

**ITEM NO: 08**

Application No.  
**20/00015/FUL**  
Site Address:

Ward:  
Central Sandhurst

Date Registered:  
17 January 2020

Target Decision Date:  
13 March 2020

**Land To The Rear Of 147 Yorktown Road Sandhurst  
Berkshire GU47 9BN**

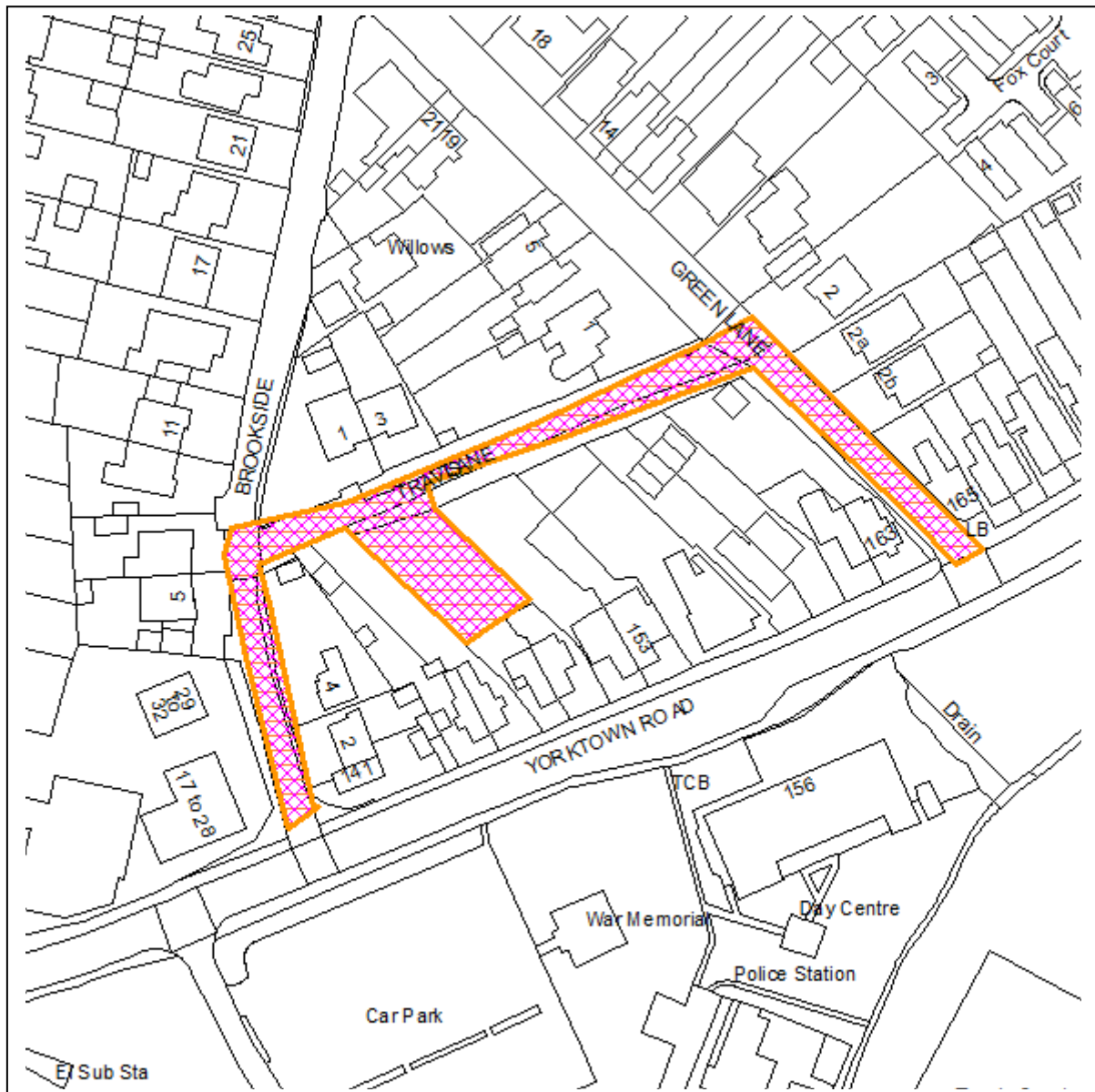
Proposal: **Erection of two bed detached bungalow with access from Travis Lane.**

Applicant: Mr Tommy Lee

Agent: Mr David J Wood

Case Officer: Alys Tatum, 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 relates to a site within the settlement boundary and is therefore acceptable in principle.

