

**ITEM NO:**

Application No.  
**17/00524/FUL**  
Site Address:

Ward:  
Bullbrook

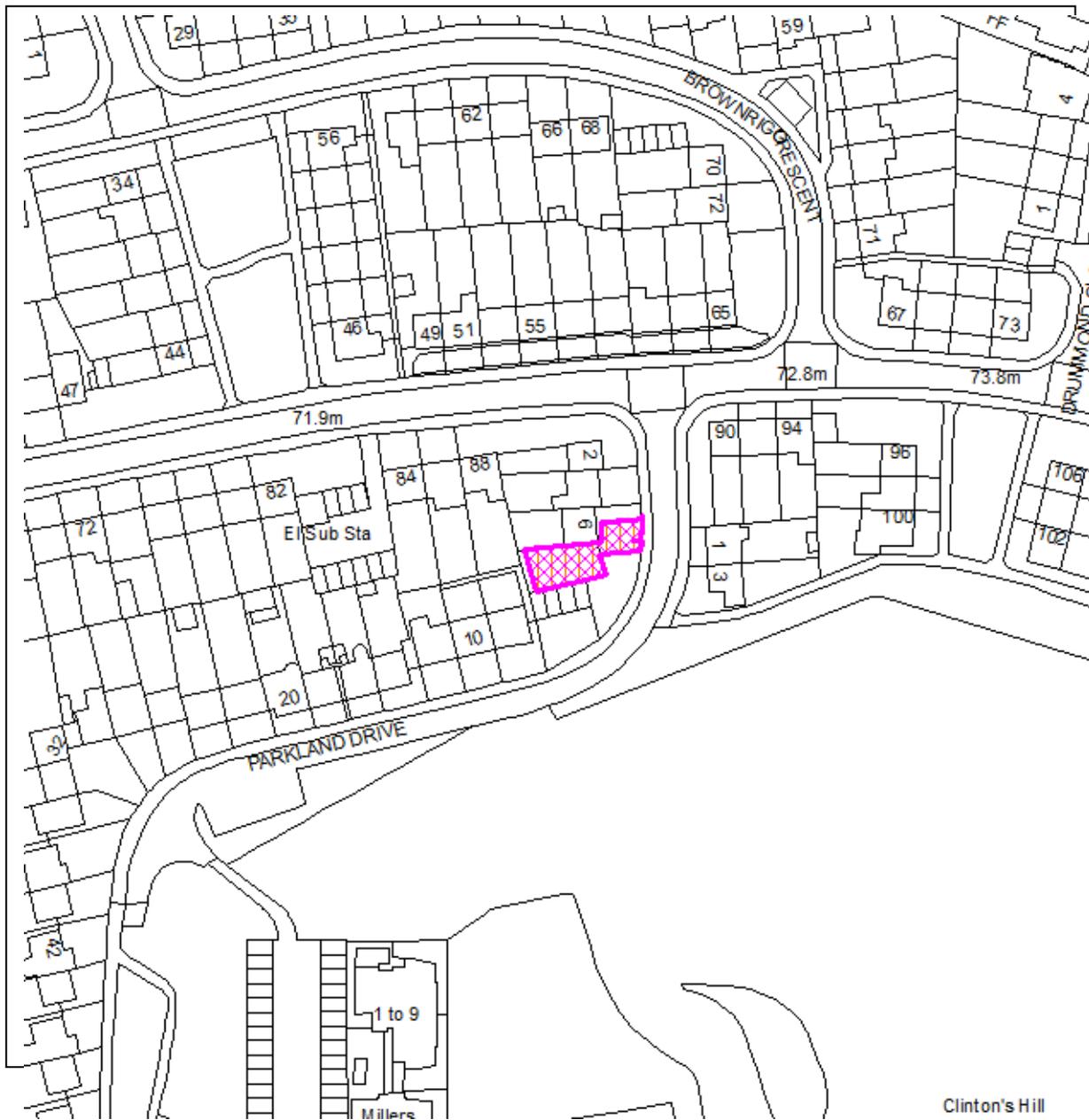
Date Registered:  
11 July 2017

Target Decision Date:  
5 September 2017

**Land Adjacent To 6 Parkland Drive Bracknell  
Berkshire**

Proposal: **Erection of a 2 bedroom dwelling adjoining to no. 6 Parkland Drive.**  
Applicant: Mr Mark Davies  
Agent: Mr Peter Charman  
Case Officer: Michael Ruddock, 01344 352000  
[development.control@bracknell-forest.gov.uk](mailto:development.control@bracknell-forest.gov.uk)

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



## **OFFICER REPORT**

### **1. SUMMARY**

1.1 The proposed development concerns the erection of an additional dwelling adjoining No.6 Parkland Drive. The development would consist of a two bedroom dwelling with a private garden to the rear. Two parking spaces would be provided forward of the existing dwelling.

