
FREETHS

PLANNING STATEMENT

**PLANNING APPLICATION FOR
CONSTRUCTION OF 14 APARTMENTS AND ASSOCIATED
UNDERCROFT CAR PARK
LAND ADJACENT 300 KINGS ROAD READING
PREPARED ON BEHALF OF TITAN PROPERTY DEVELOPMENTS**

April 2018

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1. INTRODUCTION

- 1.1. This Planning Statement supports a full planning application seeking permission for an apartment scheme at land adjacent to 300 Kings Road, Reading. The scheme seeks to deliver 14 apartments with a range of size of units, together with an undercroft car park and external amenity area. The site is currently a car park.
- 1.2. The application proposals have been subject to extensive pre-application discussions which have involved an iterative process across two submissions and have included engagement with the Council's Design Review Panel ("DRP"). The advice obtained from Reading Borough Council ("RBC") and the DRP has helped inform the final application proposal.
- 1.3. This statement will describe the site and its locality, will consider the relevant planning policy and will assess the proposal against this policy to conclude that the proposal accords with the development plan to justify the granting of planning permission for the scheme.
- 1.4. This statement should be read in-conjunction with the submitted drawings and technical supporting documents that comprise the planning application. These are as follows:
 - Site Location Plan and Existing Block Plan (PI-01)
 - Existing Topographical Plan (PL-02)
 - Proposed Site and Levels Plan (PL03)
 - Proposed Apartment Layout Plans (PL04)
 - Proposed Elevations (PL05)
 - Existing Elevations (PL06)
 - Proposed 3D Views (PL07)
 - Proposed Section (PL08)
 - Accommodation Schedule
 - Design and Access Statement
 - Affordable Housing Statement (within Planning Statement)
 - Noise Impact Assessment
 - Geo-Environmental Report
 - Daylight Impact Assessment

- Air Quality Report
- Transport Technical Note
- Viability Appraisal (Private and Confidential)
- Drainage Statement & Calculations (and dwg: C/01)
- Sustainability Strategy
- Overheating Report
- Utilities Statement (within Planning Statement)
- Landscaping Principles (within Design and Access Statement)
- CIL Additional Information Form

2. SITE AND SURROUNDINGS

- 2.1. The site comprises approx 0.06ha of land formerly used as an overspill car park in association with the former office use of the adjacent building at 300 Kings Road, Reading. The site is situated to the east of Reading Town Centre and fronts Kings Road to the north which is a main arterial route in the centre.
- 2.2. To the immediate east is 300 Kings Road, a former office building, which was granted prior approval for conversion to residential (78 dwellings) in May 2017 (170512). 300 Kings Road is a four storey building with an extensive frontage approximately 70m wide and has undercroft parking.
- 2.3. To the west is 286 Kings Road, which sits on the corner of Kings Road and Fatherson Road. This building is three storeys in height, has a very narrow frontage onto Kings Road and a blank elevation facing onto the site. This site received prior approval in 2014 to convert from offices to residential.
- 2.4. To the rear of the site is Muirfield Close and Fatherson Road which are residential in character, predominately terraced housing. Kings Road is more mixed in character with residential, offices and Reading College Campus all within the vicinity of the site. Kings Road is also a public transport corridor.
- 2.5. The site sits adjacent to but outside the Reading Central Area. There is a local centre approx 250m to the east. The site is not within a conservation area and there are no listed buildings within the immediate vicinity of the site. The site is within an Air Quality Management Area and Flood Zone 1.

3. RELEVANT PLANNING HISTORY

- 3.1. On the application site itself there is no specific planning history.
- 3.2. In 2017 prior approval was granted for the change of use of 300 Kings Road from Offices (Use Class B1a) to Residential (C3) for 78 dwellings (170512). This scheme is currently under construction.
- 3.3. The overspill car park subject to this application did not form part of the prior approval scheme.
- 3.4. Subsequent to application 170512 an application to upgrade existing elevations in connection with the residential use was submitted, and approved in August 2017 under reference 170915.
- 3.5. A Section 73 application in respect of 170915 to allow some variations to the external cladding and glazing was submitted in December 2017 and at the time of writing this is undetermined (172326).

