

ITEM NO: 6Application No.
15/01081/FULWard:
Winkfield And
CranbourneDate Registered:
2 November 2015Target Decision Date:
28 December 2015

Site Address:

**Old Whitelocks Garsons Lane Warfield Bracknell
Berkshire RG42 6JA**

Proposal:

Change of use from existing barn for storage (B8) purposes.

Applicant:

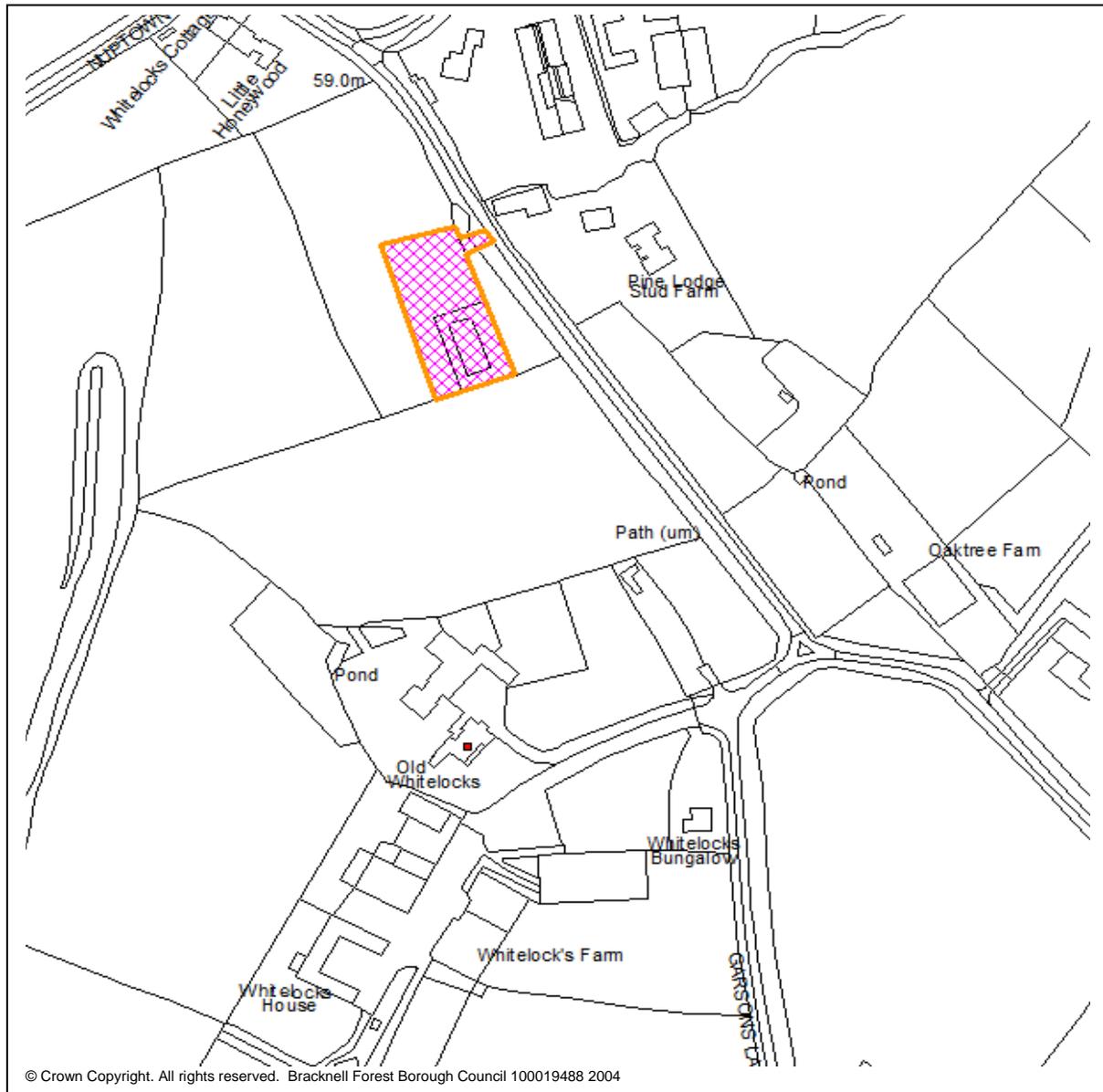
Mr Nick Wells

Agent:

Mr Rob Huntley

Case Officer:

Sarah Horwood, 01344 352000

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

OFFICER REPORT

1. SUMMARY

1.1 The proposed change of use of an existing barn (previously used for ancillary storage) to B8 storage purposes would constitute appropriate development within the Green Belt, would not adversely impact upon the openness of the Green Belt and would not detract from the character of the area. Further, the proposal would not adversely impact upon the residential amenities of neighbouring properties and no adverse highway implications would result. There would be no ecological or tree implications.

RECOMMENDATION

Planning permission be granted subject to conditions in Section 11 of this report

2 . REASON FOR REPORTING APPLICATION TO COMMITTEE

2.1 The application has been reported to the Planning Committee as more than 3 objections have been received.

2.2 This application was scheduled to be reported to the Planning Committee in June, however was subsequently withdrawn from the agenda. Further investigation was required as to the lawfulness of the existing barn that is the subject of this application. This matter has now been resolved.

3. PLANNING STATUS AND SITE DESCRIPTION

PLANNING STATUS

Within Green Belt

Trees along the eastern boundary covered by Tree Preservation Orders (ref: TPO 1121)
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3.1 The barn is located within a large field that is bounded by mature trees and hedgerow facing out onto Hawthorn Lane. Some of the trees along the eastern boundary of the site are covered by TPOs.

3.2 The existing barn comprises feather edge timber boarding and a profiled metal edge sheet roof.

3.3 There are dwellings to the north/north-east of the site and to the south of the site.

4. RELEVANT SITE HISTORY

4.1 Application 06/00838/FUL approved for erection of detached barn.

4.2 Application 12/00773/FUL refused for conversion of existing barn to form 1 no. 4 bed dwelling. Appeal dismissed.

4.3 Application 13/01033/FUL approved for construction of culvert over ditch to facilitate access to existing field gate.

4.4 As stated previously at paragraph 2.2, the lawfulness of the existing barn has been investigated and officers are satisfied that the barn is lawful under Section 171B of the Town and Country Planning Act 1990 (as amended) as the barn has existed for a period in excess of 4 years.

4.5 In relation to permission 06/00838/FUL, it was granted subject to conditions. Some of the conditions were pre- commencement conditions where details were required to be provided to the LPA for approval prior to the commencement of development. The pre- commencement conditions were in relation to materials, tree protection and drainage.

4.6 It was brought to the attention of the Council by the applicant that details relating to these pre- commencement conditions had not been submitted to the LPA for approval and the barn was therefore not constructed in accordance with permission 06/00838/FUL and the conditions attached to the permission are therefore void. Council officers have checked and no details relating to pre-commencement conditions were submitted to the LPA for approval and therefore the barn was in breach of the 2006 permission when it was constructed. This means it was an unauthorised development as it was not implemented as part of the 2006 permission as the conditions which required approval connected to that permission were not approved. Because the barn was not built under the 2006 permission, none of the conditions attached to that permission – including condition 10 (which required the barn to be demolished if it was no longer used for agricultural purposes or an application were made for an alternative use) are effective or enforceable. The applicant and agent have provided evidence that the barn was completed some time in December 2008 and therefore became lawful in 2012 by virtue of Section 171B of the Town and Country Planning Act 1990 (as amended) which states:

“Where there has been a breach of planning control consisting in the carrying out without planning permission of building operations ... no enforcement action may be taken after the end of the period of 4 years beginning with the date on which the operations were substantially complete.”

Further, an aerial photograph from 2008 shows the barn in situ.

4.7 In summary, the barn that exists on site was unauthorised at the time of its construction and was not constructed as part of the 2006 permission. All conditions attached to that permission are not applicable and are void. The barn is however lawful as it has been in existence for a period in excess of 4 years and is immune from any enforcement action.

