

Unrestricted Report

ITEM NO: 5

Application No.
14/00552/FUL
Site Address:

Ward:
Great Hollands North

Date Registered:
6 June 2014

Target Decision Date:
1 August 2014

Land At East Lodge Great Hollands Road Bracknell Berkshire

Proposal:

Erection of 3 storey block of 9 flats (4 x no1 bedroom flats and 5 x no.2 bedroom flats) with creation of a site access off Aysgarth with landscaping, car parking, cycle storage, refuse store and electricity substation.

Applicant:

Ms Linda Hunt

Agent:

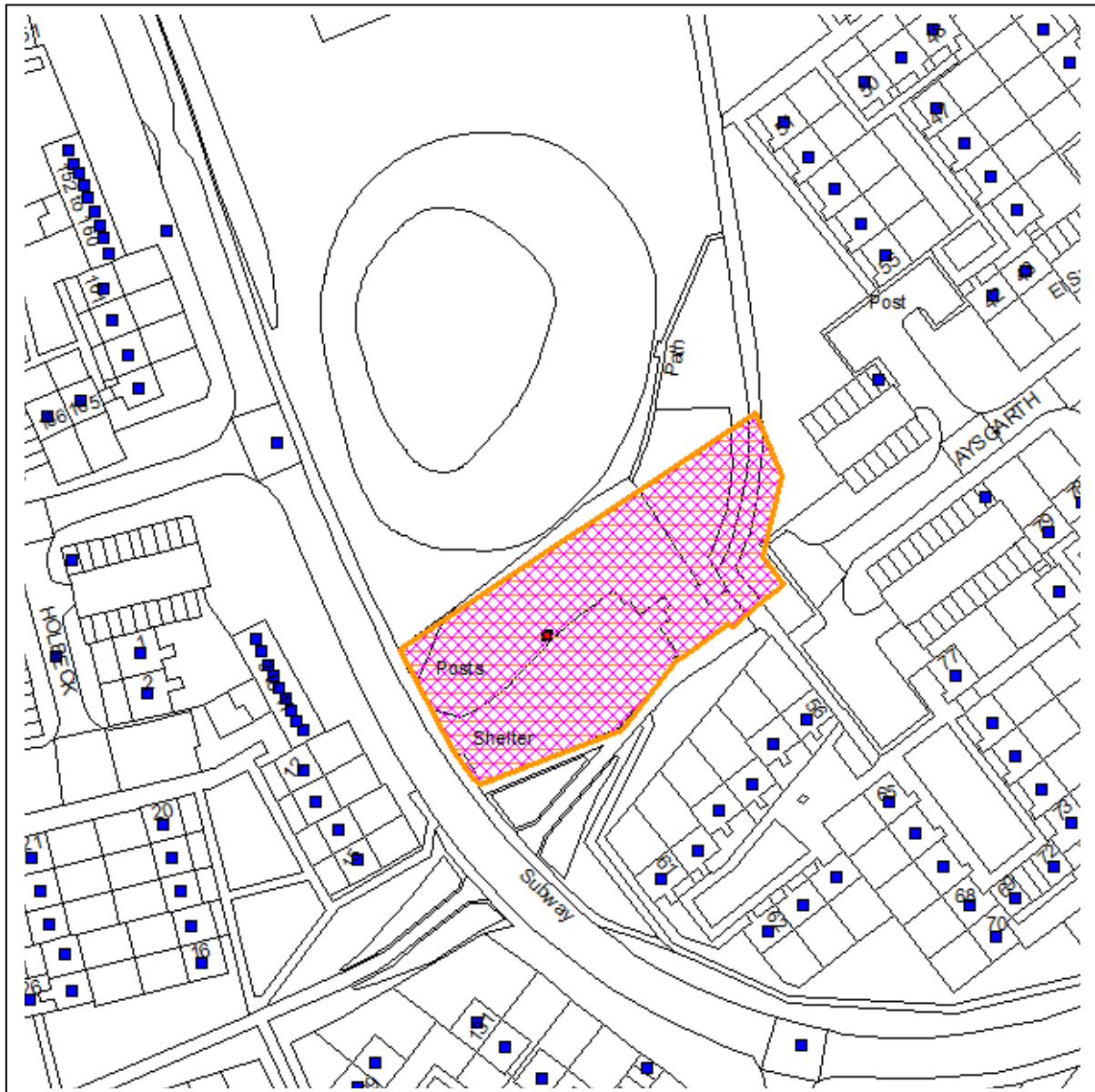
Mr Daniel Knight

Case Officer:

Paul Corbett, 01344 352000

Development.control@bracknell-forest.gov.uk

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



OFFICER REPORT

1. REASON FOR REPORTING APPLICATION TO COMMITTEE

The application is reported to the Planning Committee because more than 3 objections have been received.