1.2 The proposal would not adversely impact upon the character and appearance of the surrounding area. The proposal would not adversely affect the residential amenities of neighbouring residential units. There would be no adverse highway safety implications.

1.3 Relevant conditions will be imposed. The scheme is CIL liable.

1.4 The site is located approximately 0.72km 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 which can be secured through a S106 agreement.

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

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

2.1 The application has been reported to the Planning Committee following the request of Councillors Dudley and Brossard due to concerns regarding the access from a private road.

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

<b>PLANNING STATUS</b>
Within a defined settlement boundary
Within 5km of the Thames Basin Heath SPA
Area D, Sandhurst Central, of the Sandhurst Character Area Assessments SPD

3.1 The proposal site currently forms part of the rear garden of 147 Yorktown Road, a semi-detached two storey dwelling. The new dwelling would be accessed from Travis Lane, a private residential road, located to the north of the site which leads off the adopted highway, Yorktown Road. There is an existing vehicular access to the site from Travis Lane leading to a garage and informal off-street parking for 147 Yorktown Road.

3.2 The proposal site is situated within the settlement boundary of Sandhurst and within character Area D, Sandhurst Central, of the Sandhurst Character Area Assessment SPD.

3.3 The Design and Access Statement makes reference to a TPO tree on the boundary with the adjacent property, however the Council records confirm that there are no TPO trees on the site or adjacent to the site.

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

4.1 The most recent applications relating to the site are:

18/00248/FUL - Erection of outbuilding including garage following demolition of existing garage.  
Approved 05.06.2018

16/00301/FUL - Erection of a 2m fence with gate to the rear of the property. Approved 04.07.2016

12806 - Residential development rear of 147 Yorktown Road. Refused. 01.01.1967

12349 - Residential development rear of 147 Yorktown Road. Refused 01.01.1966

19974 - 2 storey rear extension to form kitchen, bedrooms and WC. Approved 01.01.1973

