

ITEM NO: 6Application No.
11/00001/FUL

Site Address:

Ward:
CrowthorneDate Registered:
11 March 2011Target Decision Date:
10 June 2011**The Iron Duke 254 High Street Crowthorne Berkshire
RG45 7AP**

Proposal:

Change of use of the Iron Duke PH to A1/A2 (shop/financial and professional services use) at ground floor with 2 no. one bedroom flats above and the erection of 12 no. 3 bedroom houses and 2 no. one bedroom flats fronting Church Street and on land to the rear with vehicular access from High Street and associated landscaping and parking following demolition of retail units at Old Bakehouse Court.

Applicant:

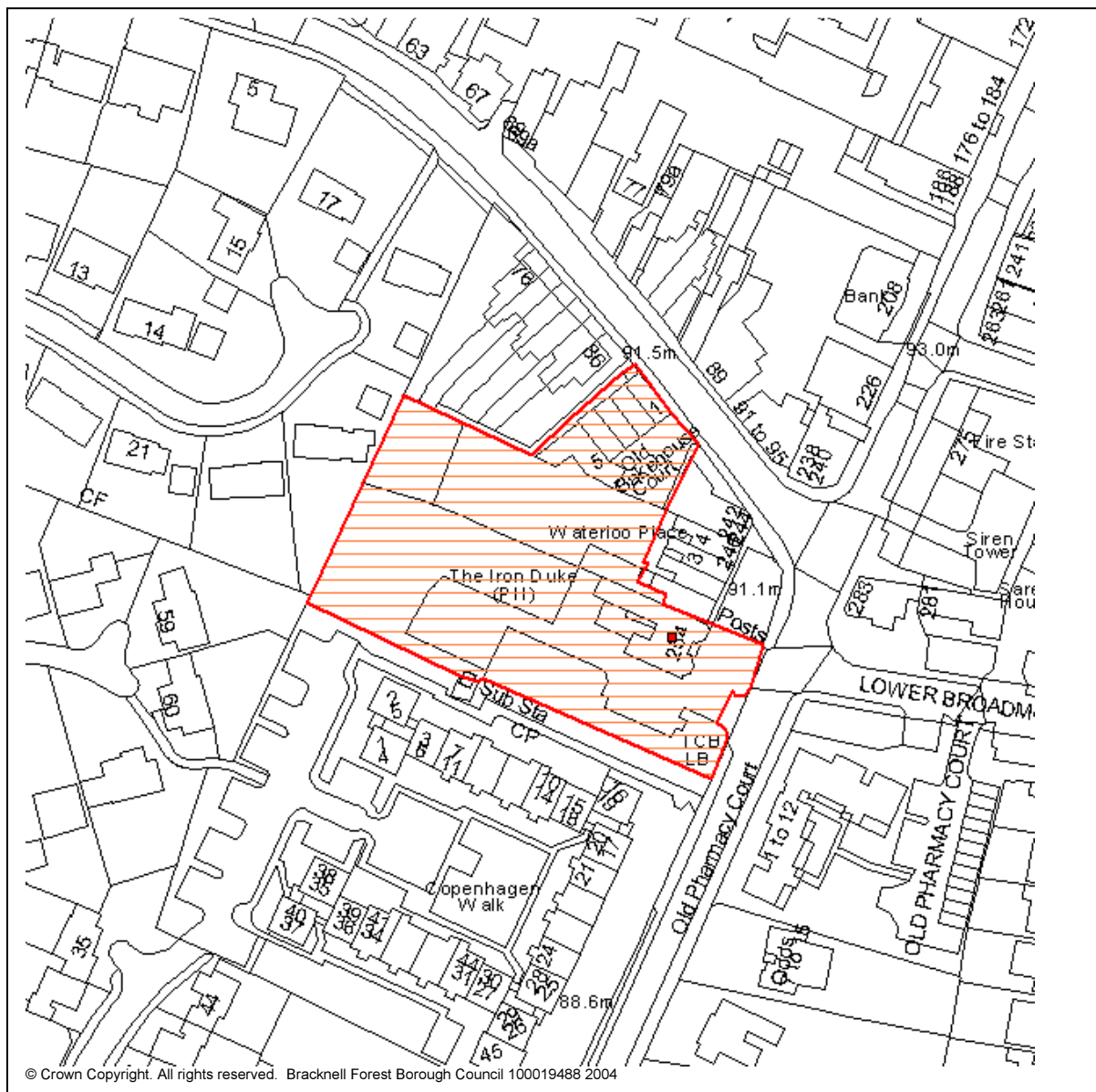
Priory Land Ltd

Agent:

(There is no agent for this application)

Case Officer:

Trevor Yerworth, 01344 352000

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

1 RELEVANT PLANNING HISTORY (If Any)

2 RELEVANT PLANNING POLICIES

Key to abbreviations

<i>BFBCS</i>	<i>Core Strategy Development Plan Document</i>
<i>BFBLP</i>	<i>Bracknell Forest Borough Local Plan</i>
<i>RMLP</i>	<i>Replacement Minerals Local Plan</i>
<i>WLP</i>	<i>Waste Local Plan for Berkshire</i>
<i>SPG</i>	<i>Supplementary Planning Guidance</i>
<i>SPD</i>	<i>Supplementary Planning Document</i>
<i>PPG (No.)</i>	<i>Planning Policy Guidance (Published by DCLG)</i>
<i>PPS (No.)</i>	<i>Planning Policy Statement (Published by DCLG)</i>
<i>MPG</i>	<i>Minerals Planning Guidance</i>
<i>DCLG</i>	<i>Department for Communities and Local Government</i>
<i>SEP</i>	<i>South East Plan</i>

<u>Plan</u>	<u>Policy</u>	<u>Description</u> (May be abbreviated)
BFBLP	EN2L	Supplementing Tree And Hedgerow Cover
BFBLP	EN25	Noise And Other Pollution
BFBLP	R5	Publicly Usable OS For Small Sites
BFBLP	EN1L	Protecting Tree And Hedgerow Cover
BFBLP	EN3L	Nature Conservation
BFBLP	EN20	Design Considerations In New Development
BFBLP	EN22	Designing For Accessibility
BFBLP	E5	Hierarchy Of Shopping Centres
BFBLP	E10	Non Retail Uses In Secondary Shopping Areas
BFBLP	M4L	Highway Measures New Development
BFBLP	M9	Vehicle And Cycle Parking
BFBCS	CS1	Sustainable Development Principles
BFBCS	CS2	Locational Principles
BFBCS	CS6	Limiting the Impact of Development
BFBCS	CS7	Design
BFBCS	CS10	Sustainable Resources
BFBCS	CS12	Renewable Energy
BFBCS	CS14	Thames Basin Heaths Special Protection Area
BFBCS	CS15	Overall Housing Provision
BFBCS	CS16	Housing Needs of the Community
BFBCS	CS21	Retail Development in Town Centres

BFBCS	CS23	Transport
BFBCS	CS24	Transport and New Development
SEP	CC6	Sustainable Communities and Character of Environment
SEP	CC7	Infrastructure and Implementation
SEP	H5	Housing Design and Density
SEP	BNRM6	Thames Basin Heaths

3 **CONSULTATIONS**

(Comments may be abbreviated)

Transportation Officer

Recommends that the permission be refused for the following reasons:

The proposed access to the site is unacceptable in respect of its design and this could lead to road safety issues for all users including pedestrians.