4. THE PROPOSAL

- 4.1. The application seeks planning permission for the construction of 14 apartments on a car park site in between 286 and 300 Kings Road. The scheme proposes the following accommodation:
- 6x 1 bed 2 person apartments
 - 1x 2 bed 3 person apartment
 - 5x 2 bed 4 person apartments
 - 1x 3 bed 4 person apartment
 - 1x 3 bed 6 person apartment
- 4.2. The application is accompanied with a more detailed schedule of accommodation which identifies the size of each apartment.
- 4.3. The proposal is formed in an apartment block sited immediately adjacent to the boundary with no.286 Kings Road and in line with both this property and 300 Kings Road. The ground floor contains a single apartment on the eastern side, together with the main entrance, circulation space, a lift and stairwell, bin, bike and plant stores and undercroft parking. The first and second floors contain four apartments each, whilst the third floor proposes three units and finally the 'attic' level a further two apartments.
- 4.4. The Kings Road elevation (north) is formed with three main feature gables with generous sized fenestration set in a regular pattern. The building abuts no.286 Kings Road by departing from the gable features to drop down to a three storey flat roof section. To the rear the building also reduces to three storeys.
- 4.5. The building is proposed to be constructed in brick with a buff colour for the gable features and a grey used for the 'link' section to 286 Kings Road and for the rear flat roof element. For the roof re-constituted slate is proposed. The Design and Access Statement provides more details on the palette of materials proposed.¹

¹ P37

- 4.6. There are a total of eight car parking spaces proposed, six within the undercroft and a further two uncovered immediately adjacent to Muirfield Close. Access is proposed off Muirfield Close, utilising existing access arrangements.
- 4.7. The scheme includes an external amenity area to the front of the building which is approx 288m². This will not be private space, due to its location immediately adjacent to Kings Road but is proposed to ensure an attractive setting to the development and provides an opportunity for tree planting.
- 4.8. The scheme proposes that 3 dwellings (21%) will be affordable housing and this will be on a shared ownership basis and will comprise three, one bed units. This position is evidenced by a viability study submitted with the application.

5. PLANNING POLICY

- 5.1. This section will examine the planning policy background which is of potential relevance to the Site and the proposed development in determining the application.
- 5.2. Section 38 (6) of the Planning and Compulsory Act 2004, requires all planning decisions to be made in accordance with the Development Plan unless material considerations indicate otherwise.

The Development Plan

- 5.3. The Development Plan comprises the Reading Core Strategy (2008, altered 2015 and the Sites and Detailed Policies Document (2012, altered 2015). Below is a summary list of all the relevant Development Plan policies that have been considered as part of the application. These are explored further and the scheme is assessed against these in the 'Planning Appraisal' section of this Statement.

Core Strategy

- 5.4. The following policies are considered relevant to the scheme:
- CS1: Sustainable Construction and Design
 - CS2: Waste Minimisation
 - CS3: Social Inclusion and Diversity
 - CS4: Accessibility and the Intensity of Development
 - CS5: Inclusive Access
 - CS7: Design and Public Realm
 - CS9: Infrastructure, Services, Resources, and Amenities
 - CS14: Provision of Housing
 - CS15: Location, Accessibility, Density and Housing Mix
 - CS22: Transport Assessments
 - CS23: Sustainable Travel and Travel Plans
 - CS24: Car/Cycle Parking
 - CS29: Provision of Open Space
 - CS34: Pollution and Water Resources

Sites and Detailed Policies Document

5.5. The following policies are considered relevant to the scheme:

- SD1: Presumption in Favour of Sustainable Development
- DM1: Adaption to Climate Change
- DM2: Decentralised Energy
- DM3: Infrastructure Planning
- DM4: Safeguarding Amenity
- DM5: Housing Mix
- DM6: Affordable Housing
- DM10: Private and Communal Outdoor Space
- DM12: Access, Traffic and Highway Related Matters
- DM18 – Tree Planting
- DM19 – Air Quality

Other Material Considerations

National Planning Policy Framework

5.6. The National Planning Policy Framework (“NPPF”) was published in March 2012. The Framework sets out the Government’s planning policies for England and how these are expected to be applied.

