

ITEM NO:

Application No.
16/00321/FUL
Site Address:

Ward: Priestwood And Garth
9 Albert Road Bracknell Berkshire RG42 2AG

Date Registered:
14 April 2016

Target Decision Date:
9 June 2016

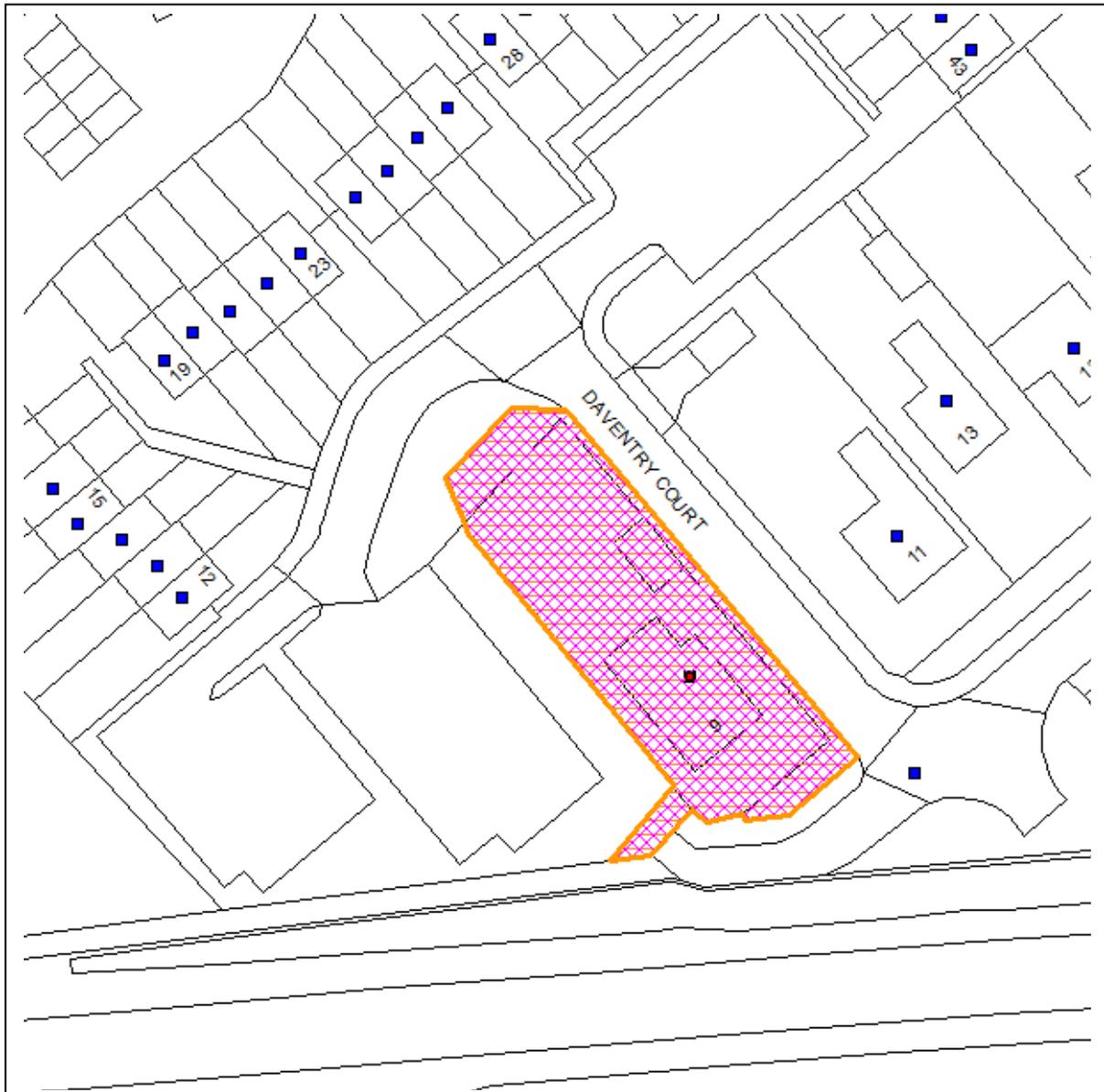
Proposal: **Erection of 6no. flats with associated parking and bin and cycle store, following demolition of existing dwelling.**

Applicant: Bancroft Developments Ltd

Agent: Rob Huntley

Case Officer: Paul Corbett, 01344 352000
development.control@bracknell-forest.gov.uk

Site Location Plan (for identification purposes only, not to scale)



1. SUMMARY

1.1 The proposed development is for the erection of 6no. flats (4x2 beds and 2x1beds) with associated parking and bin and cycle store, following demolition of existing dwelling.