1.2 The proposed development relates to a site within the settlement boundary. It is not considered that the development would result in an adverse impact on the streetscene or the character and appearance of the area. The relationship with adjoining properties is acceptable and it is not considered that the development would result in an unacceptable impact on highway safety. Relevant conditions will be imposed in relation to sustainability. A Section 106 legal agreement will secure contributions for SPA mitigation and the scheme is CIL liable.

<b>RECOMMENDATION</b>
-----------------------

Delegate to Head of Planning subject to the conditions in Section 11 of this report and the completion of a Section 106 Agreement.
--

### **2. REASON FOR REPORTING APPLICATION TO COMMITTEE**

2.1 The application is reported to the Planning Committee at the request of Councillors Dudley, Angell and Ms Miller due to concerns that the proposal would be an overdevelopment of the site, it would be out of keeping with the streetscene and it would adversely affect the amenities of neighbouring properties.

### **3. PLANNING STATUS AND SITE DESCRIPTION**

<b>PLANNING STATUS</b>
------------------------

Within Defined Settlement
---------------------------

Within 5km of the SPA
-----------------------

3.1 No.6 Parkland Drive is a terraced dwelling at the end of a terrace of three dwellings. The dwelling has a private garden to the side and rear and an open frontage. Land to the side of the open frontage, shown outside of the application site on the applicant's Site Plan, is amenity land under the ownership of Bracknell Forest Homes.

3.2 The existing dwelling has a paved pedestrian access to Parkland Drive at the front of the property, however it has no on site parking. It is bordered by the adjacent terraced dwelling of No.4 Parkland Drive to the north and a block of four garages to the south. To the rear, the site shares borders with the rear gardens of No.8 Parkland Drive and No.88 Bullbrook Drive. Further residential properties are located opposite the site.

### **4. RELEVANT SITE HISTORY**

4.1 Application 07/00270/FUL was submitted in March 2007 for the erection of a three bedroom dwelling to the side of No.6 Parkland Drive. The application was refused in May 2007 for the following reasons:

- The proposed dwelling, due to its siting, size and design would overlook the amenity space belonging to no. 88 Bullbrook Drive and no. 8 Parkland Drive resulting in an unacceptable loss of privacy, to the detriment of the neighbouring occupiers amenities.

- The proposed dwelling, due to its design would incorporate an uncharacteristic design that is out of keeping with adjoining properties to the detriment of the character and appearance of the area.
- The proposal fails to provide off street parking for the proposed development and thus is likely to increase pressure for on street parking to the detriment of road safety.

A fourth reason for refusal was included with regard to infrastructure contributions, however this was a 'holding' reason for refusal which could have been overcome with the submission of an acceptable Legal Agreement to secure such contributions.

4.2 Application 13/00654/FUL was submitted in August 2013 for the erection of single storey side extension forming double garage, with associated installation of hardstanding to form driveway and dropping of kerb to provide access. The application was refused in October 2013 for the following reason:

- The proposal would lead to a loss of amenity land which would be detrimental to the character and appearance of the area and to the visual amenities of the area as a whole.

## **5. THE PROPOSAL**

5.1 The proposed development is for the erection of an additional dwelling to the side of No.6 Parkland Drive. The new dwelling would be attached to the existing dwelling and would form a fourth terraced dwelling.

5.2 The dwelling would have a width of 5.3m and a depth of 6.4m. It would be slightly staggered in relation to No.6, set 0.9m back from the front elevation of the existing property and projecting 0.9m beyond the rear elevation. It would have a height of 6.9m with a pitched roof design.

5.3 The dwelling would provide an open plan lounge, dining/family area and kitchen at ground floor level, with two bedrooms and a bathroom at first floor level. A private garden would be provided to the rear with a depth of 5m-6m. Two new parking spaces would be provided forward of the existing dwelling and pedestrian access is shown between the parking spaces and the new dwelling. The parking and access areas shown on the site plan are all within the applicant's ownership, as demonstrated by the submission of a Land Registry drawing.

