

ITEM NO: 7

Application No.
16/00187/FUL
Site Address:

Ward:
Ascot

Date Registered:
4 March 2016

Target Decision Date:
29 April 2016

**Land Between 95 and 101 Prince Andrew Way Ascot
Berkshire SL5 8NH**

Proposal: **Erection of 2 no. 3 bedroomed semi-detached dwellings with associated parking and gardens.**

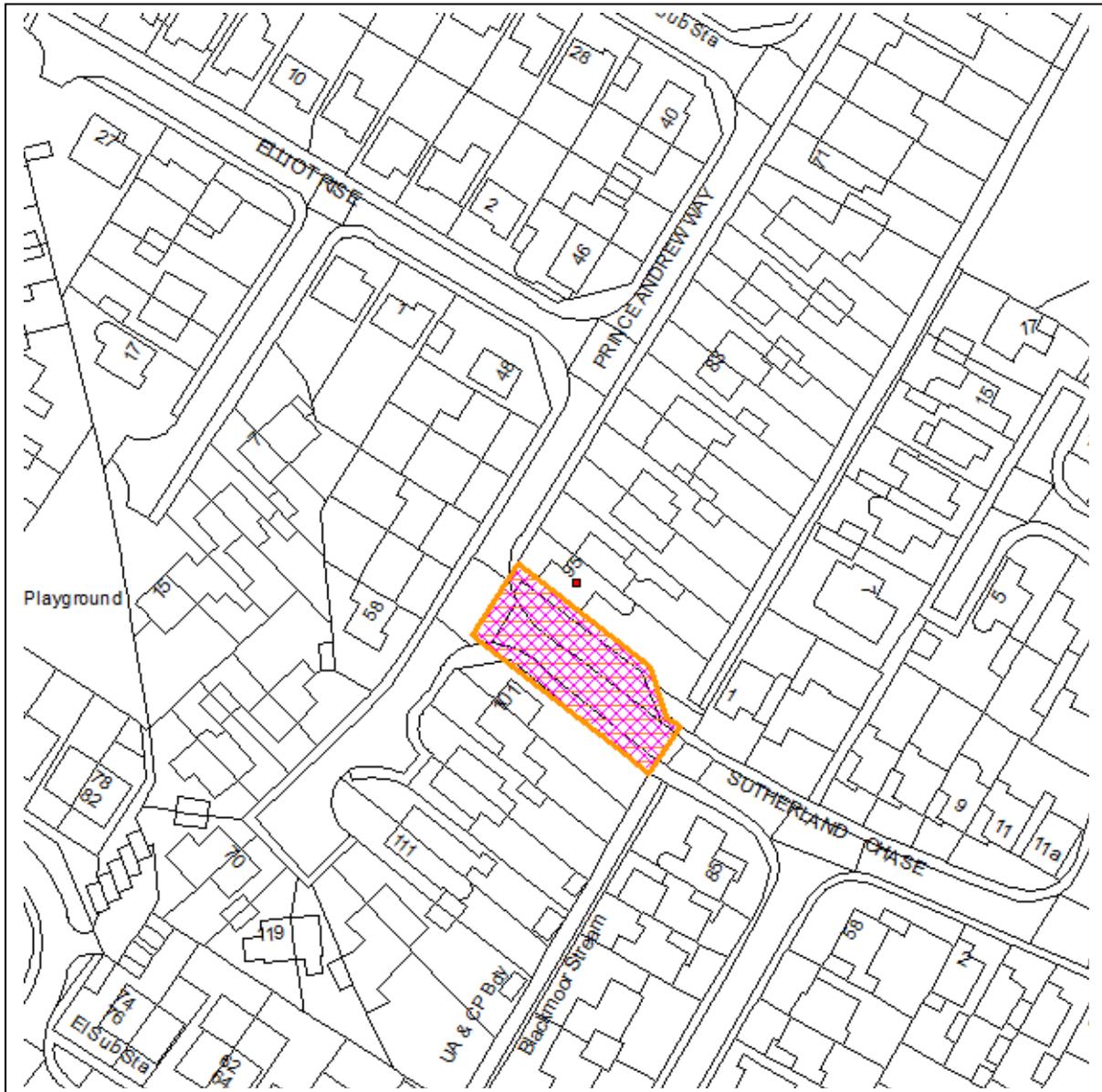
Applicant: Mr Alvin Lindley

Agent: (There is no agent for this application)

Case Officer: Katie Walker, 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 proposal is for the erection of a pair of three-bedroom semi-detached houses on Prince Andrew Way.