The proposed level and disposition of the parking is unacceptable and this is likely to lead to parking on street to the detriment of road safety

Biodiversity Officer

No objection subject to conditions.

The report establishes that existing habitats on the site are of low ecological value. However, it also recommends a further survey for reptiles. This has been submitted and confirms that there are no issues relating to reptiles.

Landscape Officer

The parking spaces should be removed from the central landscape area and the cherry retained for the central landscape feature.

The trees and vegetation along the south-west boundary should be retained.

The line of hornbeam along the rear boundaries of plots 8-10 is visible from the entrance to the site and should also be retained to soften the impact of the development and screen it from the adjoining properties.

The retention of the existing mature boundary vegetation is important on this site as the proposed development appears very hard with minimal opportunity to further soften the development.

Any permission should be subject to a condition requiring a detailed landscape proposal.

Waste & Recycling Manager

Refuse vehicles will only enter the site if an indemnity is provided against any damage to the road. If this is not provided alternative waste collection arrangements will have to be made by the developer.

Tree Officer

The access and relocated bin store are acceptable subject to engineering confirmation that a No Dig construction could be used.

A mature Sycamore tree is directly opposite proposed unit 12 and has significant future growth potential. Greater building clearance and larger garden area is required in relation to this tree to establish a sustainable development relationship. Initially recommend that plot 12 should be deleted and retained as open space.

The Cherry T3 is a valuable long term tree and should be retained and incorporated into soft landscape area. The proposed parking bays in this area need to be deleted or relocated where hard core already exists.

The relationship of the units 9-11 to the hornbeams in the rear garden has improved compared to previous proposals. However, based on the narrow garden areas and taking account of the size of these trees, it is still recommended that the plots 10 and 11 are replaced by a single unit with a larger garden area or plots 9-11 are replaced by an apartment type building which incorporate the adjacent hornbeams into a communal garden area, to avoid the risk of detrimental long term pruning/retention pressures. A further possible solution is to shorten the rear gardens of the plots along the north east boundary, adjust the fence lines accordingly and possibly dedicate the resulting space to the adjacent property to the north east.

The bin stores and rear access for plots 9 -11 are likely to cause significant root damage to the adjacent trees and therefore need to be deleted/relocated outside the minimum root protection areas of these trees.

Construction needs to be kept outside the root protection areas of T8 -T10 inclusive. Given the constraints already imposed on their rooting environments by the adjacent buildings to the north west construction of the parking bays A and B and their turning areas will cause significant root damage and therefore need to be deleted.

Further detail including a more detailed tree protection plan is required to clarify/ assess arboricultural impact.

Crowthorne Parish Council

Recommend approval, subject to the following comments and concerns:

- Ensure that hedge and tree-screening already in situ is retained to minimise any overlooking by properties adjacent to the boundaries (ie Copenhagen Walk, Alcot Close and Chaucer Rd).
- That the parking provision as shown on the plan is adequate for the area.
- Concern about traffic congestion, especially with regards to the bus stop adjacent to the entrance of the site and the junction with Lower Broadmoor Rd/High Street and Church Street.

4 REPRESENTATIONS

13 letters of representations received. No objections are raised to the principle of the development of this site, but the following points and concerns are made:

- support application and note that access for 78-84 Church Street to the new parking area at the rear of 78-84 Church Street has been agreed with the developer;
- supports the change of use of the Iron Duke from a pub to retail;
- would prefer a catering establishment to be provided on the ground floor of the Iron Duke to bring evening trade to the south section of the High Street [Officer comment: this conflicts with other views expressed by local residents in Copenhagen Walk adjacent to the site who welcome the proposed change of use of the Iron Duke as this would result in less noise and disturbance. This is also likely to apply to future occupiers of the proposed houses. In addition it should be noted that a catering establishment would require additional parking spaces and is unlikely to be acceptable to the Highway Authority];
- no objection subject to the retention of boundary screening;
- notes that the applicant does not own all the land on the application site [Officer comment: the applicant has served the correct notices on all landowners];
- The houses proposed for plots 1-3 are out of scale and bulk compared to adjacent properties in Church Street.
- Houses should be no higher than the roof line of the Iron Duke and should not infill the area to the south of the Iron Duke;
- Loss of vehicular access to properties in Church Street [Officer comment: see first point above];
- Plot 12 should be omitted and the space utilised for additional parking;
- Dangerous access onto High Street due to proximity of bus stop;
- Density too high giving the appearance of another block of flats;
- Insufficient parking will result in on-street parking adding to congestion in the local area;
- Concerns over pedestrian safety as in close proximity to Edgbarrow School;
- Concerns about overlooking and loss of sunlight to the garden of 19 Alcot Close.

5 OFFICER REPORT

SUMMARY OF KEY ASPECTS OF PROPOSAL

Proposed site area (ha): 0.46 ha

Proposed floor area (non-residential): change of use from public house to retail 89 sq m

Proposed number of parking spaces: 44

Proposed number of residential units: 16

Proposed density (residential): 35 dph

INTRODUCTION

This application is reported to committee as more than 3 objections have been received and because the recommendation is contrary to advice received from the Highway Authority.

i) PROPOSAL

This application seeks full planning permission for the change of use of the Iron Duke public house to uses falling within either Class A1 (shops) or A2 (financial and professional services) on the ground floor and the conversion of the first floor to form

two 1-bedroom flats. It also proposes the erection of 12 no.3 bedroom houses and two no.1 bedroom flats to the rear of the Iron Duke and fronting Church Street following the demolition of retail units at Old Bakehouse Court.

The site would be accessed from the High Street to the south of the Iron Duke. In addition pedestrian links would be provided linking the site to Church Street. Forty-four car parking spaces are proposed, including replacement parking for existing properties at 78-86 Church Street.

The proposal would replace the somewhat incongruous Old Bakehouse Court units with a terrace of 3no. two and a half storey houses and two flats fronting Church Street. The elevation fronting Church Street has been designed as two storey to reflect the existing terraced houses to the west which contribute strongly to the character of the street scene. The rear elevations facing into the site would be bulkier with a second floor accommodated within the roof space and projecting rear gable.