5.4 The new dwelling would include a new access to the side leading to the rear garden. A new bin store and a new shed for cycle parking would be located along the side access. As an existing shed would be lost to accommodate the new dwelling, a new shed would be provided in the rear garden of the existing dwelling. The sheds would both have a length of 2m, a width of 1m and a height of 1.95m with a pitched roof.

5.5 During the course of the application, amended plans have been submitted in response to a number of concerns. As originally submitted, no additional parking was shown. A rear facing bedroom window has been removed and replaced with a side facing window. Finally the tile hanging that was originally proposed at first floor level has been removed.

## **6. REPRESENTATIONS RECEIVED**

### Bracknell Town Council:

6.1 Recommend refusal for the following reasons:

- Overdevelopment in a small cul-de-sac which will have a negative impact on adjacent properties (overlooking).

- Another property would have a negative impact in a road that already suffers with parking congestion. This application does not comply with the Borough Council's parking standards so should be refused.
- The entrance to the property would mean loss of some amenity land and we are concerned that the close proximity of the tree will cause it to be irreparably damaged during the construction.

*[OFFICER COMMENT: These comments were made on the basis of the original plans. The applicant has submitted Land Registry drawings that demonstrate they own all of the land that is shown within the application site. Previously there was a tree adjacent to the property however this is no longer in place.]*

#### Other representations:

6.2 Three objections were received from residents of neighbouring properties. The reasons for objection can be summarised as follows:

- The development would result in an unacceptable loss of privacy to the neighbouring properties both to the front and to the rear through overlooking.
- Increased noise from an additional household and additional people having access to a back gate and path bordering No.8.
- Development would increase the need for car parking which is a problem in Parkland Drive.
- Creating off-street parking and a dropped kerb would impact the amount of parking available on-street, where local residents and their visitors park.
- A previous application (07/00270/FUL) was refused due to reasons, amongst others, relating to pressure on parking and overlooking.

## **7. SUMMARY OF CONSULTATION RESPONSES**

### Highways Officer

7.1 Concerns were raised with the original plans as no on site parking was provided. However following submission of amended plans the objection has been withdrawn.

## **8. MAIN POLICIES AND OTHER DOCUMENTS RELEVANT TO THE DECISION**

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

	<b>Development Plan</b>	<b>NPPF</b>
General policies	CP1 of SALP, CS1 & CS2 of CSDPD	consistent
Design	CS7 of CSDPD, Saved policy EN20 and H12 of BFBLP.	consistent
Residential Amenity	Saved policy EN20 of BFBLP	consistent
Highway Safety	CS23 of CSDPD, Saved policy M9 of BFBLP	consistent
Sustainability	CS10, CS12 of CSDPD	consistent
SPA	NRM6 of SEP, CS14 of CSDPD, EN3 of BFBLP	consistent
<b>Other publications</b>	National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG). Design SPD, Parking Standards SPD, Thames Basin Heaths SPA Avoidance and Mitigation SPD, Planning Obligations SPD.	

9.1 The key issues for consideration are:

- i Principle of the Development
- ii Impact on character and appearance of the area
- iii Impact on residential amenity
- iv Transport implications
- v Sustainability
- vi SPA
- vii Community Infrastructure Levy

### **i. Principle of the development**

9.2 No.6 Parkland Drive is located within a defined settlement as designated by the Bracknell Forest Borough Policies Map. Due to its location and nature, the proposal is considered to be acceptable in principle and in accordance with CSDPD CS1 (Sustainable Development), CS2 (Locational Principles) and the NPPF subject to no adverse impacts upon the character and appearance of the surrounding area, residential amenities of neighbouring properties, highway safety etc. These matters are assessed below.

### **ii. Impact on the character and appearance of the area**

9.3 The proposed dwelling would be a visible feature in the streetscene on Parkland Drive. It would have a traditional pitched roof design with bricks and tiles to match the existing and such a design would be reflective of the adjoining terraced dwellings. The materials shall be secured by condition. As such it is considered that the proposed dwelling would not appear out of keeping with the existing streetscene in this location. Although it would be greater in height than the adjacent dwellings, this is again reflective of the character of these dwellings. Due to a levels difference along Parkland Drive, No.6 is higher than No.4, and No.4 is higher than No.2. The setting back of the dwelling by 0.9m from the neighbouring dwelling to the north is also reflective of the neighbouring properties.