1.2 The proposed development is within the settlement boundary and would be liable for SPA contributions and CIL payments.

RECOMMENDATION

Planning permission be granted subject to the conditions set out in Section 11 of this report.
--

2. REASON FOR REPORTING APPLICATION TO COMMITTEE

2.1 The application has been reported to the Planning Committee following the receipt of more than 5 objections.

3. PLANNING STATUS AND SITE DESCRIPTION

PLANNING STATUS

In settlement boundary

Within 5km of SPA

In Flood Zone 3

3.1 The site is located between 95 and 101 Prince Andrew Way on land currently used as a private road. The road has bollards at the end, to the east, so is not a through road. The site is bounded: to the north by a pedestrian footpath which is also privately owned, beyond which is 95 Prince Andrew Way; to the south by properties on Prince Andrew Way; and to the west by Prince Andrew Way itself. To the east, the site is bounded by bollards, and a culvert of the Blackmoor Stream, beyond which is Sutherland Chase, which is within the Royal Borough of Windsor and Maidenhead.

3.2 The site has an existing planning permission for a pair of semi-detached houses. This formed part of the original plan for the estate in the 1960s. As the rest of the estate was built out, it would appear that the planning permission is extant and that those houses could, therefore, be built at any time.

3.3 The land is shown on a later permission as a construction access road for the remainder of the estate (within Windsor and Maidenhead) to be built out. The planning history is set out in more detail in the following section.

3.4 An application was made to the Council's legal department for the application site to be designated as a village green. However, this application was refused.

3.5 The site is within 5km of the SPA.

4. RELEVANT SITE HISTORY

4.1 The relevant planning history is set out below:

8805/63: Proposed 31 dwellings and garages on land at rear of 96/98, Fernbank Road, Winkfield – Approved 1963. [Officer comment: this approved two houses on the application site].

9445: Application for resiting of Welwyn/Malvern type - 10 pairs of semi-detached on plots 60/79 (Affects 73-111 odd Prince Andrew Way) - approved 1964. [Officer comment: this also approved two houses on the site].

11835: Residential development 12 units per acre on 28.5 acres (site within Windsor RDC) and access road (within Easthampstead RDC) off Prince Andrew Way, Ascot – refused 1966.

16338: Formation of two access road to serve residential development – approved 1971. [Officer comment: this shows the site as an access road].

4.2 The above planning history demonstrates that the site had planning permission for two houses, which were not built. The site then had planning permission for an access road. As the remainder of the estate was built out, it would appear that the permission for the two houses remains extant.

5. THE PROPOSAL

5.1 The proposal is for the erection of a pair of semi detached houses on land which is a private road, in between 95 and 101 Prince Andrew Way. The houses would each comprise three bedrooms and would have two parking spaces to the front.

5.2 There is an existing footpath to the side of 95 Prince Andrew Way, which is owned by the applicant. This would be retained as part of the proposed development.

5.3 Each dwelling would have a living room, kitchen/diner and WC to the ground floor and three bedrooms and a bathroom upstairs. Each house would have a rear garden with steps leading down from the house to the garden.

6. REPRESENTATIONS RECEIVED

Winkfield Parish Council

6.1 Winkfield Parish Council made observations on the application, summarised as follows:

- WPC requests that the officer ensures stringent conditions are applied to maintain the footpath and its associated pedestrian access to Sutherland Chase and that the Council considers formally adopting it; [Officer note: the retention of the footpath would be secured through S106]
- request that measures are taken to protect Blackmoor Stream during and after construction;
- request that the officer take account of underground gas and sewerage service [Officer note: this is not a planning matter and would be dealt with under building control. National Grid has responded to the proposal stating that the developer would need to liaise with National Grid prior to beginning any works].

Other responses received

6.2 Seven objections have been received. The issues raised can be summarised as follows:

- There was, at the time of a number of the objections being submitted, an application for the site to be designated as a 'Village Green' [Officer note: this application was rejected].