Eight houses are proposed to the rear of the Iron Duke backing onto the western boundary with 19 Alcot Close. These would be split into two small terraces with the southern group of three houses set slightly forward of the northern terrace. A single detached house would be sited close to the southern boundary in front of the eight houses at the rear. The houses would have ridge heights of 9.8 metres with a second floor accommodated within the roofspace. Pitched dormers are proposed for the front elevation with Velux windows in the rear roof slope.

The proposed houses would be constructed using red brick and slate roofs with porches and decorative features to match local styles.

ii) SITE

The 0.46 ha site has frontages onto both Crowthorne High Street and Church Street. It includes the now vacant Iron Duke public house and associated overgrown garden and parking land to the rear; retail units at Old Bakehouse Court on Church Street and an unsurfaced private car parking area to the rear. The site does not include 242-252 High street which lie immediately north of the Iron Duke, but the site would provide access to the rear service yards of these retail units. The site lies at the southern end of Crowthorne High Street opposite Lower Broadmoor Road and is adjacent to the many shops; services and employment opportunities provided by this large village centre. It is on the 194 bus route providing direct links to Bracknell town centre, Sandhurst and Camberley.

The Iron Duke is set approximately 16 metres back from the highway with a hard surfaced area in front of both the Iron Duke and the retail units to the north used for parking. When the public house was in operation this area was also used for informal seating for pub customers with tables and benches.

The site is generally flat with no significant changes of levels.

There are substantial trees on the site and along its western and southern boundaries including a group comprising a Yew, Cherry and Scots Pine in the centre of the site.

With the exception of a small area in the north west corner the whole site lies within the Crowthorne Conservation Area which includes the Iron Duke and properties immediately to the north on the High Street and extends north west along Church Street including the parish church.

iii) PRINCIPAL PLANNING CONSIDERATIONS

(1) Principle of the development

The site comprises previously developed land within the settlement boundary of Crowthorne. Policy CS2 of the Core Strategy steers new development towards such sites. The proposed development would make more efficient use of urban land and is in a sustainable location with a good range of local services and facilities lying within walking distance. The site is also on the 194 bus route serving Bracknell, Crowthorne, Sandhurst and Camberley. The redevelopment of this site is therefore acceptable in principle.

Government guidance in PPS4 (Planning for Sustainable Economic Growth) Policy EC13 and Core Strategy Policy CS21 encourage the protection of existing facilities which provide an important community role or provide for people's day-to-day needs. The retail units in Old Bakehouse Court were until recently occupied by a picture framers and a hat shop but the units all now appear to be vacant. These retail units are not considered to fall within this definition and therefore there is no need to protect them under these policies.

The Local Plan identifies the site (excluding the Iron Duke itself) as falling within the defined retail area of Crowthorne, but outside the retail core area. Policy E10 seeks to prevent the loss of retail uses within this area by requiring that the occupation of new premises for non-retail uses will only be permitted where the proposal would not adversely affect the retail character, vitality, viability and attractiveness of this part of the retail area of Crowthorne. The proposal would result in the loss of five small retail units at Old Bakehouse Court, and their replacement with a new retail unit in the Iron Duke. Although there would be a net loss of retail floorspace it is considered that the new retail unit would be in a more attractive position right on the High Street adjacent to the existing retail units at 246-252 High Street where it would enjoy a higher profile. It is therefore considered that the retail character and the vitality, viability and attractiveness of this part of the Crowthorne retail area could be positively enhanced by the proposal which would also help retain and provide a new use of a building in the Conservation Area that contributes to local character.

When considered in conjunction with the positive enhancement that a well designed residential scheme on Church Street could have to the Conservation Area it is considered that these are significant material considerations that together would outweigh any harm arising from the development not being strictly in accordance with Policy E10.

(2) Impact on character and appearance of the Crowthorne Conservation Area

Core Strategy Policy CS7 and Local Plan Policy EN20 set out various design considerations to be taken into account in new development. These policies seek to ensure that new development is in sympathy with the appearance and character of the local environment and appropriate in scale, mass, design, materials, layout and siting, both in itself and in relation to adjoining buildings, spaces and views; and that the design of the development promotes, or where necessary creates, local character and a sense of local identity. These policies take on particular importance in the case of this application in view of the fact that the site lies within the designated Crowthorne Conservation Area. The Government's overarching aim as set out in PPS5 is that the historic environment and its heritage assets should be conserved and enjoyed for the quality of life they bring to this and future generations. It is therefore important that any

development on this site should preserve or enhance the character or appearance of the conservation area.

The Council has prepared a Conservation Area Appraisal for this conservation area. This appraisal identifies the existing Old Bakehouse Court development as not co-ordinating well with the character and appearance of the rest of the conservation area. The Iron Duke and 246-252 High Street are identified as forming part of a group representing some of the oldest buildings within the conservation area, with the Iron Duke appearing on the Ordnance Survey map of 1872. These buildings are described in detail in the appraisal which concludes "The particular importance of Church Street and the southern end of the High Street, which merits its designation as a conservation area, stems from its retention of part of the original Victorian core of Crowthorne village and the survival of its original form and character."

Conservation policy aims to address the quality of townscape in its broadest sense as well as the protection of individual buildings. New buildings should match or complement existing historic buildings, and their design should reflect the use of red bricks, with some decorative brickwork, in the form of grey brickwork, the use of decorative vertically hung tiles and plain clay tiles or natural slate roofs. New developments should reflect the existing hipped or gabled roofs and respect the pitch, scale and proportions of the existing roofscape within the village.

The main locations where the proposed development would be seen in the public realm would be from Church Street where the street scene would be radically changed, and from the new access road south of the Iron Duke where views would be obtained into the development behind. Private views would also be obtained from the end of Copenhagen Walk to the south and from adjoining properties.

The retention of the Iron Duke (as well as 246-252 High Street) is seen as being very important within this context, and the incorporation of this element within the present scheme is therefore a major positive benefit of the proposed development. It is acknowledged that the Iron Duke has in the past been the subject of unsympathetic rear extensions and no objection is raised to the removal of these.

The removal of Old Bakehouse Court and its replacement with the terrace fronting Church Street is considered to represent a positive enhancement to the street scene in this part of the conservation area. In this respect the applicant has taken architectural cues from the existing terraced houses along Church Street which have been used to inform the design of the new terraced houses which is welcomed. Although the new houses are slightly higher (1m) than the existing terrace and have a bulkier rear elevation it is not considered that these would be readily visible from the street scene or in any way detract from the positive enhancements the new terrace would provide in this location. It is also considered that slightly taller buildings would be appropriate as the village centre is approached and the proposed Church Street elevation is therefore considered to be acceptable.

Concerns have also been raised that the houses behind the Iron Duke would have roofs higher than the Iron Duke when viewed from the High Street and that this would be compounded by an infilling of the High Street elevation south of the Iron Duke. Although the proposed ridge line of the houses at the rear of the site would be 0.8m higher than the Iron Duke it would be lower than 246-252 High Street which adjoin the Iron Duke. In view of the fact that these houses would be set back approximately 50 metres behind the Iron Duke the additional height would not be apparent in views from the High Street. The only place that the proposed houses may be glimpsed behind the Iron Duke would be in long distance views down Lower Broadmoor Road. However in

view of the distances involved it is considered that the height differential would be barely noticeable and would not result in any visual harm to these long distance views.