5. THE PROPOSAL

5.1 Full permission is sought for the change of use of an existing barn previously used for ancillary storage (including residential storage and storage of machinery used for the maintenance of the land) to B8 use.

5.2 A gravel bound surface parking and turning area is proposed within the site, which would connect to an access approved by permission 13/01033/FUL.

5.3 A new hedgerow is proposed along with timber post and rail fencing to separate the site off from the remainder of the open land.

6. REPRESENTATIONS RECEIVED

Warfield Parish Council

6.1 Objects on the following grounds – “The proposal represents inappropriate change of use within the Green Belt due to Hawthorn Lane being unsuitable for large vehicles and no passing bays are available for vehicles moving in both directions”.

Other representations

6.2 7no. letters of objection received which can be summarised as follows:

- Inappropriate development within the Green Belt and harmful to openness of Green Belt
- Highway implications - the single track lanes are unsuitable for heavy traffic and would cause a hazard to horse riders, cyclists, etc
- Increased vehicular movements to and from the site
- The area is used by walkers, horse riders, cyclists, etc and is a beauty spot and increased traffic would impact this.
- Could be an incremental step in securing change of use of the building to residential
- Industrialisation in ever decreasing rural part of Bracknell
- Will a replacement barn be required
- Increased noise and disturbance resulting from the proposed use
- Parking and turning area would be visually intrusive
- No local need for storage. Are other storage facilities in the wider area
- Building not been used for agricultural purposes and should be demolished
- No very special circumstances exist to use the barn for B8 purposes.

7. SUMMARY OF CONSULTATION RESPONSES

Highways Officer

7.1 No objection subject to conditions.

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 & CS2 of CSDPD	consistent
Design	CS7 of CSDPD, Saved policy EN20 of BFBLP	consistent
Parking	CS23 of CSDPD, Saved policy M9 of BFBLP	Consistent NPPF refers to LA's setting their own parking

		standards for residential development, this policy is considered to be consistent.
Green Belt	CS9 of CSDPD, Saved Policies GB2, GB4 of BFBLP	CS9 is consistent GB2 is not consistent GB4 is more descriptive, not entirely consistent with NPPF
Trees/Landscaping	CS1 and CS7 of CSDPD, Saved Policies EN1 and EN2 of BFBLP	Consistent
Biodiversity	CS1 and CS7 of CSDPD	Consistent
Supplementary Planning Documents (SPD)		
Parking standards SPD,		
Other publications		
National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG) Community Infrastructure Levy (CIL)		

9. PLANNING CONSIDERATIONS

9.1 The key issues for consideration are:

- i. Principle of development
- ii. Residential amenity
- iii. Impact on character and appearance of the area
- iv. Impact on highway safety
- v. Impact on trees
- vi. Impact on biodiversity
- vii. Community Infrastructure Levy

i. PRINCIPLE OF DEVELOPMENT

9.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the Development Plan, unless material considerations indicate otherwise, which is supported by the NPPF (paras. 2 and 12).

9.3 Site Allocations Local Plan (SALP) Policy CP1 refers to the presumption in favour of sustainable development as outlined in the National Planning Policy Framework (NPPF). SALP Policy CP1 states that the Council will act proactively and positively with applicants to seek solutions which mean that proposals can be approved wherever possible, and to improve the economic, social and environmental conditions within the area. Planning applications that accord with the Development Plan for Bracknell Forest Council shall be approved without delay unless material considerations indicated otherwise. Where there are no policies relevant to the application or the relevant policies are considered to be out of date, then permission shall be granted unless material considerations indicate otherwise. It further states that where there are no policies relevant to the application or relevant policies are out-of-date at the time of making the decision, then permission will be granted unless material considerations indicate otherwise, taking into account whether any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole, or where specific policies in the NPPF indicate that development should be restricted.