1.2 The site is within the settlement boundary and adjacent to the town centre. It is not considered it would adversely affect the residential amenities of neighbouring properties or character and appearance of the surrounding area. No adverse highway safety implications would result. The development is not considered to increase flooding elsewhere and the future occupants of the development would be safe from flood risk. Relevant conditions will be imposed in relation to biodiversity and sustainability. The scheme is CIL liable.

RECOMMENDATION
Planning permission be granted subject to conditions in Section 11 of this report and a section 106 agreement relating to mitigation measures for the SPA.

2. REASON FOR REPORTING APPLICATION TO COMMITTEE

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

3. PLANNING STATUS AND SITE DESCRIPTION

PLANNING STATUS
Within settlement boundary
Within 5km of the SPA

3.1 The site comprises a detached bungalow located on the corner of Albert Road and Daventry Court. There is a single detached garage to the rear of the dwelling abutting the boundary with Daventry Court. The site is enclosed by a 1.8m high close boarded timber fence and low level wrought iron gates at the vehicular access.

3.2 Albert Road is characterised by a mix of styles of dwellings primarily comprising large detached houses fronting Albert Road with the exception of two bungalows of which this site is one.

3.3 The block of flats will broadly follow the established building line fronting Albert Road.

4. RELEVANT PLANNING HISTORY

4.1 The site does not have any relevant planning history

5. THE PROPOSAL

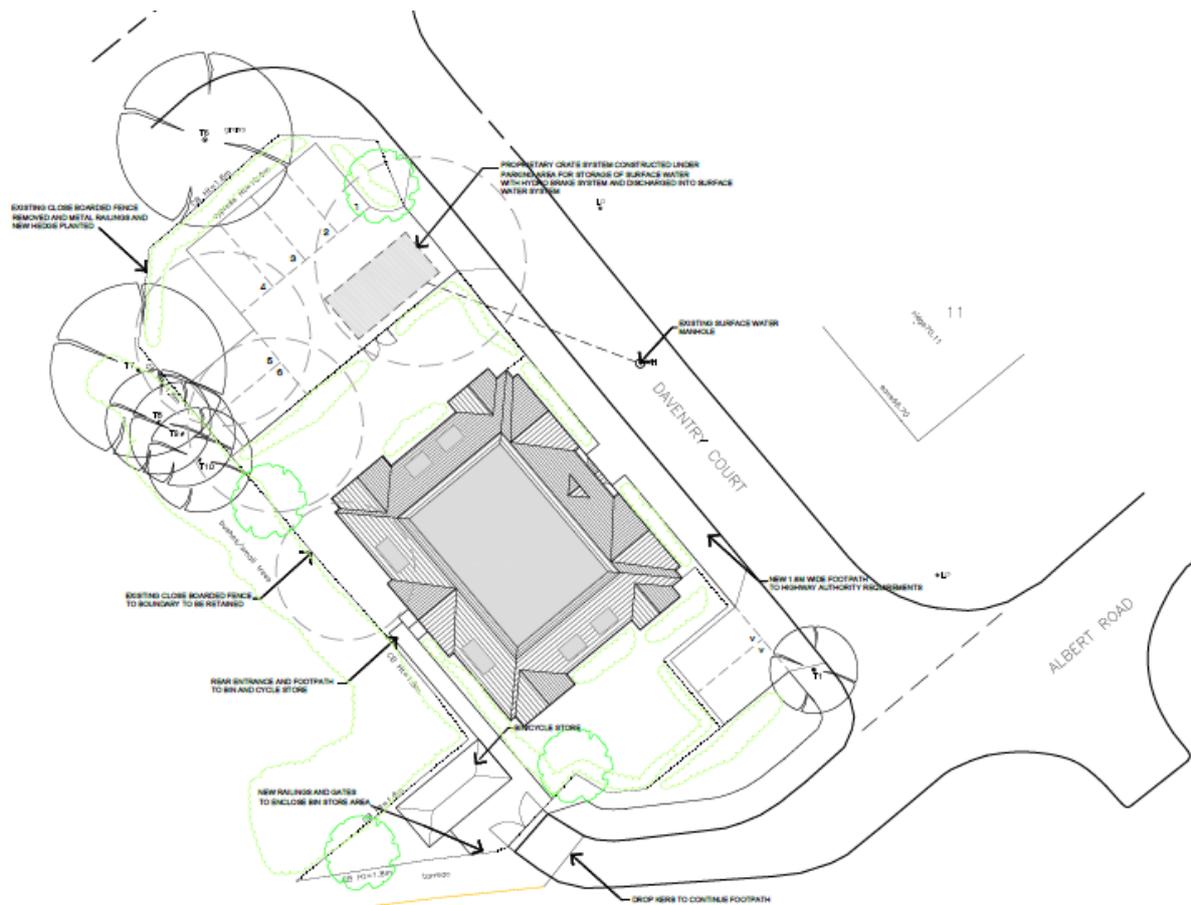
5.1 Full permission is sought for the demolition of the existing bungalow and single garage and the erection of 6no. flats (4x2 beds and 2x1beds) over 3 floors utilising the roofspace

