation details of off-setting of BNG is also recommended since the site is too small for a 10% increase in BNG. It is likely that the applicant will pay a contribution towards an appropriate and identified off-setting scheme in the Borough.
- 10.52 Whilst there are harms identified with regard to ecology and biodiversity, it is considered that given the site is allocated for housing, it is considered that these can be appropriately mitigated with further surveys, re-submitted BNG metric and off-setting, all secured by recommended conditions and appropriate S106 obligations.

Trees, Landscape and Open Space

- 10.53 Policy NR3 seeks to ensure that development proposals should carefully consider the individual and cumulative impact of proposed development on existing trees, woodlands and hedgerows, including those that make a particular contribution to the appearance of the local character/distinctiveness. Policy IF4 requires new development for housing to include open space and play facilities in accordance with the quantity standards. One of the overarching design principles in the South West Maidenhead SPD is that new development should be set within a variety of high quality public realm and open spaces, including suitable provision for landscape.
- 10.54 The site has 206 existing trees and a number of hedgerows on site within the existing gardens and providing current boundaries. A number of the trees are covered by a TPO but most are not. There are two veteran oaks on site- one in the north east corner and one on the southern boundary of the site. The trees lie across the site in the existing gardens and so the creation of dwellings here will require the removal of a large number of trees. The arboricultural report states that there will be a loss of 132 trees, but the majority of these are either Category 'C' or below (and therefore of low or poor quality) and are mostly semi-mature or garden fruit trees. A large number of leylandii trees are proposed to be removed. However, 15 of the trees proposed to be removed are mature, Category B trees, of a moderately high quality. The two veteran trees are to be retained. The majority of the trees on the southern boundary are to be retained. Several hedgerows within the main body of the site are proposed to be removed, but the substantial hedgerow to the southern boundary is retained.
- 10.55 The scheme would result in a loss of a large number of trees and hedgerows, albeit the majority of a fairly poor quality. Whilst there is some tree planting proposed on site, this is no way mitigates for the loss of trees proposed. However, the site is allocated within the South West Maidenhead allocation for housing development. In terms of trees that make a particular contribution to the local character of the area, the majority of these trees are being retained, including trees on frontage, and along the

boundaries, as well as the two veteran trees. Whilst concern is raised by local residents regarding the loss of trees, from the majority of views, the majority of the trees proposed to be removed would not be visible from the streetscene along Harvest Hill Road or the wider landscape due to the retained trees on the eastern, western and northern boundaries, except from views to the south towards the A308, where they will be viewed by passing vehicles. However, even given that the site lies within the South West Maidenhead SPD allocation area, the loss of trees and hedgerows is a harm that weighs against the proposal, as the loss cannot be mitigated on site.

- 10.56 In terms of landscape impact, there will be change from a currently suburban feel to the area to a more urban one, as the development of the South West Maidenhead allocation is built out and is an inevitability of housing development here. Views of the site will be afforded from the A308 and longer distances to the south, due to the sloping topography of the site, but they will be read in conjunction with the other parts of the South West Maidenhead allocation that are currently are being built out, or will be in the near future. Given this, the landscape impact of the proposal is considered acceptable here.
- 10.57 The proposal includes 0.46 ha of public open space, including amenity greenspace, natural/semi-natural greenspaces and a local area of play (LAP), most of which is in the southern part of the site, with some adjacent to the proposed access. The amount of open space accords and in some cases exceeds the required provision set out in Appendix 7 of the BLP. However, whilst the BLP requires a local equipped area of play (LEAP) for developments of 11-200 dwellings, given the steep topography of the site and the retained trees, it is considered acceptable not to include a LEAP here.
- 10.58 Overall, the landscape and open space elements of the scheme accord with Policies NR3 and IF4 of the BLP, as well as the South West Maidenhead SPD, however, the loss of the amount of trees results in some harm that weighs against the proposal.