9.4 The site is located within the Green Belt, as shown on the Bracknell Forest Borough Policies Map (2013).

9.5 As the site is located within the Green Belt, the main considerations from a policy perspective are:

1. Whether the proposed development constitutes inappropriate development in the Green Belt
2. The effect of the proposal on the openness of the Green Belt

9.6 The NPPF stresses the fundamental aim of Green Belt policy being to prevent urban sprawl by keeping land permanently open, and the essential characteristic of Green Belts are their openness and permanence (para. 79). The NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances (para. 87), and that 'very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations (para 88). The construction of new buildings in the Green Belt should be regarded as inappropriate, subject to certain exceptions (paras. 89 and 90)

9.7 Core Strategy Policy CS9 refers to the need to protect the Green Belt from inappropriate development and seeks to protect land outside the defined settlements for its own sake, particularly from development that would harm the character, appearance or function of the land.

9.8 Saved Policy GB2 of the BFBLP refers to the change of use of land within the Green Belt. The policy states there is a general presumption against change of use of land in the Green Belt unless the proposal relates to outdoor sport/recreation; cemeteries or other uses which protect the open, rural and undeveloped character of the area.

9.9 Saved Policy GB4 of the BFBLP allows for the re-use and change of use of buildings within the Green Belt. "Within the Green Belt, the change of use and adaptation of existing buildings will only be acceptable where:

- (i) the impact of the proposal on the existing open, rural, and undeveloped character of the Green Belt will not be materially greater than that of the present use; and
- (ii) strict control is exercised over the extension of re-used buildings, and the associated land around them which might conflict with the existing open, rural, and undeveloped character of the Green Belt; and
- (iii) the building is of permanent construction and its scale, design, bulk and form are in keeping with its surroundings; and
- (iv) the proposed change of use or adaptation would not be detrimental to the character of the building, its surroundings and landscape setting; and
- (v) the proposed change of use, within any individual building or complex of buildings within a close proximity, would not result in a net increase of more than 500 square metres of business, industrial, distribution or storage (use Classes B1 to B8) floorspace; and
- (vi) the proposal would not cause significant environmental, road safety or traffic generation problems; and
- (vii) the proposed change of use of the building is small scale and appropriate to a rural area."

9.10 The NPPF allows for the re-use of buildings provided that the buildings are of permanent and substantial construction, however GB4 goes further than the NPPF and provides the 7 criteria listed above that the proposal should be assessed against. As this policy is not entirely in conformity with the NPPF, the approach set out within the NPPF carries greater weight.

9.11 The following paragraphs of the NPPF relating to the Green Belt are of specific relevance to this application, especially as Green Belt development plan policies are not entirely consistent with the NPPF and therefore carry limited weight:

- Para 79 - the Government attaches great importance to Green Belts. The fundamental aim of Green Belt Policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

Para 87 - makes it clear that inappropriate development is by definition harmful to the Green Belt and should not be approved except in very special circumstances.

Para 88 - substantial weight should be given to any harm to the Green Belt. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness and any other harm is clearly outweighed by other considerations.

Para 90 lists forms of development that are not inappropriate in the Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land within the Green Belt. The re-use of buildings provided that the buildings are of permanent and substantial construction is included on the list of development that may not be inappropriate.

1) Whether the proposal constitutes inappropriate development within the Green Belt

9.12 The application proposes the re-use of an existing lawful building (previously used for ancillary storage including for the storage of machinery used for the maintenance of the land) for B8 use. The proposal must be tested against the criteria contained in the Bracknell Forest Borough Local Plan Policy GB4 and Policy CS9 in the Core Strategy Development Plan Document in so far as they are consistent with the NPPF and the NPPF to assess if it is acceptable development in the Green Belt.

9.13 Paragraph 90 of the NPPF states: "Certain other forms of development are also not inappropriate in Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt. These are... the re-use of buildings provided that the buildings are of permanent and substantial construction;"

9.14 The proposed change of use of the barn to B8 purposes is considered to be in accordance with Saved Policy GB4 for the following reasons:

- The proposal does not increase the built form on site so it is considered that there is no greater impact upon the open undeveloped character of the Green Belt than at present.
- There are no extensions proposed to the building to facilitate the change of use to B8.
- The proposed change of use would not result in a net increase of more than 500 square metres of business, industrial, distribution or storage (use Classes B1 to B8) floorspace (although it is noted that this is not in compliance with the NPPF, however accords with Policy GB4);
- No alterations are proposed to the building itself to facilitate the change of use to B8.
- The building was granted planning permission in December 2006 and is less than 10 years old. It is of sound, substantial construction due to its age and design (constructed from feather edge boarding and metal roof sheeting). No alterations are required to the building externally to facilitate the change of use and the building is open plan internally so lends itself to use for storage purposes
- Adequate space exists on site to provide on-site parking and turning required connected to the proposed use of the building for B8 storage purposes.
- The building is lawful as discussed as paragraphs 4.4 to 4.7 and therefore its re-use for B8 purposes is acceptable

9.15 In summary, it is considered that the scale and nature of the development connected to the change of use of the building is not inappropriate development within the Green Belt.

9.16 Further, a parking and turning area is proposed connected to the proposed use of the barn for B8 purposes. This would be essential to support the proposed use of the building.

2) Effect of the proposal upon the openness of the Green Belt

9.17 Para. 79 of the NPPF indicates that 'openness' is an essential characteristic of the Green Belt. The term openness is not defined in the NPPF, however given the lack of definition; it could reasonably be interpreted as the absence of built development. Openness can be harmed by (among other things) new built form, external storage, extensive hard standing, car parking and boundary walls or fencing. Landscapes are very important to the openness and amenity of the Green Belt. The visual impact on landscape forms part of the consideration of harm, and is not just associated with views from public vantage points.

9.18 The NPPF states that certain forms of development are not inappropriate in the Green Belt provided that they preserve the openness of the Green Belt and do not conflict with the purpose of including land within the Green Belt. The NPPF lists development of this kind and includes: "the re-use of buildings provided that the buildings are of permanent and substantial construction."

9.19 It is not considered that the scale and nature of the development proposed would impact upon the purposes of including land within the Green Belt. There are no extensions or additions proposed to the existing barn which ensures that the proposal would not result in any additional harm to the openness of the Green Belt.

9.20 To further protect the openness of the Green Belt, a planning condition is recommended to ensure no external storage of machinery, equipment, materials, etc, occurs outside of the building.

9.21 The proposed parking and turning area would be concentrated mainly to the north of the building. The eastern boundary of the site facing onto Hawthorn Lane is well screened by existing trees and hedgerow and further hedgerow planting is proposed within the site to provide further visual screening to the parking and turning area. As such, the proposed parking and turning area is not considered to have an unacceptable adverse impact upon the openness of the Green Belt as to be unacceptable when viewed from both within the site and surrounding land.

9.22 To summarise, the re-use of an existing lawful barn within the Green Belt is acceptable in principle in accordance with para 90 of the NPPF. No extensions are proposed to the existing barn to facilitate its change of use to B8 use. A parking and turning area is proposed connected to the proposed use of the barn for B8 purposes, however this would be screened by additional soft landscaping proposed along with the retention of existing boundary screening facing onto Hawthorn Lane. The proposal is therefore not considered to have a detrimental impact upon the openness of the Green Belt. The proposal therefore accords with Policy CS9 of the CSDPD, Saved Policies GB1 and GB4 of the BFBLP and the NPPF, subject to assessing other material planning considerations including impact on residential amenity, highway safety, etc.

ii. Residential amenity

9.23 The nearest residential dwellings are to the north-east and east of the site, some 50m away. The proposed change of use of the barn to B8 use would result in increased vehicular movements to and from the site (generating approximately 10 two-way vehicular movements over the course of a typical day) which would result in increased noise and disturbance to adjoining properties. However the site is well screened from Hawthorn Lane by existing trees as are the front boundaries of adjoining properties which would mitigate potential noise and disturbance. As such, the resulting vehicular movements would not result in such adverse impact to adjoining properties through noise and disturbance as to be harmful in view of the separation distances of the nearest dwellings to the application site.

9.24 The use of the building for storage purposes would not in itself be a noise generating use.

9.25 Due to the existing screening along the eastern boundary facing onto Hawthorn Lane, the associated works with the change of use of the building - the parking and turning area would not appear visually intrusive to surrounding properties.