5.7. The NPPF emphasises the role of the Development Plan in decision making (paras 2 & 12) but also states that the NPPF itself is a material consideration in the determination of planning application. The NPPF is underpinned by a presumption in favour of sustainable development and those provisions that are of particular relevance to this proposal are identified below:

- Paragraphs 14 and 17 – Achieving Sustainable Development
- Paragraph 32 – Promoting Sustainable Transport
- Paragraphs 47, 49, and 50 – Delivering a Wide Choice of High Quality Homes
- Paragraphs 56-58, 60-62 and 64 – Requiring Good Design
- Paragraph 96 – Meeting the Challenge of Climate Change, Flooding and Coastal Change

- Paragraphs 120-124 – Conserving and Enhancing the Natural Environment

Submission Draft Reading Borough Local Plan (March 2018)

5.8. In March 2018 Reading Borough Council submitted their Submission Draft Plan to the Secretary of State for examination. The policies contained within this Plan are capable of weight subject to the tests of Paragraph 216 of the NPPF.

5.9. The relevant policies of the emerging Plan comprise:

- CC1: Presumption in Favour of Sustainable Development
- CC2: Sustainable Design and Construction
- CC3: Adaptation to Climate Change
- CC4: Decentralised Energy
- CC5: Waste Minimisation and Storage
- CC6: Accessibility and the Intensity of Development
- CC7: Design and the Public Realm
- CC8: Safeguarding Amenity
- CC9: Securing Infrastructure
- EN9: Provision of Open Space
- EN14: Trees, Hedges and Woodlands
- EN15: Air Quality
- EN16: Pollution and Water Resources
- EN18: Flooding and Sustainable Drainage Systems
- H1 – Provision of Housing
- H2 – Density and Mix
- H3 – Affordable Housing
- H5 – Standards for New Housing
- H10 – Private and Communal Outdoor Space
- TR3 – Access, Traffic and Highway Related Matters
- TR5 – Car and Cycle Parking Electric Vehicle Charging

5.10. From review of these policies, in general, there appears a good degree of consistency with existing adopted local plan policies, although it is noted that housing requirement per annum is proposed to increase. Given the general

consistency with adopted plans (ie: policies being carried forward) but also that the policies are yet to go through examination, it is concluded that they should not have a significant influence on the decision making exercise for this application, given the presence of the current development plan. For these reasons, whilst the above policies have been considered, they are not referenced in detail in the Planning Appraisal.

Supplementary Planning Documents

5.11. The following documents are potential material considerations in the determination of the application:

- Affordable Housing (2013)
- Revised Parking Standards and Design (2011)
- Planning Obligations under Section 106 (2015)
- Sustainable Design and Construction (2011)

6. PLANNING APPRAISAL

- 6.1. This section deals with the planning merits of the application, appraising the scheme against the requirements of the development plan and other material considerations.

Principle

- 6.2. The development is proposed on a disused brownfield site within a highly sustainable location. The surrounding area is largely residential in character, including the adjacent building at 300 Kings Road, which is currently being converted for residential purposes.
- 6.3. The Transport Technical Note² sets out the sustainability credentials of the site explaining that it is approximately a 1km walk to the central retail core of Reading and that the site is within a very short walk of bus services both west and eastbound. A range of local amenities are also available within a short walk, with a local centre situated to the east.
- 6.4. The principle of development is therefore considered acceptable in accordance with paragraph 3.26 of the Core Strategy and the development will make a contribution to housing supply as set out in Policy CS14 of the Core Strategy.

