

## Unrestricted Report

### ITEM NO: 5

Application No.  
**13/00083/FUL**

Ward:  
Winkfield And  
Cranbourne

Date Registered:  
11 February 2013

Target Decision Date:  
8 April 2013

Site Address:

**Dunmore Level Road Winkfield Windsor Berkshire  
SL4 2EU**

Proposal:

**Erection of 1No. detached 5 bedroom house with integral double garage with access onto Level Road following demolition of the single storey structure. Access for existing dwelling onto Level Road.**

Applicant:

Mr Andrew Gosling

Agent:

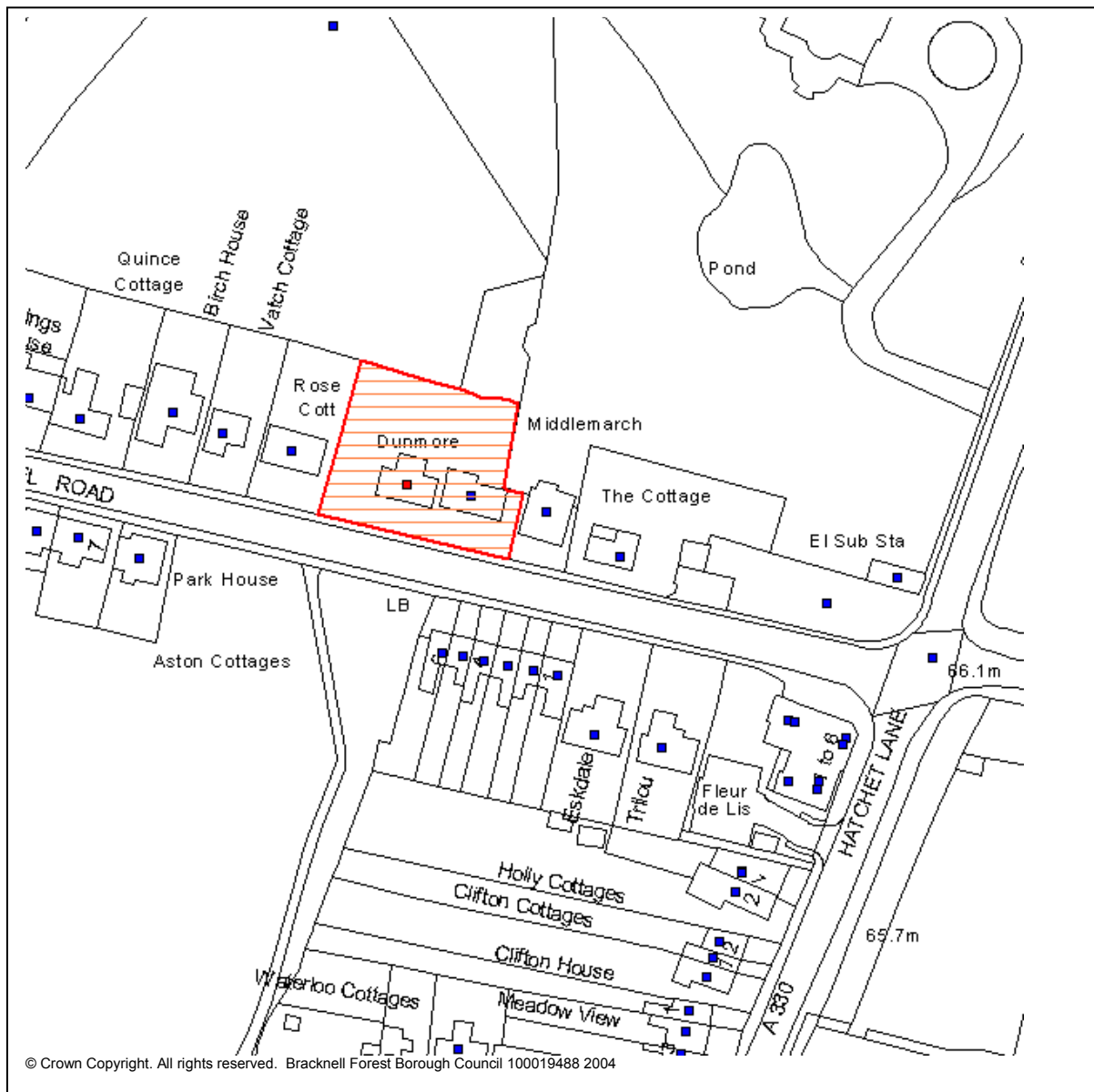
Mr Stuart Simpkins

Case Officer:

Laura Rain, 01344 352000

[environment@bracknell-forest.gov.uk](mailto:environment@bracknell-forest.gov.uk)

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



## 1 **RELEVANT PLANNING HISTORY** (If Any)

00/01065/OUT Validation Date: 30.10.2000  
Outline application for the erection of detached house and garage (including details of access). Formation of access to Dunmore.  
**Approved With A Legal Agreement**

04/00605/FUL Validation Date: 15.06.2004  
Section 73 application to extend period of time for submission of reserved matters and implementation of proposal of the erection of detached house and garage (including details of access) and formation of access to Dunmore.  
**Approved**

07/00674/OUT Validation Date: 05.07.2007  
Outline application for the erection of detached house and garage (including details of access). Formation of access to Dunmore. Renewal of 00/01065/OUT  
**Withdrawn**

07/01283/OUT Validation Date: 17.12.2007  
Outline application for the erection of detached house and garage . Formation of access to Dunmore.  
**Refused**

00/01065/OUT Validation Date: 30.10.2000  
Outline application for the erection of detached house and garage (including details of access). Formation of access to Dunmore.  
**Approved With A Legal Agreement**

600177 Validation Date: 29.05.1974  
Demolition of existing outbuilding and erection of three bedroomed house with single detached garage (land adjacent).  