32204 - Erection of porch. Approved 01.01.1981

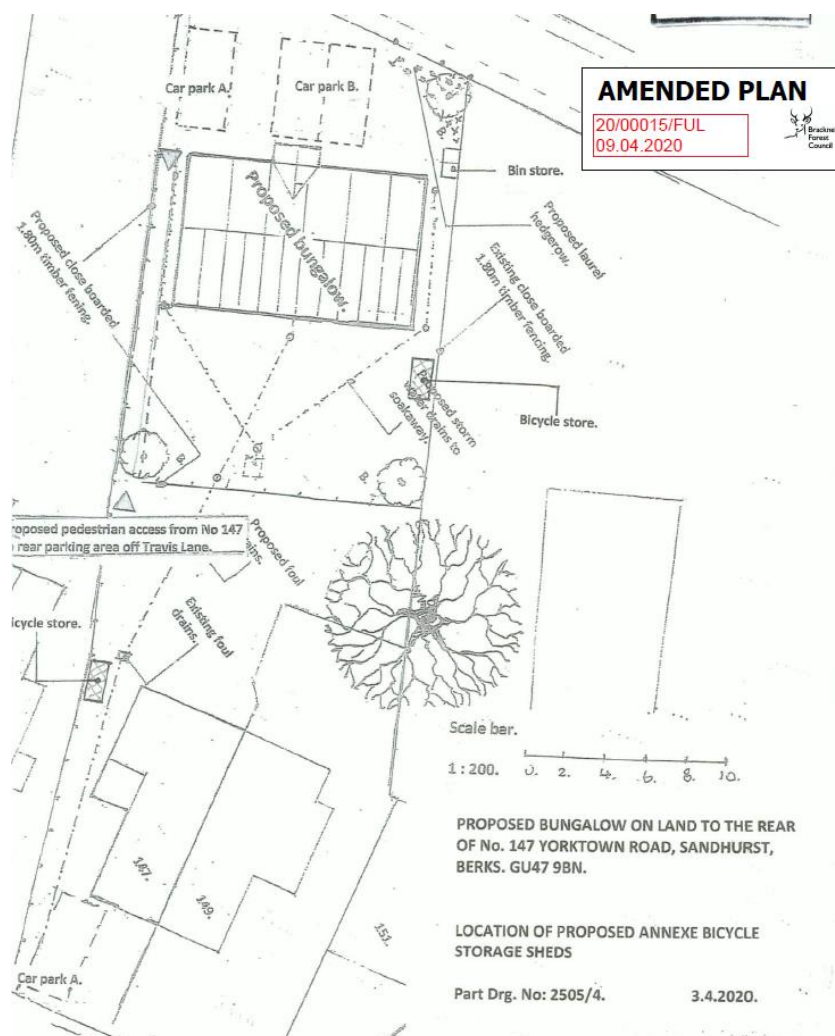
## 5. THE PROPOSAL

5.1 Planning permission is sought for the erection of a two-bed detached bungalow with access from Travis Lane.

5.2 The proposed bungalow would measure 12.2m wide and 7.5m deep. It would have a ridge height of 5.1m and an eaves height of 2.75m. The dwelling would benefit from an entrance hallway, kitchen/diner, lounge, w.c, bathroom and two bedrooms. To the front, off street parking is provided for three cars, 2 for the proposed dwelling and 1 for the existing dwelling, 147 Yorktown Road. A private garden is provided to the rear of the dwelling.

5.3 Amended plans were submitted during the course of the application to include an additional parking space to serve 147 Yorktown Road.

5.4 Below are the proposed site plan, elevations and floor plans:





## 6. REPRESENTATIONS RECEIVED

### Sandhurst Town Council

6.1 Considered no objection.

### Other Representations

6.2 3 letters of objection were received from neighbouring properties. The concerns raised can be summarised as follows:

- Result in overlooking to neighbouring properties leading to loss of privacy,
- Design and appearance of proposed dwelling out of keeping,
- Set a precedent for other similar developments along Travis Lane,
- No right of access/parking for 147 Yorktown Road along Tavis Lane which is a private unadopted road,
- Harm character and appearance of Travis Lane,
- Increase in traffic along Travis Lane
- Cause further damage to the surface of Travis Lane
- Restrict access of emergency vehicles to Travis Lane
- 147 Yorktown Road currently park in the proposed location of the dwelling.

## 7. SUMMARY OF CONSULTATIONS RESPONSES

### Highways Officer

7.1 The Highway Authority requested amendments to parking, which have not been made. Accordingly the Highway Authority maintains a highway safety related holding objection.

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

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

	<b>Development Plan</b>	<b>NPPF</b>
General policies	CS1 & CS2 of CSDPD	Consistent
Design	CS7 of CSDPD, Saved policy EN20 of BFBLP	Consistent
Noise	EN25 of BFBLP	Consistent
Parking	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.
Transport	CS23 of CSDPD	Consistent
Trees, biodiversity and landscaping	Saved policy EN1, EN2 and EN3 of BFBLP, CS1 of CSDPD.	Consistent
<b>Supplementary Planning Documents (SPD)</b>		
Design SPD		
Parking standards SPD		
Character Area Assessments SPD		
Thames Basin Heaths SPA		
<b>Other publications</b>		
National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG)		
CIL Charging Schedule		

## 9. PLANNING CONSIDERATIONS

9.1 The key issues for considerations are:

- i. Principle of development
- ii. Impact on the character and appearance of surrounding area
- iii. Impact on residential amenity
- iv. Impact on highway safety
- v. Community Infrastructure Levy (CIL)
- vi. Other considerations

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 (paragraphs 2 and

12). Policy CS2 of the CSDPD states that development will be permitted within defined settlements. This is provided that the development is consistent with the character, accessibility and provision of infrastructure and services within that settlement. The above policy is considered to be consistent with the NPPF, and as a consequence is considered to carry significant weight.

9.3 The site is located in a residential area that is within the defined settlement on the Bracknell Forest Borough Policies Map (2013). As a result, the proposed development is considered acceptable in principle, subject to no adverse impact on the amenity of the neighbouring occupiers and upon the character and appearance of the area, highway safety, sustainability etc.

#### ii) Impact on Character and Appearance of Surrounding Area

9.4 'Saved' Policy EN20 of the BFBLP states that development should be in sympathy with the appearance and character of the local environment and appropriate in scale, mass, design, materials etc. Policy CS7 of the CSDPD states that the council would require high quality design for all development in Bracknell Forest. Development proposals would be permitted which build on the urban local character, respecting local patterns of development. Paragraph 124 of the NPPF emphasises the importance of good design as key to making places better for people to live. Additionally, paragraph 130 of the NPPF states that the design of development should help improve the character and quality of an area and the way it functions.