- There are historic flooding issues on the site [Officer note: following discussions with the Environment Agency, the EA has removed its objection on flooding grounds]
- There are two gas mains running underneath the site [Officer note: National Grid has responded to the proposal, stating that there are likely to be apparatus under the site. The applicant will need to liaise with National Grid prior to commencing works];
- Loss of light to neighbouring properties;
- Cramped and over- development and infilling in the street scene;
- Impact on infrastructure and services;
- Site has been used by neighbours for parking for many years;
- Disruption and safety concerns during construction;
- Concerns over land ownership.
- Existing bollards could be removed should this road be required in case of emergency [Officer note: this is a private road in the applicant's ownership].

6.5 A petition in objection to the application was received, signed by 27 people. This raised the following concerns:

- There is an application for the area to have Village Green status [Officer note: this application has been rejected];
- Access to Blackmoor Steam & culvert in event of blockage and flooding would be compromised [Officer note: Flood Risk is assessed later in the report];
- Area has two large gas mains running under it [Officer note: National Grid has been consulted on the application and raised no objections];
- Excessive infill building in this area and overcrowding of infrastructure.

7. SUMMARY OF CONSULTATION RESPONSES

Highways:

7.1 No objection subject to conditions.

Environment Agency

7.2 No objection subject to conditions securing the measures set out in the revised Flood Risk Assessment.

Environmental Health

7.3 No objection subject to conditions.

National Grid

7.4 Gas mains run under the site and these need to be taken into account before any works are carried out.

Royal Borough of Windsor and Maidenhead

7.5 No objection.

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
Residential amenity	Saved policy EN20 of BFBLP	Consistent
Design	CS7 of CSDPD, Saved policy EN20 of BFBLP;	Consistent
Parking	Saved policy M9 of BFBLP	Consistent
Transport	CS23 of CSDPD	Consistent
Sustainability	CS1, CS10, CS12 of CSDPD	

Supplementary Planning Documents (SPD)
Parking Standards SPD
Design SPD
Other publications
National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG)
BRE Site Layout planning for Daylight and Sunlight: A Guide to Good Practice 2011.
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 Flood Risk
- vi Sustainability
- vii Impacts on SPA
- viii 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). Policy CP1 of the Site Allocations Local Plan sets out that a positive approach should be taken to considering development proposals and that planning applications that accord with the development plan for Bracknell Forest should be approved without delay, unless material considerations indicate otherwise.

9.3 Core Strategy Policies CS1 (Sustainable Development) and CS2 (Locational Principles) are relevant and consistent with the objectives of the NPPF, and can be afforded full weight. In particular, Policy CS2 permits development within defined settlements.

9.4 The application site is located within the settlement boundary and would, in effect, fill in a gap in the streetscene. There is an extant permission for two dwellings on this site, which could be built by the applicant at any time. Notwithstanding this, the site is within the settlement boundary and on an existing residential street and, as such, the principle of the development is acceptable.

ii. Impact on character and appearance of the area

9.5 The Design SPD sets out that new development should relate to the existing grain of development and that infill development should relate to the existing building line. Prince Andrew Way is a residential street, characterised by semi detached houses. The building line in Prince Andrew Way is staggered in places, and the proposed building line of the houses would sit in between the build line of 95 and 101 Prince Andrew Way. As such, the form of the proposed development would be in keeping with the character and appearance of the immediate area.

9.6 The Design SPD states that elevations should respond to their local context. The houses on

Prince Andrew Way are typically brick built with tiled roofs, with some examples of hanging tiles and chimneys. The proposed dwellings would also be built of brick, and the Design and Access Statement sets out that the proposed dwellings would have sections of hanging tiles. The houses would have similar fenestration and roof proportions and would each benefit from a back garden, in a similar layout to the existing houses on the street. The proposed dwellings would be slightly taller than the existing dwellings by approximately 60 cms. Given that this is a relatively small difference in height, it is not considered to have an adverse impact on the streetscene. A condition is recommended to approve details of materials in advance of the construction of the dwellings.