Archaeology and Heritage

- 10.59 BLP Policy HE1 states that the historic environment will be conserved and enhanced in a manner appropriate to its significance.
- 10.60 The site falls within an area of high archaeology potential. Important prehistoric sites and finds spots are recorded near this site including the nationally important Scheduled Mesolithic site at Moor Farm, c80m to the south-west, the Neolithic site at Cannon Hill to the east and prehistoric flint scatters at Willow Drive to the south.
- 10.61 Given that archaeological remains may be present on site, the County Archaeologist has recommended a written scheme of investigation condition so that site investigations and recording can be undertaken before development commences. The County Archaeologist does not consider that the setting of the scheduled ancient monument at Moor Farm would be affected by the proposed development.
- 10.62 The proposal includes the removal of Adam's Cottage at the frontage of the site. The building is a early 19th property with late 19th century and 20th century additions and the Georgian Group has stated that it may be of some importance, and have requested a condition requiring the recording of the building, and this is recommended.
- 10.63 Subject to the addition of recommended condition, the proposal is acceptable in heritage terms and in accordance with BLP Policy HE1.

Other Infrastructure requirements

- 10.64 With regard to infrastructure funding the South West Maidenhead SPD provides an evidence base on the main infrastructure requirements and costs associated with the South West Maidenhead development. This is a pragmatic approach that seeks to provide certainty for developers on their Section 106 contributions and involves a simple but comprehensive approach to delivery whereby a combination of the CIL receipts payable in relation to the development within the South West Maidenhead area and section S106 contributions would fund those main infrastructure requirements. The proposed approach has followed the methodology set out in the SPD but has reviewed the appropriate level of contribution towards the secondary school. It is considered that his approach ensures that the contributions are directly related to the proposed development and the amount of contribution fairly and reasonably related in scale and kind to the individual development. The current developers have agreed to this approach and it was the one used in the approved nearby scheme within the allocation at for 199 dwellings Manor House, Kimbers Lane (22/01717/FULL), and the 215 dwelling scheme at Badger's Wood (23/00511/FULL).
- 10.65 The SPD sets out the range of infrastructure that development is intended to contribute towards, including highway junction improvements, improvements to walking and cycling routes, public transport improvements, primary and secondary school provision, and community and health provision.
- 10.66 This infrastructure is obviously reliant on other developments coming forward in the future, which is the nature of an allocated site that has a number of different developers and size of development. However, to ensure that there is appropriate primary school provision for the children on site in lieu of the proposed primary school on the golf course site, children would be able to attend the Chiltern Road school (formerly the Forest Bridge School) which is currently being remodelled and refurbished for a likely re-opening in September 2025.
- 10.67 Given the above, the simple comprehensive approach for providing S106 infrastructure contributions on a pro-rata basis accords with the SPD and the site proforma set out in AL13 of the BLP is considered acceptable.

Air Quality and Noise

- 10.68 Policy EP2 of the BLP states that development proposals should aim to contribute - to conserving and enhancing the natural and local environment by avoiding putting new or existing occupiers at risk of harm from unacceptable levels of air quality. Policy EP4 states that development proposals should consider the noise and quality of life impacts on receipts in existing nearby properties and also the intended new occupiers ensuring they will not be subject to unacceptable harm. The site does not lie within, or is close to, an Air Quality Management Area.
- 10.69 Whilst no response has been received from the Environmental Protection Team, the applicant has submitted air quality and noise reports from appropriately qualified companies. These reports conclude that neither air quality or noise from the proposals would be detrimental to existing or future residents.

Other issues

- 10.70 There is a requirement in the Site Allocation Proforma AL13 in the BLP for a minerals assessment to assess the viability and practicality of prior extraction of minerals as the site falls within a Minerals Safeguarding Area. However, given the site is allocated for housing in the BLP, and the Minerals Safeguarding Area covers a wide extent of land

and so will not be compromised by this proposal, it is considered that the housing need outweighs the need for mineral extraction here. This requirement for a minerals assessment was not included in the South West Maidenhead SPD.