**Approved**

607018 Validation Date: 07.07.1982  
Erection of detached house and garage (outline).  
**Approved**

614605 Validation Date: 08.01.1990  
Erection of one detached house and garages.  
**Approved**

13/00501/FUL Validation Date: 27.06.2013  
Installation of a dropped kerb with associated vehicular access for proposed garage (constructed under PD rights)  
**(No Decision – Application Currently Under Consideration)**

## 2 **RELEVANT PLANNING POLICIES**

### Key to abbreviations

BFBCS	Core Strategy Development Plan Document
BFBLP	Bracknell Forest Borough Local Plan
RMLP	Replacement Minerals Local Plan
WLP	Waste Local Plan for Berkshire
SPG	Supplementary Planning Guidance
SPD	Supplementary Planning Document

MPG *Minerals Planning Guidance*  
 DCLG *Department for Communities and Local Government*  
 NPPF *National Planning Policy Framework*  
 SALP *Site Allocations Local Plan*

<u>Plan</u>	<u>Policy</u>	<u>Description</u> (May be abbreviated)
BFBLP	EN20	Design Considerations In New Development
BFBLP	M9	Vehicle And Cycle Parking
BFBLP	GB3	Residential Dev Within GB Villages
BFBLP	M4L	Highway Measures New Development
BFBCS	CS1	Sustainable Development Principles
BFBCS	CS2	Locational Principles
BFBCS	CS6	Limiting the Impact of Development
BFBCS	CS7	Design
BFBCS	CS9	Development on Land Outside Settlements
BFBCS	CS23	Transport
SALP	CS23	Presumption in Favour of Sustainable Development

### **3 CONSULTATIONS**

(Comments may be abbreviated)

#### Transportation Officer

The Highway Authority recommends that any permission the Local Planning Authority may grant shall include conditions, informatives and the submission of a S106.

#### Thames Water Utilities Ltd

Thames Water recommend informatives.

#### Winkfield Parish Council

Recommend refusal,  
 Winkfield Parish Council recommend refusal on the grounds that it is an over-development of the site and there are concerns over potential problems with the stream.