9.7 Subject to the proposed condition regarding materials, it is considered that the development would not result in an adverse impact on the character and appearance of the area or the host property, in accordance with CSDPD Policy CS7, BFBLP 'Saved' Policy EN20, and the NPPF.

iii. Impact on Residential Amenity

9.8 The Design SPD sets out that new development should be sited and designed to minimise any potential impacts on neighbouring properties. At its closest point, house 99b would be 2.9 metres from the porch of 101 Prince Andrew Way, and 4.1 metres from the main house. House 99b would be further forward of 101 Prince Andrew Way. To ensure that there is no adverse impact on 101 Prince Andrew Way, a loss of light assessment has been carried out to the front window of 101 Prince Andrew Way, which serves a living room. In accordance with guidance, a line was drawn from the mid point of the lounge window of Prince Andrew Way at a 45 degree angle, towards the proposed development. This line did not intersect the proposed development and, as such, no adverse loss of light is considered to arise from the proposals. In any event, there is a second, larger window in the ground floor front elevation which serves the same living room and, due to the distance from the proposed development, this would not be affected by the proposals.

9.9 There are no windows in the northern (side) elevation of 101 Prince Andrew Way, so there would be no overlooking impacts to this property as a result of the proposals. As the proposed dwellings are set further forward than 101 Prince Andrew Way, there would be no significant adverse overlooking or overshadowing to the rear garden of 101 Prince Andrew Way as a result of the proposals.

9.10 The proposed house 99a would be next to the existing footpath, which would be retained as part of these proposals. At its closest point, it would be 1.75 metres from 95 Prince Andrew Way. As 99a would be set further back than 95 Prince Andrew Way, no loss of light impacts would occur as a result of the proposals. No windows are proposed in the northern (side) elevation of 99a Prince Andrew Way, so no overlooking issues would occur.

9.11 As 99a Prince Andrew Way would be set further back in the streetscene than 95 Prince Andrew Way, a loss of light assessment to the living room (front) window of the proposed house has been undertaken to ensure that there would not be a significant overshadowing impact on the living room of the proposed house. A line was drawn from the mid point of the lounge window of the proposed house at a 45 degree angle, towards 95 Prince Andrew Way. This line intersected 95 Prince Andrew Way. A line was therefore drawn on elevation at a 45 degree angle from the point at which the line intersected 95 Prince Andrew Way, back towards the proposed development. This line did not intersect the window of the proposed house and, as such, there is not considered to be a significant overshadowing impact on future occupiers of the proposed house.

9.12 A rear garden would be provided for each of the new houses, each approximately 20 metres long. This is considered to provide an adequate amenity space for the future occupiers of the proposed dwellings.

9.13 A number of residents of neighbouring properties raised concerns regarding disturbance during the construction of the proposed houses. A condition is recommended requiring a construction management plan, to mitigate potential disruption on neighbouring residents during the construction phase.

9.14 It is therefore considered that the development would not result in an adverse impact on the amenity of neighbouring properties, and would also provide an acceptable level of amenity for future occupiers, in accordance with BFBLP 'Saved' Policy EN20 and the NPPF, subject to the recommended condition.

iv. Transport implications

Access

9.15 Prince Andrew Way is an adopted residential road which is within a 20mph zone. On-street parking is unrestricted. While the road may have been used previously for parking and turning, it is private. There is an existing turning area around 50 metres to the south along Prince Andrew Way and on-street parking is unrestricted. The site also includes an adjacent verge which is not part of the public highway.

9.16 While there is no through vehicular access to Sutherland Chase (which is within Windsor and Maidenhead), there is an unadopted footpath providing unfettered public pedestrian access between Prince Andrew Way and Sutherland Chase. This footpath link is shown to be retained with this proposal and the retention of this footpath would be secured by S106. A condition is recommended to secure a scheme of lighting for the footpath.

9.17 The public highway along Prince Andrew Way follows the line of the footway and verge across the frontages of nos. 95 and 101 Prince Andrew Way. The proposal would alter the highway layout and a new continuous footway would be required across the site frontage between nos. 95 and 101. Such works would include new dropped kerbs for access to on-plot parking. These works would require the consent of the Highway Authority and an informative is proposed to advise the applicant of this.

9.18 While the above access works will affect the kerbing to the front of 95 Prince Andrew Way, the existing driveway access would be retained. A condition is recommended to secure the means of access to the proposed development.

Cycle and bin storage

9.19 Pedestrian access to the front door of each dwelling is being provided to the side and front of driveway spaces. Originally, the plans showed proposed house 99a to have a gated side access to the rear garden for access to cycle parking and bin storage, and for proposed house 99b is to have a rear gated access. However, this would mean that the future resident of house 99b would need to haul their wheelie bins to the bottom of the garden and along the adjacent footpath for collection by Bracknell Forest Council. The plans have, therefore, been revised so that the houses have shifted in the plot to the north. In the revised plans, proposed House 99a would have gated access on to the footpath, and proposed house 99b would have a side access gated path. This would make bin and cycle storage more practical for both proposed dwellings. A condition is recommended regarding the provision of secure cycle storage.