9.26 The planning condition recommended to prohibit external storage would also be in the interests of the residential amenities of neighbouring properties.

9.27 As such, the proposal is not considered to affect the residential amenities of neighbouring properties and accords with Saved Policy EN20 of the BFBLP and the NPPF.

iii. Impact on character and appearance of surrounding area

9.28 No external alterations would be required to the existing barn itself to facilitate a change of use to B8 use.

9.29 Access to the barn would require the implementation of extant planning permission 13/01033/FUL for an access onto Hawthorn Lane and a new internal track is proposed which would connect the access to the barn and create a parking and turning area for vehicles and a lorry. Whilst the access track and parking and turning area would have some urbanising impact upon the rural character of the area, the works would be limited at surface level and given the level of screening provided along the eastern boundary facing onto Hawthorn Lane, this element of the scheme would not be readily visible from outside of the site. Further, additional soft landscaping would be undertaken along the northern, western and part of the southern boundary with planting of hedgerow to provide further screening to the parking and turning area when viewed from outside of the site. A planning condition requiring details of landscaping is recommended to be imposed.

9.30 The planning condition recommended to prohibit external storage would be beneficial to the visual amenities and rural character of the area.

9.31 As such, the proposal would not adversely affect the character and appearance of the surrounding area and would be in accordance with Saved Policy EN20 of the BFBLP, Policy CS7 of CSDPD and the NPPF.

iv. Highway safety

Access

9.32 The existing barn is located in a field adjacent to Hawthorn Lane, an unclassified country lane which is de-restricted, though speeds are likely to be well below this due to its relatively narrow width and rural character. Hawthorn Lane is a shared surface for all road users with verges to either side and is unlit.

9.33 The development would be served by a new vehicular access onto Hawthorn Lane which was approved by the LPA (ref: 13/01033/FUL) and includes a culvert of the existing ditch adjacent to Hawthorn Lane. This access has not been implemented. The means of access should be provided prior to occupation of the development and this could be secured by planning condition.

9.34 Adequate sight-lines can be achieved along Hawthorn Lane for vehicles exiting the site and the slightly wider width at the access provides some potential for vehicles to wait or pass each other, as do the verges. The Council's Highways Officer is in agreement with the applicant that the development is unlikely to generate significant movements by large vehicles over and above the current use of the lane by horse boxes, agricultural vehicles and refuse vehicles. Widening the

lane is likely to affect the ditch/roadside drainage and is not considered justified for the scale of development.

Parking

9.35 4 parking spaces and 1no. lorry space is proposed which complies with the Council's Parking Standards 2016. The 4no. parking spaces would be 2.4m wide x 4.8m deep with an additional 6m of access/manoeuvring space behind the spaces.

9.36 The lorry parking and turning space is acceptable.

Trips

9.37 The use of the barn for B8 storage could generate in the region of 10 two-way vehicular movements over the course of a typical day. The existing barn is likely to generate very few vehicular movements over the course of a typical day. However the level of vehicular movements would not be considered to result in detrimental harm to the surrounding highway network.

9.38 Subject to the imposition of conditions relating to the provision of the access approved under permission 13/01033/FUL being implemented and further the implementation of the parking and turning area prior to the building being brought into B8 use, the proposal is considered to be in accordance with CSDPD Policy CS23, BFBLP 'Saved' Policy M9 and the NPPF and would not result in adverse highway implications.

v. Trees

9.39 The eastern boundary of the site is occupied by a small wooded copse consisting primarily of maturing/ semi mature Oak and a small number of Ash. The maturing / semi mature Oaks on this site are a valuable long term asset particularly as many of these trees have substantial further growth potential. The most important of these specimens are protected by confirmed Tree Preservation Order 1121.

9.40 The proposed access track leading from the access approved by permission 13/01033/FUL would be outside of the root protection area (RPA) of existing trees and therefore would not adversely impact upon these trees. There is an existing post and wire fence that separates the barn and land from the trees along the eastern boundary which would provide a physical barrier on site to ensure protection from storage of materials, etc on site. As such, it is not considered that any works proposed subject to this application would in themselves result in damage to existing trees. For information, tree protection measures in relation to the access were considered as part of that approved application.