### **4 REPRESENTATIONS**

5 letters of objection have been received. These raise the following concerns:

- The spacing, poor design, scale, bulk and dominance are not in keeping with the character of the area.
- The proposal is too big for the plot.
- The proposed dwelling is too big for the street scene - a reduction in size of 20-25% would be more reasonable.
- The dwelling extends too far back into the plot and should be restricted to the same building lines as Middlemarch.

- The proposed dwelling would block the presently unrestricted views from the garden of Middlemarch.
- Previous outline applications were more in keeping with the area.
- The design of the proposal is mundane and not in keeping with the street scene.
- The proposed dwelling would be highly obtrusive.
- The proposed dwelling would result in a loss of privacy to properties on the opposite side of Lovel Road.
- The proposed design does not reflect the loose knit character of the village.
- When read with neighbouring property, Middlemarch it would appear high density and urban in character.
- The proposed garage would be imposing and would overlook Rose Cottage.
- The garage would result in a loss of light to the kitchen of Rose Cottage.
- The garage would result in noise and car fumes from vehicles using the garage affecting the neighbouring property, Rose Cottage.
- The proposal is clearly for social housing.
- Work has already started on site. (Officer Comment: no elements of this proposal have been implemented. The existing property is being refurbished and the garden has been cleared.)
- There is not enough turning space on site for vehicles.
- Lovel Road now has reduced car parking zones resulting in high levels of on street car parking.
- There have already been a number of accidents along Lovel Road. A new dwelling could lead to more.
- Builders van are parking outside the property, blocking the free flow of traffic.
- The development would affect the flood plain. (Officer Comment: the site does not lie within the flood zone)
- Dunmore and Rose Cottage are susceptible to flooding.

1 letter of support has been received which states:

- Lovel Road is unusually varied in design.
- The proposal is similar to many of the house types.
- The proposal incorporates adequate turning and off street parking.
- Recent traffic calming measures have improved the previous problems along Lovel Road

## **5 OFFICER REPORT**

The application was reported to the April Planning Committee which resolved to approve it subject to the completion of a S106. The application is reported to the August Planning Committee as amended plans have been received which alter the approved plans and the description. The scheme no longer includes a detached garage for the existing house as a smaller garage, further from the boundary with Rose Cottage is being constructed under permitted development rights to serve Dunmore.

The design and height of the proposed dwelling remains unchanged, however the overall width has been reduced by 0.4m and the single-storey rear element is set further off of the boundary with Middlemarch by 0.4m

### **i) PROPOSAL**

Number of New Units: Houses: 1  
 Number of New Units: Flats: 0  
 Number of New Units: Bungalows: 0  
 Number of New Units: Sheltered Residences: 0

Total New Residential Units: 1  
Number Demolished: 0  
Net Gain: 1

Housing Density in New Units/Hectare: 18

The proposal is to demolish the existing outbuilding and erect 1 new dwelling. At ground floor a garage, lounge, family room, kitchen/dining room, utility room, WC and study are proposed. At first floor 5 bedrooms, 2 en suites and a bathroom are proposed.

## **ii) SITE**

Dunmore is a large detached dwelling set within a spacious plot of 0.11ha. To the rear is a large garden laid to lawn behind which is open fields. To the side of the main dwelling is a large detached 1 ½ storey timber outbuilding with dormer windows. In front of this is the existing car parking for Dunmore.

Adjacent to the outbuilding is neighbouring property, Middlemarch, a red brick two storey dwelling built in the late 1990's. There are no side facing windows in this property.

To the other side Rose Cottage is a detached white washed cottage. This has two ground floor side facing windows which are secondary sources of light for a kitchen/dining room.

Along the frontage of the site is evergreen hedging, some of which has been removed. The street scene is very varied with differing ages, designs and sizes of dwelling houses.

The double garage serving Dunmore has been constructed under permitted development rights.