The lack of perspective in the street elevations also applies to the perceived infilling concern. At the front of the site the area south of the Iron Duke would remain open as at present to accommodate the new access road and car parking. The proposed house on plot 12 would be set approximately 10 metres back and six metres south of the Iron Duke and the terrace of houses at the rear would be 29 metres further back. These set backs will reduce any appearance of infilling of the area south of the Iron Duke when viewed from the High Street. The proposed houses would not be readily visible in oblique views into the site when travelling along the High Street in either direction, but would only be seen from directly in front of the access road. The retention of the mature trees along the southern boundary of the site will also retain a green foil to the site, maintaining the present clear break between the more commercial uses to the north and residential area to the south.

The original plans gave rise to some concerns that the development would be dominated by parking, especially on the southern boundary. In response the applicant has improved the scheme by moving two spaces from the hardstanding in front of the Iron Duke and proposed additional landscaping here. To address concerns about parking encroaching onto the central "green" the applicant has further amended the original plans by altering the layout so it is possible to retain an existing cherry tree. It is considered that by retaining the substantial tree screen along southern boundary and the Yew and Cherry trees in the central open area the proposed the development would not be overly car dominated.

Taking into consideration its edge of village centre location, the busy, commercial character of the main road, the fact that there is existing hardstanding and parking areas to the south of the Iron Duke, the retention of the most important trees and the improved Church Street streetscene the overall impact of the proposed development is considered to result in a positive enhancement to the character and appearance of the Crowthorne Conservation Area.

(3) Effect on the amenity of neighbouring property and living conditions for future occupiers

Policy EN20 proviso (vii) seeks to ensure that development does not adversely affect the amenity of surrounding properties. It is not considered that this proposal would result in an unacceptable effect on the residential amenities of any neighbouring properties and will provide acceptable relationships between properties and adequate amenity space and living environments for future occupiers. The site is not large enough to require the provision of on-site open space of public value, but the central open area will provide an attractive communal green space in the heart of the development and Local Plan Policy R5 seeks financial contributions towards the provision of recreational facilities elsewhere which the applicant has agreed to make.

The property that would be most affected by the proposed development is 19 Alcot Close which adjoins the western boundary of the site. This property is angled towards the site with a triangular shaped rear garden that forms almost the entire western boundary of the application site. The minimum back to side distance would be 15.3 metres with the proposed houses set back a minimum distance of 14.2 metres from the boundary. In addition to these acceptable separation distances privacy is presently augmented in part by substantial mature trees on the boundary which the applicants propose to retain and transfer to the neighbour. These ensure that the boundary is well screened and it is therefore considered that there would be no undue overlooking of 19

Alcot Close. The proposed houses would be sited to the east of 19 Alcot Close and are not considered to result in any material loss of morning sun to this property.

The proposal is therefore considered to be in accordance with proviso (vii) of BFBLP Policy EN20.

(4) Transport considerations

The site is located on Crowthorne High Street near to the junctions with Lower Broadmoor Road and Waterloo Road. The site currently has an informal dropped kerb access that leads to a parking area to the side and rear of the building. A second vehicular access leads off Church Street serving the Old Bakehouse Court retail units and an informal car park to the rear.

The proposal will formalise the access with a proper formal junction which will improve the situation and provide definition to the highway layout. Visibility from the junction in both directions is acceptable but the existing telephone box and post box may have to be moved slightly out of the splay. The full detailed design of the junction will be required as part of a S278 agreement.

There are paths from the rear parking areas to the front of the Church Street properties which will aid in safe movement of pedestrians.

Rear access to the properties has been provided and this will permit bins and cycles to be stored to the rear of each plot.

Turning on site has been provided for a refuse vehicle. This would avoid having a refuse vehicle wait on the High Street in this location while collection occurs which may result in highway safety issues. However refuse vehicles can wait on Church Street as at present to collect from the bin collection points on the north side of the site. The applicant has indicated that it intends to retain the access road as a private road and does not wish to offer the access road for adoption. The Council's waste collection service has advised that refuse vehicles will only enter the site in these circumstances if the applicant provides an indemnity against possible claims for damage to the road caused by refuse vehicles. The applicant has indicated that it is prepared to do this.

The applicant has indicated a total of 44 parking spaces and this will provide for all of the new proposed uses as well as providing replacement parking for 78-86 Church Street. It is considered that the amount of parking proposed is in accordance with the Council's adopted parking standards which set a standard of 1 space per one bed flat (4 spaces); 2 per two bedroom dwelling (24 spaces) plus visitor parking at 1 space per 5 units (3 spaces). The retail provision is 1 space per 30 sq metres (3 spaces). The total number of spaces required in accordance with the parking standards is therefore 34. This amount is proposed together with a surplus of 10 spaces which are being provided to replace the parking at the rear of 78-86 Church Street.

It is noted that the Highway Officer has raised concerns that although the houses are described as having three bedrooms, they also include a home/office which could be used as an extra single bedroom, increasing the parking requirements to 3 spaces per dwelling. The level of parking provided is therefore a concern to the Highway Authority. While it is acknowledged that there would be nothing to prevent occupiers using the home offices as a bedroom there would only be space for a small child's or guest bedroom and taking account of the sustainable location of the site it is considered that two parking spaces per house would be appropriate. It should also be noted that Government guidance in PPG13 (para. 50) states that Local Authorities should not

require developers to provide more spaces than they themselves wish, other than in exceptional circumstances which might include for example where there are significant implications for road safety which cannot be resolved through the introduction or enforcement of on-street parking controls. It is not considered that these exceptional circumstances apply in this case.

The applicant has not provided any indication of which parking spaces are associated to which unit. A large amount of the parking spaces are located near to the front of the development and these are some distance from properties which is likely to lead to use by the retail uses adjacent and it could also lead to residents choosing to park outside their property for convenience and this will restrict movement of vehicles and people safely through the site. Therefore as well as the amount of parking, the location of the parking to each unit is also a concern to the Highway Officer. The site layout is constrained by the need to retain the central open area containing protected trees which means that some dwellings will not have a parking space immediately outside. However only one dwelling would not have at least one space within 10 metres of its curtilage boundary. The applicant is proposing knee rails to discourage people parking on the access road and it is not considered that on street parking will be a serious problem in this small development.

The applicant has provided information through a transport assessment on the likely level of traffic that would be generated by the proposals. The housing itself will generate about 8 trips in either peak hour and over the day it will generate in the region of 80 trips. The pub could have generated in the region of 340 trips per day. It is felt that the proposed development could generate in the region of 150 trips per day when considering all uses on site and this is likely to be less or at least equivalent to the previous use of the site.