5.2 The design of the proposed block of flats includes gable features, dormer windows, communal amenity space, bin and cycle storage and onsite parking enclosed in part by timber fencing and railings with a hedge behind.

5.3 The proposed footprint measures approximately 18m by 14m with a ridge height of 9.3m and an eaves height of 5.3m.

5.4 6 no. parking spaces are proposed to the north of the flats within a parking court accessed off Daventry Court with a further 2 no. car parking spaces for visitors located to the south of the site.

5.5 The scheme has been amended during the course of the application to address issues with regards to design and highways related matters.



6. REPRESENTATIONS RECEIVED

Parish Council

6.1 Winkfield Parish Council objected to the application on the following grounds:

The proposed development will increase traffic to an already congested area this in turn could cause safety issues especially with the access and egress into some of the parking spaces. This area has a heavy pedestrian use. The building is out of keeping with the character of the local area and will be overbearing to adjacent residents.

Other Letters of Representation

6.2 Nineteen objections have been received and their concerns are summarised as follows:

- Overdevelopment
- Insufficient parking provided
- Increase in vehicular traffic
- Overlooking to properties and loss of privacy.

7. SUMMARY OF CONSULTATION RESPONSES

7.1 The following consultees have provided advice on the application, summarised below and within the report:

Biodiversity Officer:

7.2 Conditions recommended.

Transportation Officer:

7.3 See officer report.

SUDs:

7.4 Condition recommended.

8. MAIN POLICIES AND OTHER DOCUMENTS RELEVANT TO THE DECISION

8.1 The primary strategic planning considerations applying to the site and the associated policies are:

	Development Plan	NPPF
General policies	CP1 of SALP, CS1 and CS2 of CSDPD	Consistent
Housing	CS15 of CSDPD	Consistent
Design	CS7 of CSDPD, Saved policy EN20 of BFBLP	Consistent
Parking	Saved policy M9 of BFBLP	Consistent
Transport	CS23 of CSDPD	Consistent
Sustainability	CS10 and CS12 of CSDPD	Consistent
SPA	SEP Retained Policy NRM6, Saved Policy EN3 of CSDPD and Policy CS14 of CSDPD	Consistent
Trees, biodiversity and landscaping	Saved policy EN1 and EN2 of BFBLP, CS1 of CSDPD.	Consistent
Waste	CSDPD CS13	Consistent
Noise and pollution	Saved policy EN25 of BFBLP	Consistent
Supplementary Planning Documents (SPD)		
Thames Basin Heath Special Protection Area (SPD)		
Character Area Assessments (SPD)		
Parking standards (SPD)		
Other publications		
National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG)		
CIL Charging Schedule		