Site history:

00/01065/OUT was approved with legal agreement for the erection of detached house and garage (including details of access) and the formation of access to Dunmore.

07/00674/OUT - Outline application for the erection of detached house and garage (including details of access). Formation of access to Dunmore. This application was withdrawn following highway concerns being raised.

07/01283/OUT - Outline application for the erection of detached house and garage. Formation of access to Dunmore. Refused due to lack of S106.

## **iii) PLANNING CONSIDERATIONS**

### **(1) Principle of the development**

The site is located within the Green Belt Village with the last 5m of the rear garden being green belt. The site is subject to the policies for the control of development as set out in the Bracknell Forest Borough Local Plan (BFBLP) adopted January 2002 and Core Strategy Development Plan Document adopted February 2008.

Policy GB3 states: "Within the Green Belt villages listed below, there is a general presumption against proposals for the erection of dwellings and other residential development except where such proposals constitute:

(i) infilling; or

(ii) the subdivision of an existing dwelling into two or more units; or

(iii) the provision of accommodation for domestic or personal staff or aged relatives in a separate but subordinate unit formed within, or by an extension of, the existing dwelling; or

(iv) replacement, alteration or limited extension to existing dwellings

provided that proposals would not adversely affect the character of the area, cause danger or inconvenience on the public highway or result in any other environmental harm. These Green Belt villages are (all in Winkfield Parish):...

(iii) Cranbourne (Lovel Road);

The supporting Green Belt text also states: "In accordance with the basic principle of safeguarding the Green Belt's open, rural and undeveloped character there is a presumption against allowing any building for new residential development, even inside a Green Belt Village. The sole exception is in the case of infilling. For the purposes of this plan "infilling" will be defined as building on undeveloped single plots of land for residential purposes which closes existing small gaps in an otherwise built up frontage. The infill plot should be comparable in size and shape to those developed plots which adjoin the infill site and must have an existing frontage to a suitable road. Development consistent with this definition will be acceptable in principle. In determining the character of a particular locality, matters such as density, siting relationships, design and external appearance will be examined."

The NPPF also allows for "limited infilling in villages"

However the concept of a Green Belt Village no longer exists in the NPPF and as such limited weight should be given to policy GB3 in accordance with paragraph 215 of NPPF. Paragraph 86 of the NPPF sets out that if it is necessary to prevent development in a village because of its important contribution the open character of the village makes to the Green Belt it should be included in the Green Belt, otherwise it should be excluded from the Green Belt designation.

Policies CS9 of Core Strategy and GB1 of BFBLP set out a presumption against inappropriate development in the Green Belt and GB1 sets out a list of exceptions. Paragraph 89 of NPPF also lists exceptions and this includes limited infilling in villages. As such in this case as the NPPF is a material consideration, significant weight can be given to the principle of infilling on this residential site in this village location, and therefore, the proposed development is considered to be acceptable.

Paragraph 14 of the NPPF sets out the presumption in favour of sustainable development. On 17th July 2013 Full Council resolved to adopt the SALP and Policies Map. Therefore, the SALP is now part of the Development Plan and SALP policies have full weight and are fully consistent with the NPPF (in relation to para. 215 of the NPPF). The SALP contains a Core Policy in relation to the presumption in favour of sustainable development (Policy CP1), and this is now part of the Development Plan. Therefore, the adoption of the SALP and new Policy CP1 is now applicable to all planning applications.

Since adopting the SALP, BFC have a 5 year supply of housing (including a 20% buffer). This has implications for the application of para. 49 of the NPPF, which states:

" Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites."

As there is now a five year supply, relevant policies (such as land outside of defined settlements) are no longer 'out of date'.

In summary the proposal is contrary to Bracknell Forest Borough Local Plan policy GB1 which states that there is a general presumption against new dwellings within the Green Belt. However policy GB3 allows for infilling within the Green Belt Village where the development would close a gap in an otherwise built up frontage.