Planning Balance

10.71 The Borough does not have a five-year housing land supply. Since the application was submitted before 19/12/2023, -paragraph 11(d) of the NPPF is relevant, which states that planning permission should be granted unless:

- (i) The application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development or:
- (ii) Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF as a whole.

10.72 In this case, there are no policies in the NPPF that protect areas or assets of particular importance that provide a clear reason to refuse the development, as such the application must be assessed under paragraph 11d(i) which sets out that planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF as a whole.

10.73 There are many benefits to the scheme as follows:

- Delivery of 43 dwellings, 13 of which are proposed to be affordable, including a slight emphasis on rented housing which will help those most in need.
- Provision of a reduction in carbon compared to buildings regulations and a contribution to the Borough's carbon off-set fund.
- Provision of necessary infrastructure on a pro-rata basis in accordance with the South West Maidenhead SPD.
- Highway improvements to Harvest Hill Road.
- Provision of over 0.46 ha of open space on site, including a LAP.
- Provision of family homes in the form of 3 and 4 bed housing for which there is a need.

10.74 However, there are some harms to the proposal- including some of the plots do not have the required amount of private amenity space required by the Borough Design Guide leading to a slightly cramped layout, the lack of a LEAP, the loss of trees on site and the loss of some priority habitats. The lack of amenity space, the slightly cramped layout, the over provision of informal public open space on site and the lack of a LEAP are due to the site constraints and the retention of trees on the public open space. The loss of the priority habitat can be mitigated via appropriate BNG off-setting within the Borough, however, this will not be on site, and this weighs against the proposal. Similarly, the loss of trees on site is a harm that cannot be mitigated on site and weighs against the proposal. In this case, given that the Council does not have a five year land supply, it is considered that the loss of trees, the majority of which are semi-mature and of poor quality and the loss of a priority habitat, since it would be appropriately off-set, would not significantly and demonstrably outweigh the benefits when assessed against the NPPF as a whole and planning permission is recommended.

11. CONCLUSION

11.1 As set out in the paragraphs above, the adverse impacts of the scheme that cannot be mitigated do not outweigh the significant benefits of the scheme.

- 11.2 Given this, the proposal is compliant with the NPPF, the relevant policies of the BLP, including the site proforma set out in AL13 and the South West Maidenhead SPD. The application is therefore recommended for approval subject to the recommended conditions and S106 legal agreement and subject to a bat survey on trees 253 and 226 submitted to the local planning authority and if bats roosts are not found that power is delegated to the Head of Planning to issue a decision. If bat roosts are found then then the authority for the Head of Planning to grant planning permission, if they are satisfied a licence from Natural England would likely be granted.

12. APPENDICES TO THIS REPORT

- Appendix A - Site location plan and site layout
- Appendix B – plan and elevation drawings

13. CONDITIONS RECOMMENDED FOR INCLUSION IF PERMISSION IS GRANTED

- 1 The development hereby permitted shall be commenced within three years from the date of this permission.
Reason: To accord with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).
- 2 No development above slab level shall take place until details of the materials to be used on the external surfaces of the development have first been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and maintained in accordance with the approved details.
Reason: In the interests of the visual amenities of the area and in accordance with BLP Policy QP3
- 3 The site shall not be occupied until the vehicular access has been constructed onto Harvest Hill Road in accordance with the details to be submitted to and approved in writing by the Local Planning Authority.
Reason: In the interests of highway safety. Relevant Policies and in accordance with BLP Policies IF2 and QP3.
- 4 No part of the development shall be occupied until the visibility splays shown on the approved drawings at the main vehicle access have been provided. The areas within these splays shall be kept free of all obstructions to visibility above a height of 0.6 metres from the surface of the carriageway.
Reason: In the interests of highway safety and in accordance with BLP Policies IF2 and QP3
- 5 No part of the development shall be occupied until the on-site highway visibility plan which includes both forward visibility and junction visibilities conforming to Manual for Streets 20mph specification shown on the approved drawings have been provided. The visibility splay areas shall 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 and in accordance with Policies IF2 and QP3.
- 6 No dwelling on the development shall be occupied until a means of access for pedestrians and cyclists to the Tiger Crossing to reach the north side of Harvest Hill Road has been constructed in accordance with details which have been submitted to and approved in writing by the Local Planning Authority.
Reason: In the interests of accessibility and to facilitate access by cyclists and/or pedestrians and in accordance with BLP Policies IF1/IF2 and QP3 of the