9. PLANNING CONSIDERATIONS

9.1 The key issues for consideration are:

- i Principle of development
- ii Impact on character and appearance of the area
- iii Impact on residential amenity
- iv Transport implications
- v Waste
- vi SPA
- vii Sustainability
- viii Trees and biodiversity
- ix Community Infrastructure Levy

i. PRINCIPLE OF DEVELOPMENT

9.2 This proposal comprises the redevelopment of an existing residential plot located within a defined settlement as designated by the Bracknell Forest Borough Policies Map and is a previously developed site. The proposal would provide a net increase of five residential units, contributing to the supply of housing within the Borough. Therefore, the principle of development on this site is acceptable.

ii. IMPACT ON CHARACTER AND APPEARANCE OF AREA

9.3 It is considered that the revised site layout plan demonstrates that the proposed development can be accommodated on this site taking into account the balance between communal amenity space, the buildings scale and siting relative to the adjoining properties and other site constraints, parking and turning provision and soft landscaping.

9.4 The scale of development proposed is what would be expected in terms of any redevelopment of such a site on the edge of the town centre.

9.5 It is therefore considered that, subject to the recommended conditions, the development would not result in an adverse impact on the character and appearance of the area. It would therefore not be contrary to CSDPD Policy CS7, BFBLP 'Saved' Policy EN20 or the NPPF.

iii. IMPACT ON RESIDENTIAL AMENITY

9.6 The proposed block of flats would create a different form of accommodation in an area which primarily comprises houses however this particular site is effectively an island site surrounded by roads and a car park but is also immediately adjacent to the town centre where densities and heights are generally accepted to increase.

9.7 It is also acknowledged that this proposal will result in significant increase in height relative to the existing bungalow on the site by approximately 2.7m but given the sites more isolated geographical location within the street and a separation distance of 15m to the nearest existing dwelling namely 11 Albert Road the height difference is considered acceptable.

9.8 It is acknowledged that the dwelling most affected by this development proposal is a bungalow immediately adjacent on the opposite side of the road namely no. 11 Albert Road. This property has a Horse Chestnut tree on its boundary with Daventry Court which notably has a Tree Preservation Order on it (TPO 698) so is therefore likely to remain in situ for many years. The canopy of this tree is likely to provide a degree of screening between the development and

no.11's rear garden however this would not be the case in the winter. No.11's private amenity space would be overlooked in part by a number of proposed living room windows at first floor level on its eastern elevation. Whilst it is acknowledged that the separation distance does equate to an approximate maximum distance of 19m between the relevant building elevations the lesser distance 15m is more applicable and it is still considered this would result in a degree of direct overlooking that would be harmful and thus warrant a refusal. However it is considered given these first floor windows are secondary to the rooms they serve, that it would be reasonable to recommend these eastern elevation first floor windows are obscure glazed to overcome the harm arising. The applicant has been advised of this.

9.9 It is not considered that this proposal in terms of its scale, orientation or location would result in any adverse impacts upon any other existing properties amenities within the immediate vicinity that would warrant a refusal other than that already identified.

9.10 Outdoor communal amenity space would be provided for its future occupants primarily to the north and south of the proposed building with respective approximate depths of 8m and 6m which is considered sufficient for a development of this size.

9.11 The proposal also makes provision for 8 car parking spaces that are primarily located to the far northern part of the site and some to the south with sufficient separation distance so as not to adversely impact upon the future occupants amenities.

9.12 The bin and cycle stores are also suitably located close to the highway but also within close proximity of the accommodation to facilitate ease of use for future occupants.

9.13 It is also acknowledged that given the scale of the development there is the potential for noise and disturbance to neighbouring properties during the construction and demolition phase of the development. To mitigate these impacts, conditions are recommended to require a site organisation plan, and to restrict the hours of demolition and construction.