Whilst the NPPF removes the Green Belt Village designation, and therefore reduces the weight given to policy GB3, it does allow for infilling in villages. Therefore the proposed development is considered to be acceptable in principle.

Given the character of Lovel Road, with its linear built up frontage, it is considered that demolishing the large outbuilding and erecting a dwelling on this infill plot would be in keeping with the character of the area and therefore would not unacceptably impact upon the open, rural and undeveloped character of the Green Belt.

## **(2) Impact upon the character and appearance of the area**

The site lies within 'Area B: Warfield Street, Hayley Green, Brook Hill and Lovel Road' of the Bracknell Forest Character Area Assessment. This states that the built form is as follows:

- "Development form varies, with predominantly detached houses.
- No consistent architectural approach, with many plots having been developed at different times".

The street scene is very varied with differing ages, sizes and designs of detached, semi-detached and terraced properties. Neighbouring property, Middlemarch has a gable feature to the front, as is currently proposed on the new dwelling. The proposed dwelling would be 2m wider than the existing outbuilding on site and at a height of 8.4m would be the same height as neighbouring property Middlemarch.

As such it is not considered that the proposal would detract from the character and appearance of the area.

## **(3) Effect on the amenity of neighbouring residential property**

The proposed dwelling would be set further back than Middlemarch and as such there would be no impact upon the front windows of Middlemarch. To the rear there would be a separation distance of 2.4 - 3.4m between the properties. The proposed dwelling would project beyond the rear wall of Middlemarch by 3m. As such it is not considered that the dwelling would be unduly overbearing. The light infringement to Middlemarch has been assessed in accordance with the Building Research Establishment report "Site layout planning for daylight and sunlight" and is considered to be acceptable on both the vertical and horizontal plane.

There are no properties to the rear which would be affected.

#### **(4) Transport**

The Council's Transportation Officer has confirmed the site is located on the A330 Lovel Road, a principal distributor road subject to a 30mph speed limit. Given the presence of the nearby school the road is congested during school set down and pick up times. The existing narrow footpath is heavily used, particularly during these periods and the Highway Authority will require the footpath in front of the site to be widened to 2m and any land outside the existing highway boundary to be dedicated as highway by the applicant.

The site currently has an access provided via a highway crossover to the east of the existing main property, Dunmore. Currently there is a large mature hedge that runs along the front boundary of the both sites. The applicant states that the hedge is to be removed and replaced with new planting set back a minimum distance of 2m from the kerb. No sight lines have been shown on the drawings submitted. Sight lines of 2.4m by 43m will need to be secured by condition and the provision of these will impact on any new planting to the front of the development. The stopping up of the existing access and the formation of the new access points to Dunmore and the new dwelling will need to be undertaken under licence with the Highway Authority and an informative to that effect should be included on any permission the Local Planning Authority may grant.

No gates will be permitted at the access points as they would need to be set back 6m from the back edge of the footway, obstructing the turning areas. The construction details for the accesses will need to be submitted to ensure that they are SUDS compliant. The first 6m will need to be constructed in a permeable bonded material to prevent any loose material migrating onto the highway to the detriment of highway safety.

The applicant proposes an integral double garage for the new dwelling, which provides 2 parking spaces as well as secure cycle storage, with surface parking spaces also being provided in front of the garage. The garage itself is set back 11m from the edge of the highway.

Due to the classification of Lovel Road vehicles must enter and exit in a forward gear. Turning areas are proposed to the front of both properties. However that to the front of Dunmore appears to be substandard in length. As there is scope to provide appropriate turning within the curtilage of the property a revised layout, accompanied by a swept path analysis, should be secured by condition.

Given the location of the site it is recommended that a Construction Management Plan be secured by condition to protect the amenity of local residents and users of the highway during the course of the development.

#### **(5) Thames Basin Heath SPA**

The site lies outside the 5km buffer zone for the Thames Basin Heath SPA. As such the proposal would not have an impact upon this area.