Density/Accessibility

- 6.5. Policy CS4 advises that the scale and density of development will be assessed in terms of their level of accessibility to a defined district or local centre with a good range of facilities by pedestrian routes and access to the strategic bus service. Further, Policy CS15 also requires density and the mix of residential development to be informed by an assessment of site characteristics and the need to achieve high quality design.
- 6.6. The proposed scheme is high density and this is justified on the basis that the site has excellent accessibility credentials as set out above. The general characteristics of building form along Kings Road also point towards a higher density scheme, with large buildings with wide frontages prevailing and also a significant element of terrace housing. The site's position immediately

² Paragraphs 5-18

adjacent to 300 Kings Road, which has a frontage of approx 70m, means that a design solution at a higher density and scale is not just appropriate but required to ensure that any development sits comfortably within the street-scape.

- 6.7. The proposed scheme complies with the requirements of Policies CS4 and CS15 of the Core Strategy and is an exact type of site where a higher density solution should be permitted. Further, compliance with Policy CS3 is also evident through the siting of residential development in an area with a range of accessible facilities, therefore achieving the social inclusion dimension of the policy.

Housing Mix

- 6.8. The scheme proposes a mix of 6, 1 bed dwellings, 6, 2 bed dwellings and 2, 3 bed dwellings. Policy CS15 advises that development should provide an appropriate range of housing opportunities in terms of a mix of housing types sizes and tenures, in accordance with the findings of a housing market assessment.
- 6.9. Policy DM5 requires that on new developments for 10 or more dwellings outside the central and defined district and local centres, planning decisions will ensure that over 50% of dwellings will be of 3 bedrooms or more, and the majority of dwellings will be in the form of houses rather than flats, having regard to all other material considerations.
- 6.10. The site is adjacent to but just outside the Reading Central Area and it is not within a District or Local Centre. Therefore on simple application of Policy DM5 it can be argued that the scheme should be contributing towards the target that 50% of dwellings should be three bedrooms or more and that there is a preference for housing over flats. However, firstly, and this is recognised as a possibility by the policy, there are material considerations which dictate that this is not the appropriate solution in this instance.
- 6.11. Kings Road is a busy arterial route into the town centre and individual vehicular accesses are highly unlikely to be acceptable, either from Kings Road or indeed from Muirfield Close to the rear. Further, the urban design context is of large multi-storey buildings with significant massing. Houses in this

context, particularly with regard to 300 Kings Road would appear out of scale with neighbouring development. It is submitted on this basis that flats is the most appropriate form of development on this site.

- 6.12. With respect to the mix, the scheme has included two, three bedroom units and so is making a contribution towards the 50% target. Whilst in isolation the proposal does not achieve 50%, the policy does not require this on each individual scheme and it is an overall delivery target. To achieve 50% of the scheme as three bedroom (or more) dwellings would mean a significant reduction in the number of dwellings, which presents further viability challenges. Given that the scheme makes a contribution towards providing three bedroom dwellings, its location right on the boundary of the central area where the requirement does not apply and the site characteristics, it is considered that the scheme provides an appropriate mix in accordance with the aims of Policy CS15 and DM5. Further the scheme is capable of achieving the lifetime homes requirement as set out within the criteria within the local plan.