- 7 No development hereby permitted shall be occupied until a means of access to the front door and rear garden for pedestrians and cyclists has been constructed in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.
Reason: In the interests of accessibility and to facilitate access by pedestrians and cyclists and in accordance with BLP Policies IF2 and QP3
- 8 Each dwelling hereby permitted shall not be occupied until the associated vehicle parking or vehicle parking and turning space for that dwelling has been provided in accordance with the approved drawings. The spaces shall not thereafter be used for any purpose other than parking and turning.
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 and to facilitate vehicles entering and leaving the highway in forward gear and in accordance with BLP Policies IF2 and QP3
- 9 No part of the development shall be occupied until a car parking allocation and management plan showing how the car parking facilities within the communal areas of the estate including the access road, turning heads and visitor spaces will be allocated, signed and managed has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and maintained in accordance with the approved plan.
Reason: To ensure that car parking is allocated fairly and to demand that would not lead to increased roadside parking which could be detrimental to the free flow of traffic and to Highway safety and to facilitate access for all vehicles including the refuse vehicle and all emergency service vehicles and in accordance with BLP Policies: Policies IF2 and QP3 .
- 10 Prior to first occupation, details of the design, operation and ongoing maintenance regime for electric vehicle charging infrastructure with a minimum output of 7kW to be provided for all the parking spaces shown on the approved plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the electric vehicle charging infrastructure shall be provided and maintained in working order in accordance with the approved details.
Reason: In the interests of sustainable transport. Relevant Policies: NPPF paragraph 112 e); at paragraph 107 e), to comply with Part S 1 of the Building Regulations Approved Document s 2021 edition or subsequent amendments, RBWM's Electric Vehicle Chargepoint Implementation Plan & IF2 and QP3 of the Borough Local Plan
- 11 No part of the development shall be occupied until covered and secure cycle parking facilities have been provided in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. These facilities shall thereafter be kept available for the parking of cycles in association with the development at all times.
Reason: To ensure that the development is provided with adequate parking facilities in order to encourage the use of alternative modes of transport and to accord with BLP Policies IF2 and QP3
- 12 No part of the development shall be occupied until a refuse bin storage area and recycling facilities have been provided in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. These facilities shall be kept available for use in association with the development at all times.
Reason: To ensure that the development is provided with adequate facilities that allow it to be serviced in a manner which would not adversely affect the free flow of traffic

and highway safety and to ensure the sustainability of the development and in accordance with BLP Policies IF2 and QP3