#### **(6) Sustainability**

Policy CS10 requires the submission of a Sustainability Statement demonstrating how the proposals meet current best practice standards, i.e. Code for Sustainable Homes Level 3. Formal assessment of dwellings against the Code for Sustainable Homes must be carried out by an accredited assessor (accredited by BRE). The assessment



has several stages: Pre-assessment Estimator, Design Stage Assessment, and Post Construction Review. All stages should be covered, and the assessments submitted to the Council.

No Sustainability Statement and no Pre-assessment Estimator were submitted.

A sustainability statement should address the following:-

- Energy and Carbon Dioxide;
- Water;
- Materials;
- Surface water runoff;
- Waste;
- Pollution;
- Health and wellbeing;
- Management; and
- Ecology.

Policy CS12 requires the submission of an Energy Demand Assessment demonstrating how 10% of the development's energy requirements will be met from on-site renewable energy generation.

The applicant has provided no Energy Demand Assessment detailing how 10% of the development's energy demand can be offset as a result of implementing on-site renewable energy generation.

Issues in regards to sustainability and energy demand can be dealt with by condition.

### **(7) Limiting the impact of development**

A Supplementary Planning Document entitled 'Limiting the Impact Upon Development' was adopted in July 2007. This document recommends that contributions are sought for any net gain in dwelling depending upon their impact upon the local services and infrastructure. The document forms part of the Council's ongoing Local Development Framework process.

As set out in the Limited the Impact Upon Development SPD the following contributions are sought for the proposal:-

Transport facilities £2880  
Open space and outdoor recreation facilities £2000  
Primary Education £4330  
Libraries £220  
Community Facilities £600

It is considered that the obligations in the S106 are necessary to make the development acceptable in planning terms and are directly, fairly and reasonably related to the proposed development. The applicant has submitted a draft S106 in line with these requirements.

### **(8) Biodiversity**

A bat survey has been undertaken and concludes that there is no evidence and no potential for bats in the workshop to be demolished.

#### iv) CONCLUSION

The impact of the proposal on the Green Belt is considered to be acceptable. The proposed detached dwelling would not have a detrimental impact upon the amenities of neighbouring properties by reason of loss of light, loss of privacy or overbearing impact. The street scene is very varied with differing ages and styles of detached, semi-detached and terraced dwellings; as such the proposed design would not have a detrimental impact upon the character of the street scene. There would be no impact upon highway safety as adequate car parking has been provided and turning can be secured by condition.

It is not considered that the amendments to the scheme as previously recommended for approval at the Planning Committee would result in the scheme now being unacceptable. Therefore the proposal is recommended for approval subject to the successful completion of a S106 Legal Agreement.

#### 6 RECOMMENDATION

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

01. Transport facilities  
Open space and outdoor recreation facilities  
Primary Education  
Libraries  
Community Facilities  
Widening of the footpath and dedication of the land

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 plans:  
Drg no AP.0002 Rev P received by Local Planning Authority 07.02.2013  
Drg no AP.0150 received by Local Planning Authority 04.03.2013  
Drg no AP.0100 P7 received by Local Planning Authority 22.07.2013  
REASON: To ensure that the development is carried out only as approved by the Local Planning Authority.
03. No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.  
REASON: In the interests of the visual amenities of the area.  
[Relevant Plans and Policies: BFBLP EN20, CSDPD CS7]
04. The development shall not be begun until a Sustainability Statement demonstrating how the development meets 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. The development shall be implemented in accordance with the Sustainability Statement and shall be retained in accordance therewith.