9.4 It is not considered that a dwelling of the size and design proposed would result in an overly prominent addition to the streetscene. It is considered that it would assimilate with the existing streetscene and would not result in an incongruous feature. In this regard it is considered that the development would comply with the Council's Design SPD which states that the height, shape and form of buildings should be considered at the scale of the street frontage and the street as a whole, and that the height of buildings should respond to existing height and degree of variation in height in the local context.

9.5 As existing there is a gap of over 6m to the side of the existing dwelling, therefore there is sufficient space for the dwelling which would be set off the boundary to allow for side access. The garden to the rear would have a depth of 5m – 6m. It is acknowledged that such a garden would be small in size, however as the proposal is for a two bedroom dwelling a smaller amount of amenity space is not considered unreasonable. Furthermore it is noted that the neighbouring dwellings at No.8 and No.10 Parkland Drive have smaller gardens of approximately 6.5m in depth, and as such it is not considered that the proposal would be out of keeping with the pattern of development in this location. Boundary treatments shall be secured by condition.

9.6 Given that acceptable set offs to the side and amenity space to the rear are provided, and parking is shown to the front of the site, it is considered that the development would fit comfortably into the site and would not result in a cramped overdevelopment. The Design SPD states that development plots should be large enough to accommodate the proposed built development and the requirements associated with it. Where development is proposed on an existing plot it should be of a form that responds positively to the existing character of the area. It is considered that the development would comply with the recommendations of the Design SPD in this regard.

9.7 Parking spaces are shown to the front of the existing dwelling which would also be a visible feature of the streetscene. Whilst on plot parking is not a feature of the adjacent dwellings, there are instances of hardstanding forward of dwellings nearby on Bullbrook Drive and a significant area of hardstanding is located forward of the garage block to the south. As such the additional hardstanding would not appear out of keeping with the streetscene. Furthermore this would be softened by the existing grassed areas to either side of the parking which would remain.



9.8 As existing the land to the side of No.6 Parkland Drive could be considered amenity land. A small amount of this land, which is within the applicant's ownership, is required for pedestrian access to the new dwelling however the majority of the amenity land would remain as existing. As such it is not considered that this would result in a significant impact on the character and appearance of the area.

9.9 The new bin storage area would be provided to the side of the new dwelling and the new cycle sheds to the rear. None of these features would be an overly prominent feature in the streetscene. Bin storage facilities for the existing dwelling would remain.

9.10 It is noted that one of the reasons application 07/00270/FUL was refused was that it would result in an uncharacteristic design that would be detrimental to the character and appearance of the area. This was due to the dwelling incorporating windows and brick detailing that would have been in keeping with the design of the adjacent dwellings. As set out above, it is not considered that this would be the case in respect of the current application. It is noted that tile hanging that was originally proposed on the dwelling has been removed due to concerns that this would have been out of keeping with the design of the adjacent properties.

9.11 As such it is not considered that the development would 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' Policies EN20 and H12 or the NPPF.

### iii. Impact on residential amenity

9.12 As the dwelling would project only 0.9m beyond the rear elevation of the existing dwelling it would not result in an unacceptable loss of light to or unduly overbearing effect on the adjoining property. Although it would be visible from the rear facing windows of the properties to the rear of the site at No.8 Parkland Drive and No.88 Bullbrook Drive, as the dwelling would be at an oblique angle to these windows it is not considered that the development would result in an unacceptable loss of light to these properties. It would have a similar relationship to these dwellings as the existing terraced dwellings and as such it is not considered that it would appear unduly overbearing when viewed from the rear of these properties.



9.13 Concerns have been raised that the development would result in an unacceptable loss of privacy to the properties at the rear through overlooking. As originally proposed a first floor bedroom window faced to the rear which would have resulted in a loss of privacy to these properties. However the proposal has been amended to remove this window and replace it with a side facing window which would face towards the garages to the south, not overlooking any private amenity areas. As such the only rear facing first floor window would serve the bathroom which would not be a habitable room, and a condition can be imposed requiring this window to be glazed with obscure glass and fixed shut. A further condition will remove 'Permitted Development' rights for first floor windows to the rear elevation.