9.5 The site is located within Area D, Sandhurst Central, of the Sandhurst Character Area Assessment SPD. This character area is outlined in the SPD to be more varied however its main influences are elements of the Victorian development pattern, most importantly the linear street layout. It specifically outlines that the triangle of housing to the north of Yorktown Road which is bounded by Brookside and Green Lane, and which includes the site, is tight knit with a very varied mix of plot sizes and shapes, bounded by a mix of landscape treatments. It also states that small and varied infill development and redevelopment of individual plots is acceptable and may not be detrimental to the character of this area.

9.6 The proposal would constitute a form of backland development, located to the rear of 147 Yorktown Road. However, as it would be accessed from Travis Lane and would front onto this lane, it would form part of its street scene. Currently, there are only two properties on the northern side which front on to the Travis Lane. The remainder of the northern side of Travis Lane forms the flank boundary of a property facing on to Green Lane. The southern side of Travis Lane consists of the rear boundaries of properties facing Yorktown Road. There are however, a number of existing outbuildings and parking areas situated at the bottom of the rear gardens of these properties which are readily visible from Travis Lane. The proposal site also had permission to construct a larger garage and a more formal access and parking area under reference 18/00248/FUL. Whilst the proposed dwelling would be the first dwelling to be facing on to Travis Lane from the southern side, it is not considered that this would be detrimental to the character of the area. As outlined in the Character Area Assessments SPD, the area is very varied with little coherent in character. The subdivision of the plot would create two smaller plots, however this in itself is not considered to be harmful to the character of the area as plot sizes are varied.

9.7 The proposal would be a detached single storey dwelling and would incorporate a hipped roof with low eaves and ridge height. The dwelling would be set back from Travis Lane allowing space for on-site parking and landscaping to its front. For these reasons, it is not considered that the proposed dwelling would have a prominent appearance along Travis Lane or from the wider surrounding area. A landscaping condition can also be included on any permission to soften the appearance of the dwelling.

9.8 A concern raised by the neighbours is the potential for this application, if approved, to set a precedent for further developments along Travis Lane which would cause further detriment to the character of the area. However, each application is assessed on its own individual merit and the

approval of this application does not necessarily mean that dwellings can be built in every rear garden along Yorktown Road as each site varies in scale and characteristics.

9.9 It is also worth noting that consideration has been given to previous applications for a new dwelling at the junction between Travis Lane and Green Lane. Application reference 01/00832/FUL for the erection of a 1 no.4 bed roomed dwelling with integral garage and associated access was refused and subsequently dismissed at appeal. The impact on the character of the area was one of the reasons for dismissing the appeal however the proposal was for a two-bedroom dwelling on a corner plot which the Inspector considered would result in the introduction of an incongruous element in the street scene. The current proposal therefore differs from what was proposed and dismissed under this appeal and it is not therefore considered that approving this application would contradict previous appeal decisions.

9.10 Based on the above, 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.

#### iii) Impact on Residential Amenity

9.11 'Saved' policy EN20 of the BFBLP states that development will not adversely affect the amenity of surrounding properties and adjoining area. Paragraph 127 of the NPPF states that the Local Planning Authority should ensure high quality amenity for all existing and future occupants of land and buildings.

9.12 The proposed dwelling would be visible from the adjoining sites as its overall height would exceed that of existing boundary treatments. Although visible, it is not considered that the dwelling would be unduly overbearing to the immediate neighbours due to its scale, set back from the boundaries, and unobtrusive design with a hipped roof.

9.13 Being single storey, all habitable room windows of the dwelling would be situated on the ground floor, specifically on the front and rear elevation of the dwelling with no windows situated on the flank elevations. It is considered that the separation distance of approximately 19m between the proposed dwelling and the dwelling to the rear (147 Yorktown Road), and at least 14m from the dwellings on the opposite side of Travis Lane, are sufficient to prevent any overlooking of, or loss of privacy to these adjoining/nearby properties. Furthermore, the existing boundary screening would prevent any direct loss of privacy to the rear gardens of no. 145 and 151 Yorktown Road.

9.14 In terms of loss of light, the dwelling would not breach any light angles, and its low height would not cause any significant overshadowing to neighbouring properties.

9.15 The garden area for the proposed new dwelling and the remaining garden area of 147 Yorktown Road are both considered sufficient in terms of providing adequate amenity area for the occupiers of both dwellings.

9.16 As such, the proposal would not be considered to adversely affect the residential amenities of neighbouring occupiers or future occupiers of the proposed development and would be in accordance with 'Saved' policies EN20 and EN25 of the BFBLP and the NPPF.