9.41 As such the proposal would be in accordance with Policy EN1 of the Bracknell Forest Borough Local Plan and the NPPF and would not result in an adverse impact on existing trees.

vi. Biodiversity

9.42 Due to the modern age of the building and its substantial design of weather boarding and metal sheet roofing, the building would not be suitable for bats or birds, including barn owls. As such, an ecological survey is not required.

vii. Community Infrastructure Levy (CIL)

9.43 As the proposed development relates to the change of use of an existing agricultural barn to B8 storage purposes, it is not considered development that is CIL chargeable as the development

does not relate to residential use, specialist residential accommodation for older people or convenience based supermarkets/superstores and retail warehousing as set out in the Council's Community Infrastructure Levy Charging Schedule.

10. CONCLUSIONS

10.1 The proposed conversion of an existing barn to B8 storage purposes would constitute appropriate development within the Green Belt, not adversely impact upon the openness of the Green Belt and would not detract from the character of the area. The proposal would not adversely impact upon the residential amenities of neighbouring properties.

10.2 No adverse highway implications would result from the proposal. There would be no ecological implications or adverse impact to trees.

10.3 The scheme is not CIL liable.

10.4 The proposal is therefore considered to comply with CSDPD CS1, CS7, CS9, CS23, Saved Policies EN1, EN20, GB2, GB4, M9 of the BFBLP and the NPPF. The application is therefore recommended for conditional approval.

11. RECOMMENDATION

That the application be **APPROVED** subject to the following conditions:-

1. The use 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.

2. The development hereby permitted shall be carried out only in accordance with the approved plans received by the Local Planning Authority on 2 November 2015 and 12 June 2016:

Location plan at scale of 1:1250

Drawing no. 1070-04 Rev B

Drawing no. 1070-05 Rev A

Drawing no. RHPC/SP/001/B

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

3. No goods, materials, plant or machinery shall be stored outside the building on the site.

REASON: In the interests of the visual amenities of the surrounding area and the openness of the Green Belt.

[Relevant Policies: CSDPD CS7, CS9, BFBLP EN20, GB2, GB4]

4. The building shall be used for B8 storage purposes and for no other purpose (including any other purpose in Class B of the Schedule to the Town and Country Planning (Use Classes) Order 1987, (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

REASON: In the interests of residential amenities of neighbouring properties and to ensure the development is provided with adequate car parking to prevent the likelihood of on-street car parking.

[Relevant Policies: BFBLP EN20, M9, Core Strategy DPD CS23]

5. No additional floorspace, including mezzanine floors, shall be constructed within the building connected to the use hereby approved.

REASON: To prevent an over-development of the site and to ensure adequate parking.

[Relevant Policy: BFBLP M9]

6. The building shall not be brought into use for B8 storage purposes until a scheme depicting hard and soft landscaping, including details of boundary treatment, 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. The areas shown for landscaping shall thereafter be retained.

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

[Relevant Policies: BFBLP EN20, CSDPD CS7]

7. The building shall not be brought into use for B8 storage purposes until the means of vehicular access to the site has been constructed in accordance with planning permission 13/01033/FUL.

REASON: In the interests of highway safety.

[Relevant Policies: CSDPD CS23]

8. The building shall not be brought into use for B8 storage purposes until the associated vehicle and lorry parking and turning spaces have been surfaced and marked out in accordance with the approved drawing, ref: RHPC/SP/001/B received 12 June 2016 by the Local Planning Authority. The spaces shall thereafter be kept available for parking and turning 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]

Informatives

1. 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 in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

2. 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
3. No external storage
4. B8 use only
5. No mezzanine floors

7. Access
8. Parking and turning

The following conditions require discharge prior to the building being brought into use:

6. Landscaping

3. The Street Care team should be contacted at the Environment, Culture and Communities Department, 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.

Doc. Ref: Uniform 7/DC/Agenda

The application file to which this report relates can be viewed at the Council's Time Square office during office hours or online at www.bracknell-forest.gov.uk