9.14 As such, the proposal is not considered to have an unacceptable impact on the residential amenities of neighbouring properties and the residential amenities of the future occupiers of the proposed flats would be acceptable subject to appropriate conditions. The proposal would therefore be in accordance with BFBLP 'Saved' Policy EN20 and the NPPF.

iv. TRANSPORT IMPLICATIONS

9.15 A total of 8 car parking spaces are proposed for 4 no. 2 bed apartments and 2 no. 1 bed apartments, a ratio of 1:5 spaces for each of the 2-bed apartments and provision of one space for each of the one-bed apartments.

9.16 The Council's parking standards outside of Bracknell Town Centre would require a total of 11 spaces, including one visitor space. However, the site is on edge of the Town Centre which applies different parking standards of 0.9 spaces per residential unit which would result in a requirement for 6 spaces (5.4 spaces). Thus the provision of 8 spaces for residents is considered acceptable in line with the parking standards and taking into consideration the site's accessibility to Bracknell Town Centre.

9.17 Parking restrictions (single yellow lines) are in operation, 8am to 6.30pm, Monday to Saturday to restrict commuter parking and school/college parking. Also, a residents parking scheme is currently in operation in the local area, between 8am and 8pm, Monday to Saturday and from 10am to 4pm on Sundays. Any driver wishing to park on the public highway within this resident parking zone will need to display a valid permit during these hours of operation.

9.18 The proposed car parking spaces are each 2.4m wide by 4.8m deep and therefore comply with the size requirements of the Parking Standards SPD. Sufficient access/manoeuvring space is provided to the front of the parking spaces to enable vehicles to turn on plot and exit onto Daventry Court in a forward gear.

9.19 Acceptable shared pedestrian access is proposed to access the front doors of the dwellings along with appropriate access to the rear of the dwellings for bin and cycle storage.

9.20 Subject to the imposition of conditions, the proposal is considered to be in accordance with Policy CS23 of the CSDPD and 'Saved' Policy M9 of the BFBLP and the NPPF and would not result in highway implications.

v. WASTE

9.21 This proposal will benefit from the existing waste collection arrangements in place for Albert Road and Daventry Court and the scheme has been revised such that the bin store is better located to the south to minimise obstructing vehicular access and ease collection as well as ensuring the bin store is also easily accessible by residents. This proposal is therefore considered to comply with Policy CS13 of CSDPD.

vi. SPA

9.22 The Council, in consultation with Natural England, has formed the view that any net increase in residential development between 400m and 5km straight-line distance from the Thames Basin Heath Special Protection Area (SPA) is likely to have a significant effect on the integrity of the SPA, either alone or in-combination with other plans or projects. This site is located approximately 0.7 km from the boundary of the SPA and therefore is likely to result in an adverse effect on the SPA, unless it is carried out together with appropriate avoidance and mitigation measures.

9.23 On commencement of the development, a contribution (calculated on a per-bedroom basis) is to be paid to the Council towards the cost of measures to avoid and mitigate against the effect upon the Thames Basin Heaths SPA, as set out in the Council's Thames Basin Heaths Special Protection Area Avoidance and Mitigation Supplementary Planning Document (SPD) and the Planning Obligations SPD. The strategy is for relevant developments to make financial contributions towards the provision of Suitable Alternative Natural Greenspaces (SANGs) in perpetuity as an alternative recreational location to the SPA and financial contributions towards Strategic Access Management and Monitoring (SAMM) measures which Natural England will spend upon the SPA land. The Council will also make a contribution towards SANG enhancement works through Community Infrastructure Levy (CIL) payments whether or not this development is liable to CIL.

9.24 In this instance, the development would result in a net increase of 2 X one bedroom, 4 X two bedroom dwellings replacing a single 3 bedroom dwelling which results in a total SANG contribution of £6,675.

9.25 The development is required to make a contribution towards Strategic Access Management and Monitoring (SAMM) which will also be calculated on a per bedroom basis. Taking account of the per bedroom contributions this results in a total SAMM contribution of £2,191.