Design

- 6.13. The design of the scheme has been subject to significant preparation and the various stages of this are set out in detail in the Design and Access Statement.
- 6.14. Policy CS7: Design and the Public Realm requires a high design quality and that development maintains and enhances the character of the area. The policy sets out a range of components required to achieve this and urban design objectives.
- 6.15. The layout and positioning of the apartment building has been informed by both the immediate neighbouring buildings and a wider urban grain analysis. In respect of massing and scale the existing pattern of development along Kings Road has been studied and it is evident that there is a requirement for a building that is of sufficient scale to appear comfortable adjacent to 286 and 300 Kings Road respectively, whilst striking a balance with the proportions of the site. The proposed scheme strikes this balance effectively.
- 6.16. The proposed apartment building has evolved through the pre-application process and the submitted scheme has embraced the DRP's recommendation

to have the building reduced in scale immediately adjacent to 286 Kings Road. The introduction of a change in material colour at this point also eases this relationship. The massing of the building at the rear steps down to reflect the hierarchical change in the road, with Muirfield Close development being at a lesser scale generally, despite the presence of the rear elevation of 300 Kings Road.

- 6.17. The front façade has a simple, yet attractive and distinguished appearance with generous use of glazing. The use of pitched roofs reflects the style of no.286 Kings Road, whilst the proposed building maintains an individual style in an area where there is no prevailing architectural appearance.
- 6.18. The scheme will enhance the appearance of the street, delivering a high quality designed scheme in its own right but also addressing a current imbalance in the pattern of development. No.286 Kings Rd, situated on the corner with Fatherson Rd appears somewhat isolated, particularly given its narrow frontage, in stark comparison to 300 Kings Road. The scheme sensitively resolves this issue through its layout, massing, architectural appearance and materials. Having regards for this enhancement and the matters outlined above, it is concluded that the proposal meets the requirements of Policy CS7 and has been through a robust pre-application design appraisal, including the endorsement of the DRP through the implementation of their recommendations.

Access and Parking

- 6.19. The site is proposed to be accessed utilising the existing arrangement from Muirfield Close. The scheme proposes a total of 8 car parking spaces for the 14 apartments.
- 6.20. The supporting text of Policy CS22 states that all developments must fully consider their transport impacts. The Transport Technical Note submitted with the application explains that the number of vehicle trips to and from the proposed development would not be significant³. Further, it explains that the overall number of vehicle movements from 300 Kings Rd (with permission to convert to 78 dwellings) and the proposed scheme would remain significantly lower than the former office use of 300 Kings Rd. The proposal therefore

³ Para 36

complies with Policy CS22. As already identified the site is also within a sustainable travel location and this adheres to the principles of the aims Policy CS23.

- 6.21. Policy DM12 requires a safe access to be provided and the scheme complies in utilising an existing access and with lower traffic levels. The proposal would not create any detriment to the functioning of the transport network including protecting safety of pedestrians and cyclists.
- 6.22. Policy CS24 advises that maximum car parking and cycle parking requirements will be applied to development in accordance with accessibility to sustainable transport facilities. The scheme provides 8 spaces, equating to 0.57 spaces per dwelling. The Revised Parking Standards SPD requires 15 spaces but allows for less if it can be demonstrated that there is no detriment to highway safety. The Transport TN justifies this lower provision both in terms of the fact that no harm to highway safety will occur and that car ownership within this ward is relatively low, reflecting very good accessibility to alternative transport modes other than the private car.
- 6.23. In respect of cycle parking, 10 secure bike racks are proposed. The scheme exceeds the minimum requirements of the SPD for this mix of development (8) and in addition provides a further 8 racks for visitors. Both the car parking and the cycle parking accord with the policy requirements of CS24 and the SPD.

Amenity

- 6.24. Policy DM4 requires that development does not cause a significant detrimental impact on the living environment of existing and new residential properties with reference to a range of potential impacts.
- 6.25. The impact on the immediate adjacent properties of 286 and 300 Kings Road is acceptable. No.286 has a blank facing wall onto the site and the proposed development does not protrude beyond the limits of this neighbouring property to cause any overbearing impact. The scale of no.300 means that again there is no overbearing impact and there are no windows proposed in the facing elevation of the conversion of no.300, so privacy will be maintained by all parties.