This proposal is likely to lead to an increase in traffic in the morning peak hour as the current extant use would have had very little activity at this time but this level of movement is unlikely to have a significant impact on the operation of the local junctions at this time.

(5) Access Implications

The site is generally flat with no significant changes of levels which will enable ease of access to all properties and parking areas. The properties have been designed to conform to part M of the Building regulations. On all properties there will be a wheelchair accessible entrance level WC with drainage provision enabling a shower to be fitted. Bathrooms will be designed for ease of access to the bath, WC and wash basin. Six disabled parking spaces are proposed dispersed through the parking areas. In addition three of the properties are designed with a parking space with potential to be a disabled space. Hard surfaces will link the properties to the communal parking spaces. Provision is also being provided for access to the site for pedestrians with two gated paths leading onto Church Street, and for cyclists through the provision of safe and secure cycle parking within rear gardens. The site is also easily accessible to Crowthorne village centre and is on a bus route to Bracknell and Camberley town centres providing good access for people without access to a car. The proposed development is therefore considered to be in accordance with Local Plan Policies EN22 and M9

(6) Tree Implications

The rear part of the site is subject to an Area TPO 129 (1983) which protects the majority of trees on the site, including the central group of Yew, Scots Pine and Cherry

and all the trees on the western boundary. Local Plan Policy EN1 states that planning permission will not be granted for development which would result in the destruction of trees and hedgerows which are important to the retention of a clear distinction between built up areas and the countryside; the character and appearance of the landscape or townscape; green links between open spaces and wildlife heritage sites and habitats for local wildlife. The proposed development would retain all the significant trees on the site, and the Tree Officer does not object in principle to the proposed development subject to appropriate tree protection and engineering methods being employed in construction, particularly of the access road and parking areas. The applicant has recently provided additional information on these matters which is being looked at by the Tree Officer. It is considered that if any additional detail is required this could be secured by condition.

A number of changes have been made to the layout at the request of the Tree Officer, including the re-location of some parking spaces to enable the retention of a mature Cherry tree and some Hornbeams on the western boundary. The applicant has also removed the Hornbeams along this boundary from the curtilages of individual properties where they may have come under pressure from future occupiers to prune or fell and it is understood has reached an agreement to transfer the ownership of these trees to the neighbour at 19 Alcot Close. As well as securing a better management arrangement for the trees this would also provide greater control over boundary screening to alleviate any overlooking concerns that the neighbour may have. As the applicant is only a prospective purchaser at this stage it is not possible to complete this transfer before planning permission is granted and therefore a condition is suggested requiring the submission and approval of a management plan for all the communal areas of the site. This could for example include the setting up of a management company or the transfer of areas to neighbouring properties.

It is therefore considered that there are no tree issues that would prevent the redevelopment of this site as proposed, subject to the imposition of appropriate conditions. The proposal is therefore considered to be in accordance with Policy EN1.

(7) Impact on Thames Basin Heaths SPA

The Council, in consultation with Natural England, has formed the view that that any net increase in residential development between 400m and 5km straight-line distance from the Thames Basin Heath SPA is likely to have a significant effect on the SPA, either alone or in-combination with other plans or projects.

This site is located approximately 0.513 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.

Therefore, an Appropriate Assessment must consider whether compliance with conditions or restrictions, such as a planning obligation, can enable it to be ascertained that the proposal would not adversely affect the integrity of the site.

In line with the Council's Special Protection Area Technical Background Document (June 2007) and Chapter 11 of the Limiting the Impact of Development SPD (July 2007) (LID), the project as proposed would not adversely impact on the integrity of the site provided that prior to the permission being granted an applicant enters into a Section 106 Agreement based upon the Template S106 Agreement within Limiting the Impact of Development SPD.

The Template S106 requires a contribution of £1,536/net dwelling to be paid to the Council towards the cost of works and measures to avoid and mitigate against the effect upon the Thames Basin Heaths SPA, as set out in the Council's Avoidance and Mitigation Strategy. The open space works at Ambarrow Hill/Court is the most appropriate to this proposal (although it may be necessary to allocate the contribution to another SANG). The Template S106 also requires occupancy to be restricted until the works and measures are in place.

Natural England has agreed that if the plans are implemented as stated in the SPA Avoidance and Mitigation Strategy, with certain monitoring requirements, Natural England "will stop objecting to consultations on housing applications in those areas of the Borough which have mitigation in line with the avoidance strategy."

Therefore it is considered that subject to the above measures which will prevent an adverse affect on the integrity of the SPA, pursuant to Article 6(3) of the Habitats Directive (Council Directive 92/43/EEC) and Regulation 61(5) of the Conservation of Habitats and Species Regulations (2010) permission may be granted. Subject to an appropriate mechanism to secure the above mitigation measures the proposed development is considered to be in accordance with Local Plan Policy EN3.

(8) Infrastructure, services and amenities

Core Strategy Policy CS6 requires development to contribute to the delivery of infrastructure needed to support growth in the Borough and to mitigate adverse impacts on communities, transport and the environment. Local Plan Policy R5 specifically expects small residential developments of at least 5 dwellings on sites of less than one hectare to make a financial contribution towards recreational facilities in the area.

The development will be required to mitigate its impact on:

local open space/recreational facilities,
built sports facilities serving the development;
local primary/nursery school facilities;
local youth facilities;
the integrity of the Thames Basin Heaths SPA

In line with the above, an impact mitigation contribution of £113,256 is sought. All of these mitigation requirements could be secured by means of a s106 Agreement. At the time of writing this report the applicant has indicated its willingness to enter into an agreement but a satisfactory s106 has not yet been completed. It is therefore recommended that the formal determination of this application be deferred until this has been completed or refused if no agreement has been completed within a reasonable time.

CONCLUSION

This proposal is for a small infill residential development behind the Iron Duke public house. The site is in a very sustainable location just south of Crowthorne village centre and the principle of the proposed development is acceptable. The site lies within the Crowthorne Conservation area. It is considered that the retention of the Iron Duke and the replacement of the incongruous Old Bakehouse Court with a small residential terrace in keeping with adjacent properties will positively enhance the character and appearance of the conservation area while bringing new uses and vitality into this somewhat neglected part of the conservation area.

The proposed development is not considered to result in any significant impact on neighbouring properties and will provide an acceptable living environment for future occupiers.

The plans have been amended to address highway and tree issues. Although it is acknowledged that some issues remain, particularly in respect of parking, it is considered that on balance the proposed scheme will provide significant economic and environmental benefits that are considered to outweigh these concerns. Subject to appropriate conditions and legal obligations that mitigate the impact of the development approval is recommended.