9.26 The total SPA related financial contribution for this proposal is £8,866. The applicant must agree to enter into a S106 agreement to secure this contribution and a restriction on the occupation of each dwelling until the Council has confirmed that open space enhancement works to a SANG is completed. Subject to the completion of the S106

agreement, the proposal would not lead to an adverse effect on the integrity of the SPA and would comply with SEP Saved Policy NRM6, Saved policy EN3 of the BFBLP and CS14 of CSDPD, the Thames Basin Heaths Special Protection Area Avoidance and Mitigation SPD, the Planning Obligations SPD and the NPPF.

vii. SUSTAINABILITY

9.27 CS Policy CS10 seeks to ensure the best use is made of natural resources, and CS12 requires 20% of energy requirements for 6 or more dwellings to be generated from on-site renewables. This is in line with paragraph 97 of the NPPF, which seeks to promote energy from renewable and low carbon sources. A condition will secure the submission of a sustainability statement to demonstrate that the proposals can meet these requirements.

9.28 The proposal would be accessed from both Albert Road and Daventry Court. As the proposal does not involve the creation of new roads, and as the proposal would introduce gardens on to a current area of hardstanding, the Lead Local Flood Authority advises that it is not necessary for the proposal to be subject to a S106 obligation regarding SuDS. A condition will therefore be included to ensure that the development will be SuDS compliant, in line with the NPPF and CSDPD Policy CS1.

9.29 Subject to these conditions, the application is acceptable with regards to CSDPD Policies CS10, CS12 and the provisions of the NPPF.

viii. TREES AND BIODIVERSITY

9.30 There are no trees worthy of retention on the site.

9.31 With regards to biodiversity, the applicant's ecologist's letter dated 16 March by AAe concludes that there is no evidence of protected species on the site but does make recommendations for protection and enhancement of biodiversity. In particular, any site clearance could impact on nesting birds so a standard condition is therefore recommended. A further condition is also imposed to secure biodiversity enhancements.

9.32 Subject to the recommended conditions, the proposal is considered to comply with CSDPD Policies CS1 and CS7, BFBLP Policies EN2 and EN20, and the NPPF.

ix. COMMUNITY INFRASTRUCTURE LEVY (CIL)

9.33 Bracknell Forest Council introduced charging for its Community Infrastructure Levy (CIL) on 6th April 2015. CIL is applied as a charge on each square metre of new development. The amount payable varies depending on the location of the development within the borough and the type of development.

9.34 CIL applies to any new build (except outline applications and some reserved matters applications that leave some reserved matters still to be submitted), including extensions of 100 square metres of gross internal floor space, or more, or new build that involves the creation of additional dwellings.

9.35 In this case, the proposal would be CIL liable as it comprises the creation of 6 new flats. The flats fall within the Outer Bracknell charging area. A CIL liability notice will be issued accordingly.

10. CONCLUSIONS

10.1 The proposed development relates to a site within the settlement boundary and is therefore acceptable in principle. It would not adversely affect the residential amenities of neighbouring properties subject to appropriate conditions and would not adversely impact upon the character and appearance of the surrounding area. No adverse highway safety implications will arise subject to the imposition of conditions. Relevant conditions will be imposed in relation to detailed design, biodiversity, sustainability and landscaping. A legal agreement will secure contributions for SPA mitigation and the scheme is CIL liable. The proposal is therefore considered to be in accordance with 'Saved' Policies EN20 and M9 of the BFBLP, CS1, CS2, CS7 and CS23 of the CSDPD and Policy CP1 of the SALP, all in accordance with the NPPF.

11. RECOMMENDATION

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

01. Measures to avoid and mitigate the impact of residential development upon the Thames Basin Heaths Special Protection Area (SPA).

That the Head of Planning be authorised to **APPROVE** the application subject to the following condition(s) amended, added to or deleted as the Head of Planning considers necessary:-

01. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON: To comply with Section 91 of the Town and Country Planning Act 1990.

02. The development hereby permitted shall be carried out only in accordance with the following approved plans received by the Local Planning Authority on 22.09.16:

02 Rev D - Proposed Floor Plans & Bin store
03 Rev C - Proposed Elevations
04 Rev C - Site Layout & Location Plan

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

03. No development shall take place until samples of the materials to include brick sample panel, roof tiles, windows, doors, boundary enclosures and other hard surfaces to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

REASON: In the interests of the visual amenities of the area.
[Relevant Policies: BFBLP Saved Policy EN20, CSDPD CS7]

04. The development hereby permitted shall not be begun until details showing the finished floor levels of the buildings hereby approved in relation to a fixed datum point have been submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with the approved details.