Parking

9.20 Two driveway parking spaces are proposed for each of these 3-bed dwellings and this complies with the Council's parking standards. The parking spaces are shown on the Proposed Site Plan as 2.4 metres by 4.8 metres which complies with current standards. Also, the parking spaces are to be set-back from the footway which will need to be provided across the site frontage and a condition is recommended to secure pedestrian visibility splays.

9.21 The parking spaces should be permeable paving and a condition is recommended to secure this and to ensure adequate parking provision.

Trips

9.22 These two new houses could generate in the region of 12 two-way movements over the course of a typical day, with one or two movements in both the morning and evening peak periods.

9.23 Subject to the proposed conditions, it is not considered that the proposed development would result in an adverse impact on highway safety, in accordance with CSDPD Policy CS23, BFBLP 'Saved' Policy M9, the Parking Standards SPD, and the NPPF.

v. Flood Risk

9.24 The Blackmoor Stream runs directly behind the properties on Prince Andrew Way and is culverted to the rear of the site. As the site falls within Flood Zone 3, the Environment Agency is the statutory consultee for this application, and they originally objected to the proposal on the grounds of flood risk. However, following extensive discussions between the applicant and the Environment Agency, including revised hydraulic modelling from the applicant, a revised Flood Risk Assessment was submitted, with a subsequent addendum. This addressed the Environment Agency's concerns and includes the sequential and exceptions test. The Environment Agency has, therefore, withdrawn the objection to the application subject to conditions securing the measures set out in the FRA. The applicant has also confirmed that the floor levels would comply with the requirements as set out in the FRA and by the EA. As such,

the proposed development is considered to be acceptable in terms of flood risk, subject to the proposed conditions, in line with the NPPF and Core Strategy Policy CS1.

vi. Sustainability

9.25 CS Policy CS10 seeks to ensure the best use of natural resources, and CS12 requires 10% of energy requirements for 5 or fewer dwellings to be generated from on-site renewables. This is in line with paragraph 148 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.

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

vii. SPA

9.27 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. An Appropriate Assessment has been carried out including mitigation requirements.

9.28 This site is located approximately 3.85 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.

9.29 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. 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.

9.30 In this instance, the development would result in a net increase of 2 x three bedroom dwellings which results in a total SANG contribution of £4,342.

9.31 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 £1,422.

9.32 The total SPA related financial contribution for this proposal is £5,764. 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.

viii. 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 applications that involve the creation of additional dwellings (except outline applications and some reserved matters applications that leave some reserved matters still to be submitted).

9.35 In this case, the proposal would be CIL liable as it comprises the creation of new dwellings. The dwelling falls within the Northern Parishes charging area, where CIL is charged at £350 per square metre of floorspace for this type and scale of development.

10. CONCLUSIONS

10.1 The proposed development is within the settlement boundary and would provide two new houses on a residential street, and is therefore acceptable in principle. The proposal would be acceptable in terms of character and appearance of the area, transport and flood risk, subject to conditions relating to these matters. The applicant has agreed to enter into a S106 relating to SPA contributions and to secure the retention of the footpath. It is therefore considered that the proposed development complies with Development Plan Policies SALP Policy CP1, CSDPD Policies CS1, CS2, CS7 and CS23, BFBLP 'Saved' Policies EN8, EN20 and M9, the Parking Standards SPD, the Design SPD and the NPPF.