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

[Relevant Policy: Core Strategy DPD CS10]

05. The 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]
06. The development shall not be begun until an Energy Demand Assessment has been submitted to and approved in writing by the Local Planning Authority. This shall demonstrate that a proportion of the development's energy requirements will be provided from on-site renewable energy production (which proportion shall be 10%). The buildings thereafter constructed by the carrying out of the development shall be in accordance with the approved assessment and retained in accordance therewith.  
REASON: In the interests of the sustainability and the efficient use of resources.  
[Relevant Plans and Policies: CSDPD Policy CS12]
07. No development shall take place until details showing the slab level of the buildings in relation to a fixed datum point have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved drawing.  
REASON: In the interests of the character of the area.  
[Relevant Plans and Policies: BFBLP EN20 and CSDPD CS7]
08. The development shall not be begun until a scheme depicting hard and soft landscaping has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include a 3 year post planting maintenance schedule. All planting comprised in the soft landscaping works shall be carried out and completed in full accordance with the approved scheme, in the nearest planting season (1st October to 31st March inclusive) to the completion of the development or prior to the occupation of any part of the approved development, whichever is sooner, 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.

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

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

09. 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 additional windows, similar openings or enlargement thereof shall be constructed in the east or west elevation of the dwelling hereby permitted except for any which may be shown on the approved drawing(s).  
REASON: To prevent the overlooking of neighbouring properties.  
[Relevant Policies: BFBLP EN20]
10. The dwelling hereby approved shall not be occupied until the existing access to the site is closed and the footway/ verge is reinstated in accordance with details which have been submitted to and approved in writing by the Local Planning Authority; the reinstatement shall be retained thereafter.  
REASON: In the interests of highway safety.  
[Relevant Policies: Core Strategy DPD CS23]
11. 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]
12. No development shall take place until a plan showing visibility splays of 2.4m by 43m has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details. The visibility splays shall 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]
13. The development shall not be occupied until the access has been surfaced with a bonded permeable material across the entire width of the access for a distance of 6m measured from the back edge of the footpath.  
REASON: In the interests of highway safety.  
[Relevant Policies: Core Strategy DPD CS23]
14. The dwelling hereby approved shall not be occupied until the associated vehicle parking and turning space has been surfaced and marked out in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The spaces shall not thereafter be used for any purpose other than parking and turning.  
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]
15. The garage accommodation shall be retained for the use of the parking of vehicles at all times.

REASON: To ensure that the Local Planning Authority's vehicle parking standards are met.

[Relevant Policy: BFBLP M9]

16. 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]
17. No development shall take place 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 (e).  
REASON: In the interests of amenity and road safety.
18. The dwelling hereby approved shall not be occupied until vehicle parking for 3 cars and turning space for the existing dwelling, Dunmore, has been surfaced and marked out in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The spaces shall not thereafter be used for any purpose other than parking and turning.  
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]

Informative(s):

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 Council's Highways Team should be contacted at the Environment, Culture and Communities Department, Time Square, Market Street, Bracknell, RG12 1JD, telephone 01344 352000, to agree the access construction details and to grant a licence before any work is carried out within the highway. A formal application should be made allowing at least 4 weeks notice to obtain details of underground services on the applicant's behalf.
03. The applicant is advised that the following conditions require discharging prior to commencement of development:
  03. Materials.
  04. Sustainability Statement.
  06. Energy Demand.

- 07. Slab level.
- 08. Landscaping.
- 11. Access construction.
- 12. Visibility splays.
- 17. Site organization.

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

- 05. Post Construction Report.
- 10. Site access.
- 14. Vehicle parking and turning.
- 18. Vehicle parking and turning for Dunmore.

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.
- 09. Additional windows.
- 13. Bonded materials.
- 15. Garage retention.
- 16. No gates.

In the event of the S106 planning obligation(s) not being completed by 30th September 2013 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 highways and transportation infrastructure, public open space, libraries, community facilities and primary educational facilities. In the absence of a planning obligation in terms that are satisfactory to the Local Planning Authority, and which secure contributions towards integrated transport and highway safety measures, open space, libraries, community and educational facilities, the proposal is contrary to Policy M4 of the Bracknell Forest Borough Local Plan and CS6, CS8, and CS24 of the Core Strategy Development Plan Document and to Supplementary Planning Document Limiting the Impact of Development (adopted July 2007).

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](http://www.bracknell-forest.gov.uk)