#### iv) Impact on Highway Safety

9.17 Paragraph 109 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Policy CS23 of the Core Strategy states that development will be permitted where mitigation against the transport impacts which may arise

from that development or cumulatively with other proposals is provided. 'Saved' Policy M9 of the BFBLP ensures that development provides satisfactory parking provision.

9.18 The proposed dwelling would be accessed from Travis Lane, an unadopted road. It was observed during the site visit that the surface of the lane is in poor condition. Furthermore, the neighbours have raised concern that the occupiers of the proposed dwelling and also 147 Yorktown Road do not have a right of way along Travis Lane. Both these issues relating to the unadopted road are civil matters that the Local Planning Authority does not get involved with. As such, limited weight can be given to these issues relating to the unadopted road in the assessment of the application.

9.19 147 Yorktown Road is currently served by one parking space to the front of the dwelling accessed from Yorktown Road and further informal parking spaces to the rear of the dwelling, accessed via an existing access from Travis Lane.

9.20 The proposed new dwelling would be served by two parking spaces to the front, accessed from Travis Lane. 2 spaces to serve the proposed two-bedroom dwelling would be in accordance with the requirements of the Council's Parking Standards SPD.

9.21 A further parking space is provided to the front of the proposed new dwelling however this is allocated to 147 Yorktown Road with pedestrian access provided down the side of the new dwelling, providing access to 147 Yorktown Road via the rear garden. The existing dwelling would therefore be served by the proposed new parking space off Travis Lane and the existing parking space to the front of the dwelling, accessed from Yorktown Road, resulting in a total of two off-street parking spaces. For a three-bedroom dwelling, this is sufficient, complying with the Council's Parking Standards SPD. A planning condition can be included to ensure that the parking layout is implemented prior to commencement of work on the construction of the new dwelling to ensure that sufficient parking is provided for 147 Yorktown Road.

9.22 The Highway Authority has requested that a further third parking space is provided off Travis Lane to serve the existing property as there is concern over the safety of the use of the existing parking space to the front of 147 Yorktown Road in terms of visibility and proximity to the pedestrian crossing. However, three parking spaces would result in a surplus of one space above that required under the Parking Standards SPD. Weight also needs to be given to the fact that the parking space from 147 Yorktown Road is an existing space that can currently be utilised. As such, it is not considered reasonable to request a further parking space to serve 147 Yorktown Road in this instance.

9.23 A Construction Traffic Management Plan is required for residential amenity and highway safety on Travis Lane in particular, but also the surrounding public highway. This could be secured by planning condition.

9.24 A cycle store is proposed to be located in the rear garden with space for two bikes. A bin store is allocated to the front of the dwelling. The implementation of these stores prior to occupation of development can be secured by conditions. On bin collection days, the occupiers of the new dwelling would need to take their bins to the end of Travis Lane as is the situation currently with other residents.

9.25 Based on the above, and subject to conditions, the proposal would not be considered to have a detrimental impact on highway safety and would be in accordance with 'Saved' policies M9 of the BFBLP, C23 of the CSDPD and the NPPF.

v) Community Infrastructure Levy (CIL)



9.26 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.

9.27 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.

9.28 The proposal is therefore CIL liable in accordance with the Council's CIL charging schedule as the proposal results in a net increase of one dwelling.

#### vi) Thames Basin Heaths SPA

9.29 The Council, in consultation with Natural England, has formed the view that any net increase in residential development between 400m and 5km straight line from the Thames Basin Heath Special Protection Area (SPA) is likely to have 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.

9.30 The site is located approximately 0.72km 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 Supplementary Planning Document (SPD). The strategy is for relevant development to make financial contributions towards the provision of Suitable Alternative Natural Greenspace (SANGs) in perpetuity as an alternative recreational location to the SPA and financial contributions 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 1 x 2 bedroom dwelling which results in a total SANG contribution of £5,193. 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 £5,719. 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 the CSDPD, the Thames Basin Heaths Special Protection Area SPD.

#### viii) Sustainability

9.34 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. No such statement has been submitted in support of the application, therefore a condition is recommended requiring the submission of a Sustainability Statement prior to the occupation of the development in accordance with CSDPD Policy CS10 and the NPPF.

9.35 The Renewable Energy officer has made reference to CSDPD Policy CS12, which requires under paragraph 147 for development proposal for less than five net additional dwellings to provide at least 10% of their energy requirements 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:

- An assessment of the predicted energy demand of the proposed development including all on-site energy requirements, such as street lights, car park lighting, heating and lighting of communal areas and lifts;
- An assessment of the predicted CO<sub>2</sub> emissions generated by the proposal;
- Key energy efficient design measures, including consideration of heating and cooling system;
- Choice of renewable energy technology;
- A summary of the above information.