10.2 The application is therefore recommended for conditional approval.

11. RECOMMENDATION

That, following the completion of the relevant S106 agreement regarding SPA mitigation and the retention of the footpath, the Head of Planning be authorised to APPROVE the application subject to the following conditions:

1. 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.
2. The development hereby permitted shall be carried out only in accordance with the following approved plans and documents received by the Local Planning Authority on 3 August 2018:
Site Plan
Proposed ground floor plan
Proposed first floor plan
Side NE and SW elevations
Street and back elevations
REASON: To ensure that the development is carried out only as approved by the Local Planning Authority.
3. No construction works shall take place until details of the materials 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 EN20, Core Strategy DPD CS7]

4. No dwelling shall be occupied until a scheme of The development hereby permitted shall not be begun 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 or as may otherwise be agreed in writing by the Local planning Authority.
REASON: - In the interests of the visual amenities of the area.
[Relevant Plans and Policies: BFBLP EN20, Core Strategy DPD CS7]
5. No dwelling shall be occupied until a means of vehicular access 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 highway safety.
[Relevant Policies: Core Strategy DPD CS23]
6. No dwelling shall be occupied until the associated vehicle parking has been provided 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]
7. The dwellings 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]
8. No dwelling shall be occupied until secure and covered parking for bicycles has been provided in accordance with the approved drawings.
REASON: In order to ensure bicycle facilities are provided.
[Relevant Policies: BFBLP M9, Core Strategy DPD CS23]
9. During the construction phases, 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]
10. 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
 - (f) specifications of control of noise arrangements for construction and demolition
 - (g) methodology of controlling dust, smell and other effluvia
 - (h) site security arrangements including hoardings
 - (i) proposed method of piling for foundations
 - (j) construction and demolition methodology
 - (k) construction and demolition working and delivery hours

(l) Alternative methods of disposing of green waste other than burning; as there are to be no bonfires on site.

The development shall be carried out in accordance with the approved scheme.

REASON: In the interests of the amenities of the area and highway safety.

11. The development permitted by this planning permission shall be carried out in accordance with: Flood Risk Assessment Version 2 by Hydroland Consulting Engineers Ltd dated October 2017 Flood Risk Assessment Addendum by Hydroland Consulting Engineers Ltd dated 19/4/2018 and the following mitigation measure detailed within the FRA and addendum:
30 m³ of compensatory flood plain storage is provided as described in the FRA Version 2. The details of the flood plain storage are to be submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the approved details.
REASON: To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided and to reduce the risk of flooding to the proposed development and future occupants.
[Relevant Policy: Core Strategy DPD CS1]
12. The finished floor levels are to be set no lower than 74.768 metres above Ordnance Datum.
REASON: To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided and to reduce the risk of flooding to the proposed development and future occupants.
[Relevant Policy: Core Strategy DPD CS1]
13. 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]
14. 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 10%). 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 Policy: CSDPD Policy CS12]
15. Prior to the dwellings being occupied, a scheme of lighting for the retained footpath should be implemented in accordance with a scheme to be submitted and approved in writing by Local Planning Authority.
REASON: In the interests of public safety.
16. 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]

17. 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 enlargement, addition, improvement or other alteration permitted by Classes A, E and F of Part 1 of the Second Schedule of the 2015 Order shall be carried out.

REASON: In the interests of flood mitigation.

Informatives

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. The following conditions do not require details to be submitted, but must be complied with:

1. Time limit
2. Approved plans
6. Vehicle parking
7. Visibility splays
8. Cycle parking
9. Deliveries during construction
12. Finished floor levels
16. SuDS
17. Removal of PD rights

The following conditions require details to be submitted:

3. Details of materials
4. Vehicular access
10. Construction management plan
11. Flood plain storage
13. Sustainability Statement
14. Energy Demand Assessment
15. Scheme of lighting for footpath.

03. The applicant will be required to enter an s278 legal agreement with the Highway Authority for highway access and footway works.

04. An Environmental Permit may be required if carrying out any flood risk activities in, under, over or near a main river (including where the river is in a culvert) or in the flood plain of a main river. Guidance can be found at <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>.

05. The contractor should contact National Grid before any works are carried out to ensure National Grid apparatus is not affected by any of the proposed works.

In the event of the S106 agreement not being completed by 30 November 2018, the Head of Planning be authorised to refuse the application on the grounds of:

The occupants of the development would put extra pressure on the Thames Basin Heaths Special Protection Area and the proposal would not satisfactorily mitigate its impacts in this respect. In the absence of a planning obligation to secure suitable avoidance and mitigation measures and access management monitoring arrangements, in terms that are satisfactory to the Local Planning Authority, the proposal would be contrary to Policy NRM6 of the South East Plan, Policy EN3 of the Bracknell Forest Borough Local Plan, Policy CS14 of the Core Strategy Development Plan Document and the Thames Basin Heaths Special Protection Area Avoidance and Mitigation Supplementary Planning Document (2012).