9.14 Concerns have also been raised from the properties opposite the site with regard to overlooking, however this would be a front-to-front relationship with a gap of over 20m which is a relatively common relationship in residential areas. The highway would be an intervening feature between the two properties. As such it is not considered that the development would result in such an unacceptable loss of privacy to the properties opposite that refusal of the application would be warranted.

9.15 With regard to noise and disturbance, it is not considered that the addition of a two bedroom dwelling within an existing residential area would result in such an increase in noise and disturbance that refusal of the application would be warranted. Furthermore it is not considered that additional people using the rear access would be unacceptable. The two new parking spaces would be sited forward of the existing dwelling, and it is not considered that two cars parking in this location would result in such an unacceptable loss of light to or unduly overbearing effect on the existing dwelling that refusal of the application would be warranted. It is not considered that the vehicle movements associated with one dwelling would result in an unacceptable level of noise and disturbance to the existing property.

9.16 The cycle and refuse storage facilities for the new dwelling would be set off the rear boundary and would have minimal impact on the neighbouring properties. Although the shed for the existing dwelling would be located on the rear boundary, it is not considered that such a structure with a height of 1.95m would appear unduly overbearing. It is noted that such a structure could be sited here as existing using 'Permitted Development' rights.

9.17 It is acknowledged that the previous refusal was partly due to a loss of privacy to neighbouring properties through overlooking. This proposal was for a three bedroom dwelling which included two rear facing first floor bedroom windows. As set out above, the proposed dwelling would not have any rear facing bedroom windows that would overlook the neighbouring property and as such it is considered that this reason for refusal has been overcome.

9.18 It is therefore not considered that the development would result in a detrimental effect on the amenities of the residents of the neighbouring properties. As such the development would not be contrary to BFBLP 'Saved' Policy EN20 or the NPPF.

#### **iv. Transport implications**

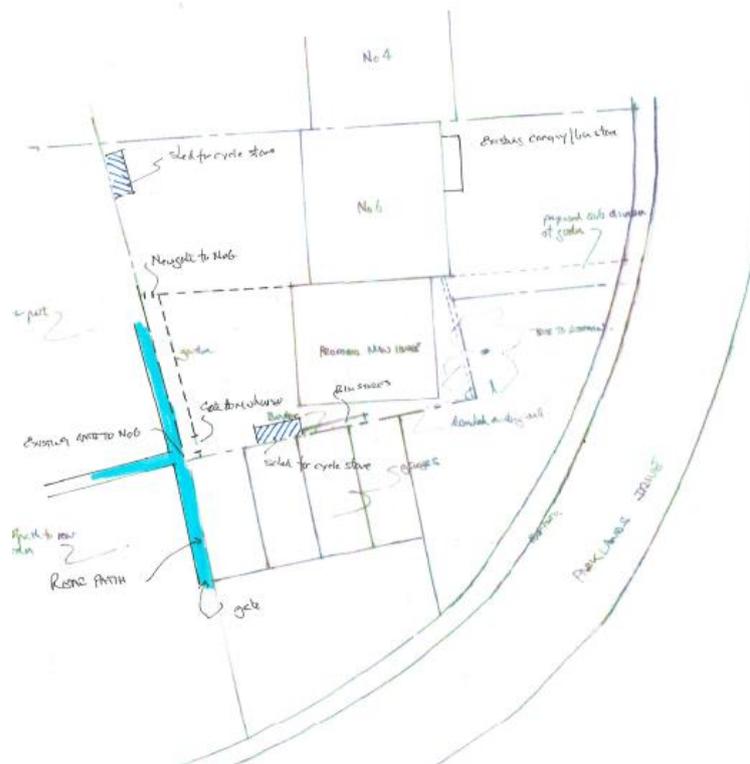
9.19 The revised Site Plan shows the provision of two off street parking spaces to comply with the Council's Parking Standards for an additional two bedroom dwelling. The parking spaces measure at 2.4m x 4.8m over a driveway length of around 6m and this additional length would ensure that parked cars do not overhang the footway, provide visibility of pedestrians using the footway and assist with access/manoeuvring space on and off the driveway bearing in mind that on-street parking occurs on Parkland Drive.

9.20 A new dropped kerb will be required, via the consent of the Highway Authority, and a sight line of 2.4m by 20m could be achieved towards the bend which is considered

acceptable in line with likely vehicle speeds on this residential cul-de-sac. Vehicles parked on the driveway would not interfere with forward visibility for vehicles coming around the bend.