REASON: In the interests of the neighbours amenity and the character of the area.
[Relevant Policies: BFBLP Saved Policy EN20, CSDPD CS7]

05. The development hereby permitted shall not be occupied until details of a scheme of walls, fences and any other means of enclosure has been submitted to and approved in

writing by the Local Planning Authority. The approved scheme shall be implemented in full before the occupation of any of the buildings approved in this permission.

REASON: In the interests of the visual amenities of the area and to safeguard existing retained trees, hedges and shrubs.

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

06. The development shall not be begun until a scheme depicting hard and soft landscaping has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include a 3 year post planting maintenance schedule.

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

REASON: In the interests of good landscape design and the visual amenity of the area.

[Relevant Policies:BFBLP EN2 and EN20, CSDPD CS7]

07. No demolition or construction work shall take place outside the hours of 8:00 am and 6:00 pm Monday to Friday; 8:00 am and 1:00 pm Saturday and not at all on Sundays and Public Holidays.

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

[Relevant Policies: BFBLP EN25]

08. During the construction phase, no deliveries shall be taken at or dispatched from the site outside the hours of 8:00 am and 6:00 pm Monday to Friday; 8:00 am and 1:00 pm Saturday and not at all on Sundays and Public Holidays.

REASON: In the interests of the amenities of the occupiers of nearby residential premises.

[Relevant Policies: BFBLP EN25]

09. No accommodation shall be occupied until the existing access serving the bungalow off Albert Road has been closed and a footway is provided over the closed access in accordance with details to be submitted to and approved in writing by the Local Planning Authority; the footway shall be retained thereafter.

REASON: In the interests of highway safety.

[Relevant Policies: Core Strategy DPD CS23]

10. No accommodation shall be occupied until means of vehicular access from Daventry Court has been constructed in accordance with details to be submitted to and approved by the Local Planning Authority.

REASON: In the interests of highway safety.

[Relevant Policies: Core Strategy DPD CS23]

11. No accommodation shall be occupied until a means of access for pedestrians and cyclists has been constructed in accordance with details to be 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.
[Relevant Policies: BEBLP M6, Core Strategy DPD CS23]
12. No accommodation shall be occupied until the associated vehicle parking and turning spaces has been surfaced and marked out in accordance with the approved drawing. The spaces shall thereafter be kept available for parking at all times.
REASON: To ensure that the development is provided with adequate car parking to prevent the likelihood of on-street car parking which would be a danger to other road users.
[Relevant Policies: BFBLP M9, Core Strategy DPD CS23]
13. No accommodation shall be occupied until the area shown for parking on the approved plan has been drained and surfaced in accordance with details to be submitted to and approved by the Local Planning Authority and that area shall not thereafter be used for any purpose other than the parking of vehicles.
REASON: To ensure that the development is provided with adequate car parking to prevent the likelihood of on-street car parking which would be a danger to other road users.
[Relevant Policies: BFBLP M9, Core Strategy DPD CS23]
14. The development hereby approved shall not be occupied until the approved secure cycle parking facilities has been implemented. The facilities shall thereafter be retained.
REASON: In the interests of accessibility of the development to cyclists.
[Relevant Policies: BFBLP M9, Core Strategy DPD CS23]
15. No gates shall be provided at the vehicular access to the site.
REASON: In the interests of highway safety.
[Relevant Policies: Core Strategy DPD CS23]
16. The development hereby permitted shall not be begun until a scheme has been submitted to and approved in writing by the Local Planning Authority, to accommodate:
(a) Parking of vehicles of site personnel, operatives and visitors
(b) Loading and unloading of plant and vehicles
(c) Storage of plant and materials used in constructing the development
(d) Wheel cleaning facilities
(e) Temporary portacabins and welfare for site operatives
and each facility shall be retained throughout the course of construction of the development, free from any impediment to its designated use. No other areas on the site, other than those in the approved scheme shall be used for the purposes listed (a) to (e) above.
REASON: In the interests of amenity and road safety.
17. The development shall not be begun until a Sustainability Statement covering water efficiency aimed at achieving an average water use in new dwellings of 110 litres/person/day, has been submitted to, and agreed in writing by, the Local Planning Authority. The development shall be implemented in accordance with the Sustainability Statement, as approved, and retained as such thereafter.
REASON: In the interests of sustainability and the efficient use of resources. [Relevant Policy: Core Strategy DPD CS10]