6 RECOMMENDATION

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

01. contributions towards:
 - local open space/recreational facilities,
 - built sports facilities serving the development;
 - local primary/nursery school facilities;
 - local youth facilities;
 - the integrity of the Thames Basin Heaths SPA

That the Head of Development Management be authorised to **APPROVE** the application subject to the following condition(s):-

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 and other submitted details received by the Local Planning Authority on 29th July 2007:

- P-01 C Topographic Survey
- P-02 E Location Plan
- P-03 F Proposed Site Plan (received 28th September 2011)
- P-04 C Units 1 - 3 & Flats Plans/Sections
- P-05 C Units 4 - 11 Plans/Sections
- P-06 C Unit 12 Plans/Sections
- P-07 B Iron Duke Pub Plans/Section
- P-08 C Units 1 - 3 & Flats Elevations
- P-09 D Units 4 - 11 Elevations
- P-10 C Unit 12 Elevations
- P-11 B Iron Duke Pub Elevations
- P-12 C Church Street Existing and Proposed Elevations
- P-13 B High Street Existing and Proposed Elevations
- P-14 B Site Section A - Existing and Proposed
- P-15 B Site Section B - Existing and Proposed
- P-16 C Proposed Roof Plan
- P-17 C Proposed Landscape Plan (received 28th September 2011)
- P-18 C Proposed Services Plan (received 28th September 2011)

(or any plans or details subsequently agreed in writing by the Local Planning Authority as an amendment to the approved plans or details).

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 in accordance with the samples submitted on 26th July 2011 unless otherwise agreed by the Local Planning Authority in writing.
REASON: In the interests of the visual amenities of the area.
[Relevant Policies: SEP CC6, BFBLP EN20, Core Strategy DPD CS7]
04. The use of the ground floor of the Iron Duke shall be changed from public house (Use Class A4 of the Schedule to the Town and Country Planning (Use Classes) Order 1987) to either retail (Use Class A1) or financial and professional services (Use class A2) prior to the first occupation of any of the residential dwellings hereby permitted.
REASON: The continued use of the Iron Duke as a public house would give rise to an increased level of traffic generation and demand for car parking spaces on the site which could not be satisfactorily accommodated or mitigated within the terms of the current planning application.
[Relevant Policies: BFBLP M4, M9, Core Strategy DPD CS24]
05. No dwelling shall be occupied until the existing vehicular access to the site from Church Street has been closed and a footway/ verge is provided over the closed access in accordance with details which have been submitted to and approved in writing by the Local Planning Authority; the footway/verge shall be retained thereafter.
REASON: In the interests of highway safety.
[Relevant Policies: Core Strategy DPD CS23]
06. No development (other than the construction of the access) shall take place until the access has been constructed in accordance with the 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]
07. The development hereby permitted shall not be begun until all the visibility splays shown on the approved drawings have been provided. Those areas 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 adjacent carriageway.
REASON: In the interests of highway safety.
[Relevant Policies: Core Strategy DPD CS23]
08. No dwelling shall be occupied until that part of the access road which provides access to it has been constructed in accordance with the approved plans.
REASON: In the interests of highway safety.
[Relevant Policies: Core Strategy DPD CS23]
09. No building shall be occupied until the associated vehicle parking and turning space has been surfaced and marked out in accordance with the approved drawing. The spaces shall thereafter be kept available for parking at all time
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: SEP T4, BFBLP M9, Core Strategy DPD CS23]

10. No building 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: SEP T4, BFBLP M9, Core Strategy DPD CS23]
11. The car parking indicated on the approved plans as car parking for people with disabilities shall be marked out, signed and provided prior to the first occupation of the building that the parking relates to and shall thereafter be retained, unless otherwise agreed in writing by the Local Planning Authority.
REASON: To ensure that people with disabilities have adequate access to the development.
[Relevant Policy BFBLP M7]
12. The development hereby permitted shall not be begun until a scheme has been submitted to and approved in writing by the Local Planning Authority for off site highway works including the following:
- works to secure a safe vehicular access to the site from High Street, Crowthorne.
The buildings provided by the carrying out of the development shall not be occupied/open for trade until the off site highway works have been completed in accordance with the scheme.
REASON: In the interests of highway safety.
[Relevant Policy: BFBLP M4]
13. 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 operativesand 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 (d) above without the prior written permission of the Local Planning Authority.
REASON: In the interests of amenity and road safety.
14. The development hereby permitted (including any demolition) shall not be begun until details of a scheme (Working Method Statement) to control the environmental effects of the demolition and construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:
 - (i) control of noise
 - (ii) control of dust, smell and other effluvia
 - (iii) control of surface water run off
 - (iv) site security arrangements including hoardings
 - (v) proposed method of piling for foundations
 - (vi) construction and demolition working hours
 - (vii) hours during the construction and demolition phase, when delivery vehicles or vehicles taking materials are allowed to enter or leave the site

The development shall be carried out in accordance with the approved scheme or as may otherwise be agreed in writing by the Local Planning Authority.

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

[Relevant Policies: SEP NRM10, BFBLP EN25]

15. The development hereby permitted shall not be begun until a scheme has been submitted to and approved in writing by the Local Planning Authority for external site lighting including details of the lighting units, levels of illumination and hours of use. No lighting shall be provided at the site other than in accordance with the approved scheme. The development shall be carried out in accordance with the approved scheme.

REASON: In the interests of the amenity of neighbouring property and the character of the area.

[Relevant Policies: BFBLP EN20 and EN25]

16. The development hereby permitted shall not be begun until comprehensive details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. These details shall include:

- a) Comprehensive planting plans of an appropriate scale and level of detail that provides adequate clarity including details of ground preparation and all other operations associated with plant and grass establishment, full schedules of plants, noting species, and detailed plant sizes/root stock specifications, planting layout, proposed numbers/densities locations.
- b) Details of semi mature tree planting.
- c) Comprehensive 5 year post planting maintenance schedule.
- d) Underground service and external lighting layout (drainage, power, communications cables, pipelines etc. indicating lines, manholes etc.), both existing reused and proposed new routes.
- e) Means of enclosure (walls and fences etc)
- f) Paving including pedestrian open spaces, paths, patios, proposed materials and construction methods, parking courts etc.
- g) Recycling/refuse or other storage units,

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

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

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

17. No retained tree or hedgerow (as specified as being retained on the approved details as part of this permission) shall be cut down, uprooted or destroyed without the prior written consent of the Local Planning Authority.

If any trees or hedgerows shown to be retained on the approved plans, are removed, uprooted, destroyed, die or become diseased during the course of the development within a period of 5 years of the completion of the development, another tree or hedgerow of the same species and size as that originally planted shall be planted at the same place unless the Local Planning Authority gives it written consent for any variation.

REASON: In the interests safeguarding visual amenity.