- 6.26. In regards to occupiers of Muirfield Close and Fatherson Rd, all properties are sufficiently far away from the proposal to ensure that there is no detriment through being overbearing or through loss of privacy. The Daylighting Assessment confirms that there will be no unacceptable impact and indeed for the majority of surrounding properties, it is considered that any impact is negligible.
- 6.27. For future residents of the scheme, each apartment provides a spacious living environment which benefit from an acceptable outlook. The Daylighting Assessment concludes that all habitable rooms within the development exceed the BRE average daylight threshold with the exception of a bedroom 3 in flat 03-03. However, in the context of the development as a whole, this is not considered significant. The proposal complies with policy DM4.
- 6.28. Policy DM10 requires that dwellings are provided with functional private or communal open space. Supporting paragraph 5.6.5 states that *"flats in central Reading will not require the same amount of outdoor space as houses in other parts of Reading, and sites are usually more constrained in any case."*
- 6.29. The above applies to this site in that with two road frontages and an access requirement from the rear, it is difficult to provide any private space. Nevertheless the scheme has a significant amount of communal space to the front of the building which would broadly accord to the requirements set out in paragraph 5.6.10. It is recognised that the space has greater value in the setting of the development, and this is proposed to be enhanced with some 'street tree' planting, than as an amenity area but provides outdoor space in compliance with the aims of Policy DM10.

Air Quality

- 6.30. The site is situated within an Air Quality Management Area (AQMA) and accordingly an Air Quality Assessment (AQA) has been submitted with the application. Policy DM19: Air Quality states that development should have regard to the need to improve air quality and reduce the effects of poor air quality. It goes on to require that development that would detrimentally affect air quality will not be permitted unless it can be mitigated. This also reflects the requirements of Policy CS34

- 6.31. The AQA explains that modelling has been undertaken in order to quantify pollutant concentrations across the site and assess potential exposure of future occupiers. The results indicate that pollutant levels across the site are below the relevant air-quality standards and therefore development in this location is justified and no mitigation measures are required. The proposal accords with the requirements of Policies DM19 and CS34, in respect of air pollution.

Noise

- 6.32. Policy CS34 also requires development that is sensitive to noise pollution only be permitted in areas of high levels of noise pollution if appropriate mitigation can be achieved. The Noise Assessment submitted with the application concludes that noise from existing traffic poses the greatest noise impact to amenity of future residents but that with the installation of appropriate mitigation measures this would be acceptable. These mitigation measures are detailed within the Noise Assessment. ⁴ Compliance with Policy CS34 is achieved in this regard.

Contamination

- 6.33. A Phase I Geo-Environmental Site Assessment is submitted with the application. This does not raise any principle reasons why residential development could not be located on the site. The report recommends that a Phase II report is undertaken and this is a matter that could be secured through a planning condition to ensure compliance with the relevant provision of Policy CS34.

Affordable Housing

- 6.34. Policy DM6 sets out the proportions of affordable housing required and on sites of 10-14 dwellings this equates to 30% provision. The policy requires that in the first instance provision should be made on site and a financial contribution can be negotiated to make up the full requirement.
- 6.35. The policy permits proposals under the prescribed affordable housing requirement providing that this is clearly demonstrated through a viability

⁴ Exec Summary page ii

assessment. The policy explains that an appropriate tenure mix of affordable housing will be secured.

- 6.36. Based on the proposal for 14 dwellings this would equate to 4 affordable dwellings. The application is accompanied by a viability appraisal which demonstrates that providing 3 affordable dwellings (21%) would still create a residual land value deficit. However, notwithstanding this, the applicant in this particular instance is prepared to accept a lower profit level to accommodate some affordable provision on site.
- 6.37. The affordable housing provision is in the form of 2, one bed apartments and 1, two bed apartment on a shared ownership basis. Given the scale of the scheme the scope for variation in tenure is very limited and as is explained in the viability report ⁵. It is anticipated that a Registered Provider would have severe reservations about taking any units due to the number on offer and the single access/core arrangements of the building.
- 6.38. The Affordable Housing SPD advises that *“the largest need is for smaller accommodation (1 or 2 bedroom). For these properties, lettings at target rents would be the preference to meet the most urgent needs. However, elements of intermediate housing (such as shared ownership) products and affordable rent... will assist in meeting the needs in properties of this size.”*⁶ The scheme therefore is making an on-site contribution that is providing only one dwelling less than the policy requirement, despite viability restrictions and is contributing to a size of dwelling and a tenure that is identified as meeting the largest need.
- 6.39. The scheme complies with the requirements of Policy DM6 and the Affordable Housing SPD.