9.36 No such assessment has been submitted in support of the application, therefore a condition is recommended requiring the submission of an Energy Demand Assessment prior to the commencement of development in accordance with CSDPD Policy CS12 and the NPPF.

## **10. CONCLUSIONS**

10.1 It is considered that the development which would result in a subdivision of a plot would be acceptable in principle due to the site being located within the settlement boundary. It would not result in an adverse impact on the character and appearance of the street scene or wider surrounding area, or highway safety, nor would the development result in an adverse impact on the residential amenity of the occupiers of the neighbouring properties or future occupiers of the proposed development. It is therefore considered that the proposed development complies with 'Saved' policies EN1, EN8, and EN20 of the BFBLP, Policies CS1, CS2, CS7 and CS9 of the CSDPD, Character Area Assessments SPD and the NPPF.

10.2 Therefore the application is recommended for conditional approval subject to

## **11. RECOMMENDATION**

11.1 Following completion of planning obligations under Section 106 of the Town and Country Planning Act 1990 relating to the following measures:

- Avoidance and mitigation of the impact of residential development upon the Thames Basin Heaths Special Protection Area (SPA);

That the Head of Planning be authorised to APPROVE application 20/00015/FUL 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 permitted shall be carried out only in accordance with the following approved plans received by the Local Planning Authority on 16.01.2020 and 09.04.2020:

Proposed floor plan and elevations, drawing no. 2505/4  
Proposed parking plan, drawing no. part 2505/4  
Site plan, drawing no.2505/5A

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

03. No construction works shall take place until brick and tile samples 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]

04. The dwelling hereby permitted shall not be occupied until hard and soft landscaping, including boundary treatments and other means of enclosure, has been provided for that dwelling in accordance with a scheme 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 in accordance with British Standard 4428:1989 'Code Of practice For General Landscape Operations' or any subsequent revision and completed in full accordance with the approved scheme.

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 next planting season (1st October to 31st March inclusive) with others of the same size, species and quality as approved.

REASON: In the interests of good landscape design and the visual amenity of the area.  
[Relevant Policies, BFBLP EN2 and EN20, CSDPD CS7]

05. The dwelling hereby approved shall not be occupied until the means of vehicular access from Travis Lane to serve the approved dwelling has been constructed in accordance with the approved drawings.

REASON: In the interests of highway safety  
[Relevant Policies: BFBLP M9, Core Strategy DPD CS23]

06. The dwelling hereby approved shall not be occupied until the associated vehicle parking and turning space for the approved dwelling has been implemented in accordance with the approved drawings. 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]

07. The dwelling hereby approved shall not be occupied until 2 secure and covered cycle parking spaces have been provided in the location identified for cycle parking on the approved plans within the development. The cycle parking spaces and facilities shall thereafter be retained.

REASON: In the interest of accessibility of the development to cyclists.

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

08. The development hereby permitted shall not commence until the access and parking space for no.147 Yorktown Road has been implemented in accordance with the approved drawings. The space 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]

09. The development hereby permitted shall not commence 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) Temporary portacabins and welfare for site operatives
- (e) wheel washing facilities

and each facility shall be retained throughout the course of construction of the development, free from any impediment to its designated use. No other areas on the site, other than those in the approved scheme shall be used for the purposes listed (a) to (e) above.

REASON: In the interests of amenity and road safety.

[Relevant Policy: CSDPD CS23, BFBLP M9]

10. The dwelling shall not 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]

11. 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]

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). The surface water drainage works shall be completed before occupation of the dwellings hereby permitted and 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]

## Informatives

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

02. The applicant is advised that the following conditions require discharging prior to commencement of development:

03 Materials

04. Hard and soft landscaping

08. Parking for 147 Yorktown Road

09. Construction Management Plan

11. Energy Demand Assessment

The following conditions require discharge prior to the occupation of the dwellings hereby approved:

05. Access

06. Parking layout

07. Cycle parking

10. Sustainability Statement

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

01. Time limit

02. Approved plans

12. Drainage system(s)

03. The applicant is advised that future occupiers of the approved dwelling will need to carry their bins/refuse to the end of Travis Lane on collection days.

In the event of the S106 agreement not being completed by 30 September 2020, the Head of Planning be authorised to either extend the period further or refuse the application on the grounds of:

1. 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 Supplementary Planning Document, and the NPPF.