9.21 It is noted that the two parking spaces would be in front of the existing rather than the proposed dwelling, nonetheless these parking spaces are close by and accessible to the new dwelling and this has the benefit of retaining the open amenity land to the south. These shall be secured by condition.

9.22 Pedestrian access to the front door of the new dwelling is shown. The new dwelling would have a side access between the dwelling and the garage, and an existing rear access to No.6 would remain along the rear of the garden of the new dwelling. These would provide access to cycle storage sheds in both gardens as well as the new bin storage area to the side of the new dwelling which shall be secured by condition. A separate door to a storage area and a canopy are provided for bin storage at the existing dwelling and this would remain. The below plan shows the rear access, bin storage and cycle storage areas for both dwellings.



9.23 The previous scheme that was refused provided no off street parking, and it is considered that this concern has been overcome with the provision of two off-street parking spaces. Although the provision of a dropped kerb and parking spaces would mean that the area in front of No.6 Parkland Drive would no longer be available for cars to park on-street, parking is not restricted in Parkland Drive or on nearby Bullbrook Drive. Although it is acknowledged that on-street parking occurs in parts of Parkland Drive and Bullbrook Drive at present, it has not been observed to be saturated and sufficient space would remain for neighbour's vehicles to park on-street elsewhere.

9.24 The Parking Standards SPD notes 'the Council helps provide dropped kerbs for residents who have sufficient frontage to have a driveway installed and where highway safety would not be adversely affected.' The new driveway access has sufficient frontage and it is not considered that the Local Planning Authority could demonstrate that there is

insufficient capacity along Parkland Drive or Bullbrook Drive to cater for the potential displacement of one or two parked vehicles from the kerbside frontage of No.6 and that the highway safety impacts would be severe.

9.25 The Council's guidance on dropped kerbs (taken from the website) notes '*Permission will be refused if the access interferes with designated parking bays*'. There are no designated parking bays along the kerbside frontage of No.6 Parkland Drive. Furthermore the Parking Standards SPD makes no provision for on-street parking to be included as part of the parking stock for an area and it should be noted that the existing dwelling could install a dropped kerb and hard standing parking area at present without requiring planning permission. As such, although providing formal off-street parking would reduce the amount of on-street parking available, it is not considered that this would result in a significant impact on highway safety.

9.26 It is therefore not considered that the development would result in an unacceptable impact on highway safety. As such it would not be contrary to CSDPD Policy CS23, BFBLP 'Saved' Policy EN20 or the NPPF.

#### **v. Sustainability**

9.27 CSDPD Policy CS10 requires the submission of a Sustainability Statement demonstrating how the proposals meet current best practice standards for water efficiency aimed at achieving an average water use in new dwellings of 110 litres/person/day. The submitted Sustainability Statement (dated 11<sup>th</sup> May 2016) confirms that this would be the case, and the document will be conditioned to be complied with.

9.28 SDPD Policy CS12 requires the submission of an Energy Demand Assessment demonstrating how 10% of the development's energy requirements will be met from on-site renewable energy generation. As highlighted in the Council's Sustainable Resource Management Supplementary Planning Document (<http://www.bracknell-forest.gov.uk/srm>), an energy demand assessment should be submitted and include the following:

- A prediction of the energy demand (in kWh) and carbon emissions (in kg/CO<sub>2</sub>) for the site;
- List of assumptions used i.e. whether these have come from Building Regulations or benchmarks;
- Details of energy efficiency measures;
- A prediction of the energy demand and carbon emissions for the site taking into account energy efficiency measures;
- A feasibility study for all relevant renewable energy technologies;

The choice of renewable energy systems proposed and the associated energy and carbon savings.

9.29 The submitted Energy Assessment (dated 11<sup>th</sup> May 2016) confirms that this would be the case, and the document will be conditioned to be complied with.

#### **vi. SPA**

9.30 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 3.8km 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.

9.31 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.

9.32 In this instance, the development would result in a net increase of one two bedroom dwelling which results in a total SANG contribution of £1,601. The development is required to make a contribution towards Strategic Access Management and Monitoring (SAMM) which is also calculated on a per bedroom basis. Taking account of the per bedroom contributions this results in a total SAMM contribution of £526.

9.33 The total SPA related financial contribution for this proposal is therefore £2,127. A draft Section 106 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 has been submitted. 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. Community Infrastructure Levy (CIL)**

9.34 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.