[Relevant Policies: BFBLP EN1 and EN20, CSDPD CS7]

18. The new build development hereby permitted shall not be begun until a Sustainability Statement demonstrating how the development will meet current best practice standards in the sustainable use of natural resources has been submitted to and approved in writing by the Local Planning Authority. The Statement shall include either a Design Stage Report and BRE Interim Certificate or a pre-assessment estimator carried out by an independent assessor licensed by the Building Research Establishment demonstrating that the development meets a minimum standard of Level 3 of the Code for Sustainable Homes or a "Very Good" or "Excellent" BREEAM rating. Save as otherwise agreed in writing by the Local Planning Authority, the development shall be implemented in accordance with the Sustainability Statement and the measures set out in the statement shall be retained in accordance therewith.

REASON: In the interests of sustainability and the efficient use of resource

[Relevant Policy: Core Strategy DPD CS10]

19. The new build residential development shall not be occupied until a Post Construction Review Report carried out by an independent assessor licensed by the Building Research Establishment and a Final Code Certificate has been submitted to the Local Planning Authority which demonstrates that the development has been constructed to meet a minimum standard of Level 3 of the Code for Sustainable Homes or a "Very Good" or "Excellent" BREEAM rating

REASON: In the interests of sustainability and the efficient use of resources.

[Relevant Policy: Core Strategy DPD CS10]

20. The development hereby permitted shall not be begun until an Energy Demand Assessment demonstrating that :
- (a) the proposed development will reduce carbon dioxide emissions by at least 10% against the appropriate Target Emission Rate as set out in Part L of the Building Regulations (2006), and
 - (b) a proportion of the development's energy requirements will be provided from on-site renewable energy production (which proportion shall be 20% unless otherwise agreed in writing by the Local Planning Authority).
- Has been submitted to and approved in writing by the Local Planning Authority. Save as otherwise agreed in writing by the Local Planning Authority, the building(s) thereafter constructed by the carrying out of the development shall be in accordance with the approved assessment and retained in accordance therewith.

REASON: In the interests of the sustainability and the efficient use of resources.

[Relevant Plans and Policies: CSDPD Policy CS12]

21. No site clearance shall take place during the main bird-nesting period of 1st March to 31st August inclusive.
REASON: In the interests of nature conservation
[Relevant Plans and Policies: SEP NRM5, BFBLP EN3]
22. The development hereby permitted (including site clearance and demolition) shall not be begun until:-
(i) all the buildings/structures on the site and any trees to be felled have been further surveyed for the presence of bats, in accordance with the recommendations in section 6 of the Ecological Appraisal by Aluco Ecology dated January 2010; and
(ii) the further survey has been submitted to and approved by the Local Planning Authority, and
(iii) either the Local Planning Authority have agreed that no relocation of bats is necessary or the relocation of an bats has been achieved in accordance with mitigation and monitoring proposals previously submitted in writing to and approved by the Local Planning Authority.
REASON: In the interests of nature conservation
[Relevant Plans and Policies: SEP NRM5, Core Strategy CS1]
23. The development hereby permitted shall be carried out in accordance with the mitigation measures outlined in in section 6 of the Ecological Appraisal by Aluco Ecology dated January 2010, unless otherwise agreed in writing by the Local Planning Authority. These measures shall includes the installation of bird and bat boxes in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority before the first occupation of any buildings hereby permitted.
REASON: In the interests of nature conservation
[Relevant Plans and Policies: SEP NRM5, Core Strategy CS1]
24. No building shall be occupied until a scheme (including a plan identifying the areas to be covered by the scheme) has been submitted to and approved in writing by the Local Planning Authority for the management of any communal areas of the site that are not intended to be transferred to individual occupiers. The approved scheme shall be implemented prior to the first occupation of any building and the measures in the approved scheme shall thereafter be retained.
REASON: To ensure that adequate arrangements are in place for the ongoing management of the communal parts of the site in the interests of amenity.
[Relevant Plans and Policies: BFBLP EN20; Core strategy DPD CS7]
25. The development hereby permitted shall be carried out in full accordance with the tree protection measures and method statements outlined in the following documents received by the Local Planning Authority on 28th September 2011:

Method Statement - Iron Duke by SW Directional Drilling
Tree Condition Survey/Constraints drawing 506/01 B by Draffin Associates
Tree Protection drawing 506/02 by Draffin Associates
Arboricultural Method Statement revised 22nd July by Draffin Associates
(received 29th July 2011)
- unless otherwise agreed in writing by the Local Planning Authority.
REASON: In the interests of tree protection
[Relevant Plans and Policies: SEP NRM5, Core Strategy CS1; BFBLP EN1]

26. No gates shall be provided at the vehicular access to the site.
REASON: In the interests of highway safety.
[Relevant Policies: Core Strategy DPD CS23]
27. The areas shown for soft landscaping purposes on the approved plans shall thereafter be retained as such and shall not be used for any other purpose without the prior written permission of the Local Planning Authority. If within a 5 year period of the completion of the development any soft landscaped area which is removed, uprooted, or is destroyed or dies shall be replaced by plants of the same species and size as that originally planted at the same place, unless the Local Planning Authority gives its written consent for any variation

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

[Relevant Policies: BSP DP5, BFBLP EN2 and EN20, CSDPD CS7]

28. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order with or without modification) no enlargement, addition, improvement or other alteration permitted by Classes A, B, D and E of Part 1 of the Second Schedule of the 1995 Order shall be carried out.

REASONS:

(1)The prominence of the site within the Crowthorne Conservation Area requires strict control over the form of any additional development which may be proposed in order to safeguard the character and appearance of the area and the residential and visual amenities of the occupiers and adjoining properties;
(2) Any extensions that resulted in additional bedrooms would place further pressure on parking provision on this already tightly constrained site; and (3)
The site is subject to a Tree Preservation Order and contains trees which are a feature of the site where strict control over additional development is required to ensure their protection.

[Relevant Policies: BEBLP EN1, EN20, M9; Core Strategy DPD CS7]

Informative(s):

01. The applicant should be aware of the need to enter into a Section 278 Agreement under the 1980 Highway Act before any work can be undertaken within the public highway.
02. Please note that this is a PLANNING permission. Before beginning any development you may also need separate Conservation Area Consent for the demolition of any buildings on the site.
03. The proposal accords with the following Policy of the Regional Spatial Strategy for the South East of England:

CC6 – which seeks development that will respect and enhance the character and distinctiveness of settlements and landscapes, and use innovative design to create a high quality built environment which promotes a sense of place.

CC7 – which requires sufficient capacity to be available in existing infrastructure to meet the needs of new development, and where this cannot be demonstrated, that additional capacity be released through demand management measures, better management of existing or provision of new infrastructure.

H5 – which seeks positive measures to raise the quality of new housing, reduce its environmental impact, and make good use of land.

NRM5 – which seeks to conserve and improve biodiversity.

NRM6 – which requires new residential development which is likely to have a significant effect on the ecological integrity of Thames Basin Heaths Special Protection Area (SPA) to demonstrate that adequate measures are put in place to avoid or mitigate any potential adverse effects

BE6 – which seeks to which protect, conserve and, where appropriate, enhance the historic environment and the contribution it makes to local and regional distinctiveness and sense of place.