Infrastructure and CIL

- 6.40. There are a number of policies within the development plan relating to infrastructure planning including CS9, CS29 (Open Space) and DM3. The general thrust of these policies is that contributions should be made from development to assist in ensuring that suitable infrastructure provision is available to enable sustainable growth.

⁵ Para 2.7

⁶ Para 4.14

- 6.41. The CIL is the mechanism that will deal with the infrastructure provision in this instance and the appropriate forms have been submitted with the application to accord with this requirement. Policy CS29 requires contributions off-site towards open space on schemes of under 50 dwellings but again this is covered by CIL.
- 6.42. The provision of a CIL payment therefore enables compliance with the above policies.

Sustainable Construction/Energy

- 6.43. Policy CS1 requires that all major development incorporate on-site generation of energy from renewable sources and energy efficient design to off-set a minimum of 20% of the predicted carbon dioxide emissions from the estimated energy usage of the completed and occupied development.
- 6.44. The application is accompanied by an energy statement which appraises the various options to achieve this target. PV panels are identified as the most realistic option to achieve the 20% figure and preliminary calculations have determined that this will achieve the standard. Compliance is therefore achieved with Policy CS1. Policy DM2 encourages linking into existing decentralised energy provisions within the vicinity of the site, however the applicant is not aware of any such opportunities.
- 6.45. The scheme is orientated on a north/south axis as determined by the site characteristics. An overheating report has been produced and makes recommendations for controlling solar gain. In respect of drainage various on-site SUDS strategies have been considered, though given the limited size area, options are restricted. Attenuation will be provided by over-sizing the below ground surface water drainage. Having regard for these elements the proposal complies with Policy DM1.

Bin Storage

- 6.46. The scheme will provide suitable bin storage and this is shown on the proposed layout. The bin storage areas are accessible to both residents and refuse collections and the scheme complies with Policy DM2.

Landscaping

- 6.47. Policy DM18 requires new development to make provision for tree planting. This will be achieved on site through planting adjacent to the northern boundary fronting Kings Road. The proposed planting is indicatively shown on the layout and image drawings and will enhance both the setting of the development and the appearance of the street.

Utilities

- 6.48. Initial discussions have been held with the appropriate utility providers (water, gas and electricity) and no issues have been raised in respect of capacity for this development. The scheme is modest in size and so there is likely to be negligible impact in capacity terms.

7. CONCLUSION

- 7.1. The application seeks planning permission for 14 apartments on a brownfield site within a highly sustainable location. The proposed scheme represents an excellent re-use of land at a high density to deliver quality residential accommodation with a variety of sizes of dwelling. The scheme will make a valuable contribution to RBC's housing supply.
- 7.2. The design of the scheme has been subject to extensive pre-application discussions including presentation to the Council's DRP and the result is a highly attractive scheme that will enhance the character and appearance of the street. The scheme provides a significant element of the policy requirement for affordable housing with a reduction justified through viability evidence.
- 7.3. The scheme will provide a high level of amenity for residents and access to a range of facilities and services through walking, cycling and public transport. The apartment block will protect amenity of existing surrounding residents and provides suitable access and parking arrangements.
- 7.4. The proposed scheme complies with all the relevant policies of the Local Plan and the NPPF and constitutes sustainable development. On this basis in accordance with Policy SD1 of the Local Plan and Paragraph 14 of the NPPF planning permissions should be granted without delay.