18. The development shall not be begun until an Energy Demand Assessment has been submitted to and approved in writing by the Local Planning Authority. This shall demonstrate that a proportion of the development's energy requirements will be provided from on-site renewable energy production (which proportion shall be 20%). The buildings thereafter constructed by the carrying out of the development shall be in accordance with the approved assessment and retained in accordance therewith.
REASON: In the interests of the sustainability and the efficient use of resources.
[Relevant Plans and Policies: CSDPD Policy CS12]
19. The development shall incorporate surface water drainage that is SuDS compliant and in accordance with DEFRA "Sustainable Drainage Systems - Non-statutory technical standards for sustainable drainage systems" (March 2015). It shall be operated and maintained as such thereafter for the lifetime of the development.
REASON: To prevent increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage scheme.
[Relevant Policies: CSDPD CS1, BFBLP EN25]
20. No site clearance shall take place during the main bird-nesting period of 1st March to 31st August inclusive, unless a scheme to minimise the impact on nesting birds during the construction of the development has been submitted to and approved by the Local Planning Authority.
REASON: In the interests of nature conservation
[Relevant Plans and Policies: BFBLP EN3 CS1, CS7]
21. The development shall not be begun until a scheme for the provision of biodiversity enhancements (not mitigation), including a plan or drawing showing the location of these enhancements, has been submitted to and approved in writing by the local planning authority.
The approved scheme shall be performed, observed and complied with.
REASON: In the interests of nature conservation
[Relevant Plans and Policies: CSDPD CS1, CS7]
22. The first floor windows on the eastern elevation facing no. 11 Albert Road of the development hereby permitted shall not be glazed at any time other than with a minimum of Pilkington Level 3 obscure glass (or equivalent). The openable part(s) shall at all times be no less than 1.7 metres above internal floor level of the room in which the window will be installed.
REASON: To prevent the overlooking of neighbouring properties.
[Relevant Policies: BFBLP EN20]
23. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any Order revoking and re-enacting that Order with or without modification) no additional windows, similar openings or enlargement thereof shall be constructed in the eastern side elevations of the flats at first floor level or above hereby permitted except for any which may be shown on the approved drawing(s).
REASON: To prevent the overlooking of neighbouring property.
[Relevant Policies: BFBLP EN20]

Informative(s):

01. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission subject to conditions, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

02. No details are required to be submitted in relation to the following conditions; however they are required to be complied with:
 1. Time limit
 2. Approved plans
 7. Construction hours
 8. Delivery hours
 15. No gates at access
 19. Surface water drainage
 20. Site Clearance (birds)
 22. Obscure glazing
 23. No additional windows

Details are required to be submitted in relation to the following conditions:

 3. Materials
 4. Levels
 5. Means of enclosure
 6. Hard and soft landscaping
 9. Closure of existing access
 10. Vehicular access
 11. Pedestrian & cyclist access
 12. Vehicle parking and turning
 13. Drainage of parking area
 14. Cycle parking
 16. Site Organisation
 17. Sustainability statement
 18. Energy demand assessment
 21. Biodiveristy enhancements

- 03 The Streetcare Team should be contacted at Department of Transport & Transportation, Time Square, Market Street, Bracknell, RG12 1JD, telephone 01344 352000, to agree the access construction details and to grant a licence before any work is carried out within the highway. A formal application should be made allowing at least 4 weeks notice to obtain details of underground services on the applicant's behalf.

04. Future occupants should be aware that this development falls within a restricted residents parking scheme which is currently in operation in the local area, between 8am and 8pm, Monday to Saturday and from 10am to 4pm on Sundays. Vehicles associated with this development wishing to park on the public highway would be excluded from the residents parking permit (i.e. new residents would not be allowed to park on-street during hours of operation).