- 13 No development (including any demolition or site clearance) shall take place, until a Construction (and Demolition) Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority. The CEMP shall include as a minimum:(i) Vehicle access and Routing of construction and demolition traffic (including directional signage and appropriate traffic management measures);(ii) Details of the parking of vehicles of site operatives and visitors;(iii) Areas for loading and unloading of plant and materials;(iv) Areas for the storage of plant and materials used in constructing the development;(v) Location of any temporary portacabins and welfare buildings for site operatives;(vi) Details of any security hoarding;(vii) Details of any external lighting of the site;(viii) Details of the method of piling for foundations;(ix) Measures to control the emission of dust, dirt, noise and odour during demolition and construction;(x) Measures to control surface water run-off during demolition and construction;(xi) Construction and demolition working hours and hours during which delivery vehicles or vehicles taking materials away are allowed to enter or leave the site (to avoid peak times);(xii) Details of wheel-washing facilities during both demolition and construction phases; and(xiii) Areas for the turning of construction and demolition vehicles such that the largest anticipated vehicle can turn and leave the site in a forward gear. The approved Construction Environmental Management Plan shall be adhered to throughout the demolition and construction period.
Reason: In the interests of highway safety and to mitigate and control environmental effects during the demolition and construction phase and in accordance with BLP Policies IF2 and QP3
- 14 No development hereby permitted, including any vegetation clearance shall commence until a badger sett survey of the development site and immediately adjacent areas has been undertaken. This survey shall be undertaken within 28 days of the start of works on site and a brief letter report detailing the results of the surveys is to be submitted to and approved in writing by the Local Planning Authority. If surveys show that a licence to disturb a badger sett is required a copy of a valid licence is to be submitted to the planning authority prior to the commencement of works.
Reason: Badgers are known to inhabit the area and, although no active setts were present at the time of the most recent survey, can open-up setts in very short time periods. This condition will ensure that badgers (a protected species) are not adversely affected by the proposals and in accordance with BLP Policy NR2
- 15 No development hereby permitted, including ground works or vegetation clearance, shall commence until a reptile mitigation strategy has been submitted to and approved in writing by the Local Planning Authority. The strategy be based upon an up to date reptile survey and shall include full details of how reptiles will be protected from harm during the construction period. The development shall be undertaken in accordance with the approved strategy.
Reason: To ensure the protect or mitigation of reptiles on site and in accordance with BLP Policy NR2.
- 16 Prior to the commencement of the development hereby approved, a biodiversity metric assessment (using the DEFRA statutory Metric) shall be submitted to and approved in writing by the local planning authority. The biodiversity metric assessment shall assess the lawful ecological baseline value of the site and approved plans for the post-development value. Each entry into the biodiversity metric shall be appropriately explained with regard to the best available evidence (e.g. habitat surveys, photographs of trees before removal), appropriate habitat description and habitat condition criteria. The biodiversity metric assessment shall establish the net impact of development on

the biodiversity value of the site in biodiversity units.

Reason: To comply with the requirements of BLP Policy NR2 and paragraphs 180 and 186 of the NPPF.

- 17 No development shall commence unless and until a certificate confirming the agreement of an Offsetting Provider to deliver a Biodiversity Offsetting Scheme, totalling a minimum of the biodiversity units agreed through the Biodiversity Metric Assessment condition 16 above, has been submitted to and agreed in writing by the Local Planning Authority. The written approval of the Council shall not be issued before the certificate has been issued by the Offset Provider. The details of biodiversity enhancements shall be documented by the Offset Provider and issued to the Council for their records.

Reason: To compensate for the net loss of biodiversity resulting from the development by providing biodiversity enhancements off site in accordance with BLP Policy NR2 and 180 and 186 of the NPPF.

- 18 No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following. a) Risk assessment of potentially damaging construction activities. b) Identification of "biodiversity protection zones". c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements). d) the results of up to date surveys for bats, badgers and reptiles carried out in accordance with recognised guidelines e) The location and timing of sensitive works to avoid harm to biodiversity features. f) The times during construction when specialist ecologists need to be present on site to oversee works. g) Responsible persons and lines of communication. h) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person. i) Use of protective fences, exclusion barriers and warning signs. The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Reason: To minimise impacts on biodiversity in accordance with Paragraphs 185 and 186 of the NPPF

- 19 A) No development shall take place/commence until a programme of archaeological work including a Written Scheme of Investigation (WSI) has been submitted to, and approved by, the local planning authority in writing. The WSI shall include an assessment of significance and research questions; and:1. The programme and methodology of site investigation and recording2. The programme for post investigation assessment3. Provision to be made for analysis of the site investigation and recording4. Provision to be made for publication and dissemination of the analysis and records of the site investigation5. Provision to be made for archive deposition of the analysis and records of the site investigation6. Nomination of a competent person or persons/organisation to undertake the works set out within the WSI.B) The Development shall take place in accordance with the WSI approved under condition part (A).The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the WSI approved under condition part(A) and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

Reason: The site lies in an area of archaeological potential, particularly for, but not limited to, Prehistoric remains. The potential impacts of the development can be mitigated through a programme of archaeological work.