TC2 – which seeks to support function and viability of town centres; respect the historic character, environment and cultural value of existing town centres; ensure safe, secure and attractive environments for people to live, shop; and consider the potential impact on the vitality and viability of town centres.

The proposal accords with the following Core Strategy Development Plan Document Policies:

CS1 – which seeks to ensure that development makes efficient use of land and buildings, reduces the need for travel, promotes a mix of uses, conserves water and energy use, supports the economic wellbeing of the population, protects and enhances safety, natural resources, character of local landscape and historic and cultural features.

CS2 – which seeks to ensure that land will be allocated for development in the following order: Bracknell Town Centre; previously developed land and buildings in defined settlement; other land within defined settlements where there is no conflict with other policies; extensions to defined settlements with good public transport links.

CS6 – which seeks to ensure that development will mitigate adverse impacts upon communities, transport and the environment.

CS7 – which seeks to ensure that developments are of high quality design.

CS10 – which requires development proposals to be accompanied by a Sustainability Statement.

CS12 – which requires development proposals to be accompanied by an Energy Demand Assessment.

CS14 – which seeks to avoid an adverse impact upon the integrity of the Thames Basins Heaths Special Protection Area.

CS15 – which seeks to make provision over the period 2006-2026 for the phased delivery of 11,139 new dwellings.

CS16 – which seeks to ensure development will contribute to meeting the identified housing needs of all sectors of the Community.

CS21 – which seeks to ensure that new retail development is directed to identified town centres, and the scale and nature of the retail uses is consistent with the role and function of the centre.

CS23 – which seeks to ensure the Council will use its powers to reduce the need to travel, and promote alternative modes, increase safety of travel and maintain and improve the local road network.

CS24 – which seeks to ensure that development will mitigate any transport impacts which may arise from the development or cumulatively with other

proposals.

The proposal accords with the following saved policies of the Bracknell Forest Borough Local Plan:

EN1 – which seeks to protect tree and hedgerow cover.

EN3 – which seeks to ensure that the special value and character of SPAs, SACs and SSSIs are protected.

EN20 – as it would be acceptable in terms of its impact upon the character of the area, and amenity of surrounding properties and adjoining area.

EN22 – which seeks to ensure there will be convenient access, parking space and facilities for people with disabilities.

E5 - which seeks development to be consistent with the hierarchy of shopping centres (major town centre, small town centres, village and neighbourhood centres, local parades).

E10 – which seeks to prevent non-retail uses in Bracknell Town Centre secondary shopping area, Crowthorne retail area outside of the retail core and Sandhurst Centre (west of Swan Lane).

M4 – which seeks to ensure that development which would result in a material increase in the use of the existing highway will provide appropriate pedestrian, cycling and public transport routes.

M9 – which seeks satisfactory parking provision for vehicles and cycles.

Supplementary Planning Documents:

Limiting the Impact of Development Supplementary Planning Document (July 2007), which provides guidance on planning obligations which may be required to satisfy planning policies, and aimed at making development more sustainable.

(Please note that this is not intended to be an exhaustive list).

The following material considerations have been taken into account:

The proposal is considered to comply with the above policies.

The site is in a very sustainable location and the principal of the proposed development is acceptable. The retention of the Iron Duke and the replacement of the incongruous Old Bakehouse Court with a small residential terrace in keeping with adjacent properties will positively enhance the character and appearance of the Crowthorne Conservation Area while bringing new uses and vitality into this somewhat neglected part of the conservation area.

Concerns have been raised that the new houses on Church Street would be higher than the existing adjacent terrace and have a bulkier rear elevation. However it is not considered that these would be readily visible from the street scene or in any way detract from the positive enhancements the new terrace would provide in this location. It is also considered that slightly taller buildings would be appropriate as the village centre is approached and the proposed Church Street elevation is therefore considered to be acceptable.

Concerns have also been raised that the houses behind the Iron Duke would have roofs higher than the Iron Duke when viewed from the High Street and that this would be compounded by an infilling of the High Street elevation south of the Iron Duke. Although the proposed ridge line of the houses at the rear of the

site would be 0.8m higher than the Iron Duke it would be lower than 246-252 High Street which adjoin the Iron Duke. In view of the fact that these houses would be set back approximately 50 metres behind the Iron Duke the additional height would not be apparent in views from the High Street. The only place that the proposed houses may be glimpsed behind the Iron Duke would be in long distance views down Lower Broadmoor Road. However in view of the distances involved it is considered that the height differential would be barely noticeable and would not result in any visual harm to these long distance views.

The lack of perspective in the street elevations also applies to the perceived infilling concern. At the front of the site the area south of the Iron Duke would remain open as at present to accommodate the new access road and car parking. The proposed house on plot 12 would be set approximately 10 metres back and six metres south of the Iron Duke and the terrace of houses at the rear would be 29 metres further back. These set backs will reduce any appearance of infilling of the area south of the Iron Duke when viewed from the High Street. The proposed houses would not be readily visible in oblique views into the site when travelling along the High Street in either direction, but would only be seen from directly in front of the access road. The retention of the mature trees along the southern boundary of the site will also retain a green foil to the site, maintaining the present clear break between the more commercial uses to the north and residential area to the south.

The proposed development is not considered to result in any significant impact on neighbouring properties and will provide an acceptable living environment for future occupiers.

The Highway Authority has not raised any highway safety concerns with respect to the siting of the access onto Crowthorne High Street.

It is considered that on balance the proposed scheme will provide significant economic and environmental benefits that outweigh any remaining highway concerns about parking.

The planning application is therefore approved

In the event of the S106 planning obligation(s) not being completed by 20th January 2012 the Head of Development Management be authorised to **REFUSE** the application on the grounds of:-

01. The proposed development would unacceptably increase the pressure on public open space, built sports facilities, local youth facilities and primary and nursery education facilities. In the absence of planning obligations in terms that are satisfactory to the Local Planning Authority, and which secure contributions towards public open space, built sports facilities, local youth facilities and primary and nursery education facilities the proposal is contrary to policies CC7 of the South East Plan; Policy CS6 of the Bracknell Forest Core Strategy DPD; Policy R5 of the Bracknell Forest Borough Local Plan and the Limiting the Impact of Development SPD.
02. The occupants of the development would put extra pressure on the Thames Basin Heaths Special Protection Area and the applicants have not satisfactorily

mitigated the development to comply with the adopted Limiting the Impact of Development Supplementary Planning Document. In the absence of a section 106 planning obligation to secure suitable mitigation measures, the proposal would therefore be contrary to Policy NRM6 of the South East Plan; Policy EN3 of the Bracknell Forest Borough Local Plan and Policy CS14 of the Core Strategy Development Plan Document.

Doc. Ref: Uniform 7/DC/Agenda

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