9.35 CIL applies to any new build (except outline applications and some reserved matters applications that leave some reserved matters still to be submitted) including new build that involves the creation of additional dwellings. The proposed development involves the creation of an additional dwelling, and the development is therefore CIL liable.

## **10. CONCLUSIONS**

10.1 It is not considered that the development would result in an adverse impact on the character and appearance of the local area or the amenities of the residents of the neighbouring properties. The proposed parking arrangements are considered acceptable, and the development would not result in an adverse impact on highway safety.

10.2 It is therefore considered that the proposed development complies with Development Plan Policies SALP Policy CP1, CSDPD Policies CS1, CS2, CS7, CS14 and CS23, BFBLP 'Saved' Policies EN3, EN20 and M9, SEP Policy NRM6 and the NPPF.

## 11. RECOMMENDATION

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

- 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 conditions 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 submitted shall be carried out only in accordance with the following approved plans received by the Local Planning Authority on 11.07.17, 18.09.17, 06.10.17, and 13.10.17:

2017 0601 (Rev A)  
2017 0602  
2017 0603 (Rev B)  
2017 0604 (Rev B)  
2017 0605 (Rev AB)  
2017 0606

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

03. The materials to be used in the construction of the external surfaces of the development hereby permitted shall be similar in appearance to those used in the existing dwelling.

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

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

04. No construction works shall take place until details showing the finished floor levels of the dwelling hereby approved in relation to a fixed datum point have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

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

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

05. No construction works shall take place 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 the building approved in this permission.

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

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

06. The rear facing bathroom window in the west facing rear elevation of the dwellinghouse hereby permitted shall not be glazed at any time other than with a minimum of Pilkington Level 3 obscure glass (or equivalent). It shall at all times be fixed shut with the exception of a top hung openable fanlight.

REASON: To prevent the overlooking of neighbouring properties.

[Relevant Policies: BFBLP EN20]

07. 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 at first floor level and above in the west facing rear elevation of the dwellinghouse hereby permitted except for any which may be shown on the approved drawings.  
REASON: To prevent the overlooking of neighbouring property.  
[Relevant Policies: BFBLP EN20]
08. The dwelling shall not be occupied until a means of vehicular access has been constructed in accordance with the approved site plan.  
REASON: In the interests of highway safety.  
[Relevant Policies: Core Strategy DPD CS23]
09. The dwelling shall not be occupied until visibility splays of 2.0 metres by 2.0 metres have been provided at the junction of the driveway and the adjacent footway. The dimensions shall be measured along the edge of the drive and the back of the footway from their point of intersection. The visibility splays shall at all times thereafter be kept free of all obstructions to visibility over a height of 0.6 metres measured from the surface of the carriageway.  
REASON: In the interests of highway safety.  
[Relevant Policies: Core Strategy DPD CS23]
10. No dwelling shall be occupied until the associated vehicle parking for the proposed dwelling has been set 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]
11. The dwelling shall not be occupied until secure and covered parking for bicycles and storage for refuse has been provided in accordance with drawing 2017 0605 (Rev A) received by the Local Planning Authority on 23.11.17. These shall be maintained as such thereafter.  
REASON: In order to ensure bicycle and refuse storage facilities are provided.  
[Relevant Policies: BFBLP EN20, M9, Core Strategy DPD CS23]
12. 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.  
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]
13. No part of the dwelling shall be occupied 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]

14. No construction works shall take place until an Energy Demand Assessment demonstrating that at least 10% of the development's energy will be provided from on-site renewable energy production, has been submitted to and approved in writing by the Local Planning Authority. The dwelling as constructed shall be carried out in accordance with the approved assessment and retained as such thereafter.  
REASON: In the interests of sustainability and the efficient use of resources.  
[Relevant Policy: Core Strategy DPD CS12]

Informative(s):

01. The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

02. No details are required to be submitted in relation to the following conditions; however they are required to be complied with:

1. Commencement
2. Approved Plans
3. Materials
6. Obscure glazing
7. Additional rear facing windows
8. Access
9. Visibility
10. Parking
11. Cycle parking and refuse storage
12. SuDS

The applicant is advised that the following conditions require discharging prior to commencement of construction works:

4. Finished Floor Level
5. Means of enclosure
14. Energy Demand Assessment

The applicant is advised that the following conditions requires discharging prior to occupation of the dwelling:

13. Sustainability Statement

03. The Streetcare 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 license 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.