- 20 No development shall commence until a surface water drainage scheme for the

development, based on the sustainable drainage principle, has been submitted to and approved in writing by the Local Planning Authority. Details shall include: a) Full details of all components of the proposed surface water drainage system including dimensions, locations, gradients, invert levels, cover levels and relevant construction details ;b) Details of the Maintenance arrangement relating to the proposed surface water drainage systems, confirming who will be responsible for its maintenance and the maintenance regime to be implemented. c) Clarification is required on the future ownership of all SuDS measures. d) The discharge rate for the development shall be limited to 2l/s for events up to and including the 1 in 100 year plus 40% climate change event. The surface water drainage system shall be implemented and maintained in accordance with the approved details thereafter.

Reason: To ensure the development is safe from flooding and does not increase flood risk elsewhere in accordance with the NPPF and BLP Policy NR1

- 21 The erection of fencing for the protection of any retained tree and any other protection specified shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site, and thereafter maintained until the completion of all construction work and all equipment, machinery and surplus materials have been permanently removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written approval of the Local Planning Authority.

Reason: To protect trees which contribute to the visual amenities of the site and surrounding area and to accord with BLP Policy NR3

- 22 No development shall take place until full details of both hard and soft landscape works, have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved within the first planting season following the substantial completion of the development and retained in accordance with the approved details. If within a period of five years from the date of planting of any tree or shrub shown on the approved landscaping plan, that tree or shrub, or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted in the immediate vicinity.

Reason: To ensure a form of development that maintains, and contributes positively to, the character and appearance of the area and in accordance with BLP Policy QP3

- 23 No development to which this permission relates shall commence until a level 2 building record of the building and site as existing shall be submitted to and approved in writing by the Local Planning Authority. The required record level shall be in accordance with guidance as set out in the recording levels described in Historic England's, Understanding Historic Buildings: A guide to good recording practice (May 2016). Copies of the building recording shall be deposited to the Local Studies Archive and the Berkshire Historic Environment Record following written approval by the Local Planning Authority.

Reason: To ensure that the building of some historic interest is recorded and in accordance with BLP Policy HE1

- 24 All vehicular, cycle and pedestrian accesses shall be constructed to the boundary of the site.

Reason: To ensure that comprehensive development is achieved and in accordance with Policy QP1b of the adopted Borough Local Plan.

- 25 The development hereby permitted shall be carried out in accordance with the approved plans listed below.

Reason: To ensure that the development is carried out in accordance with the approved particulars and plans.

Informatives

- 1 Any incidental works affecting the adjoining highway shall be approved and a licence obtained before any work is carried out within the highway, through contacting The Highways and Transport Section at RBWM. A formal application should be made allowing at least 12 weeks prior to when works are required to allow for processing of the application, agreement of the details and securing the appropriate agreements and licences to undertake the work. Any work carried out on the public highway without proper consent from the Highway Authority could be subject to prosecution and fines related to the extent of work carried out.
- 2 Highways Act Section 278/38 would need to be entered into with the Highway Authority in order to form the vehicular site access onto Harvest Hill Road with street lighting including all the other necessary associated infrastructure works such as new footways, kerbs, drainage, street lighting, landscaping, vegetation/soil removal / relevelling, carriageway & footway re-surfacing/widening, cats' eyes, signs and lining works. The section can be contacted via email at HighwaysDC@RBWM.gov.uk to receive the initial email.
- 3 No builder's materials, plant or vehicles related to the implementation of the development should be parked/stored on the public highway so as to cause an obstruction at any time.