2. SITE DESCRIPTION

The site comprises previously developed land within the neighbourhood of Great Hollands and is adjacent to a large area of public open space. The building on the site was demolished in 2006.

The previous building included a 19th century lodge positioned to the back of the site with an associated car park accessible from Great Hollands Road. The site had been used over the years as an adventure playground and for local scout groups. It was also used by a local playgroup until alternative accommodation was found, leaving the building and land vacant for a number of years and susceptible to vandalism.

The site is relatively level and positioned between an area of recreational open space and the main residential area of Aysgarth.

The site area is 0.26 ha.

The main constraint on the site is the existing trees.

3. RELEVANT SITE HISTORY

2006 - The building was demolished

1974 - 600220 APPROVED
Use of scout hut as playgroup premises

1969 - 19331 APPROVED
Single story extension to form new scout hall and landscape depot

1969 14363 APPROVED
Change of use of East Lodge to tenant Community Centre and construction of a car park for 20 cars.

4. THE PROPOSAL

Planning permission is sought for the erection of a 3 storey block of 9 flats with creation of a site access off Aysgarth and associated landscaping, car parking, cycle storage, refuse store and electricity substation.

The proposed 3 storey block will comprise 9 flats as follows:

Ground Floor - 1no. 1 Bed 2 Person DPU (70 sqm)
 - 2no. 2 Bed 4 Person Flats (69-71.1 sqm)
First Floor - 3no. 2 Bed 4 Person Flats (69-71.7 sqm)
Second Floor - 3no. 1 Bed 2 Person Flats (51-59 sqm)

(4 no.1beds and 5 no.2 beds)

5. REPRESENTATIONS RECEIVED

This application has attracted 9 objections and their concerns are summarised as follows:

- Concerns with regards to privacy - the flats will overlook the rear gardens of Holbeck opposite
- Loss of view/outlook
- Loss of green open space
- Loss of wildlife habitat
- Pedestrian/Cyclist Safety
- Lack of Parking

The above concerns are addressed within the report.

Officer comment: The original submission did include balconies fronting Great Holland Road however following concerns raised these were removed as part of the negotiations with the applicant.

6. SUMMARY OF CONSULTATION RESPONSES

Bracknell Town Council

Makes an observation on the scheme suggesting parking is by permit and that a bedroom flat for a disable person limits does not make parking provision for a carer to stay.

Biodiversity

No objection subject to conditions

Landscape

No objection subject to conditions

Transportation

No objection subject to conditions

Parks & Countryside

No objection

7. DEVELOPMENT PLAN

The Development Plan for this Borough includes the following:

Core Strategy (February 2008) (CSDPD)
Site Allocations Local Plan (July 2013) (SALP)
Policy NRM6 of the South East Plan (May 2009) (SEP)
Bracknell Forest Borough Local Plan (January 2002) (saved policies) (BFBLP)
Bracknell Forest Borough Policies Map 2013

8. PRINCIPLE OF DEVELOPMENT

SALP Policy CP1 refers to the presumption in favour of sustainable development as outlined within the National Planning Policy Framework (NPPF). SALP Policy CP1 states that the Council will act proactively and positively with applicants to seek solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions within the area. Planning applications that accord with the policies in the development plan for Bracknell Forest should be approved without delay, unless material considerations indicate otherwise.

CSDPD Policy CS1 sets out a number of sustainable development principles including making efficient use of land and buildings where it protects the character and quality of local landscapes.

CSDPD Policy CS2 states that development will be permitted within defined settlements and on allocated sites. Development that is consistent with the character, accessibility and provision of infrastructure and services within that settlement will be permitted, unless material considerations indicate otherwise.

CSDPD Policy CS15 requires the provision of 11,139 dwellings in the Borough over the Plan period.

CSCPD Policy CS16 requires a range of housing types, sizes and tenures.

These policies are considered to be consistent with the need for sustainable development and the need to boost the supply of housing together with delivering a wide choice of homes as set out in the NPPF. As a consequence they are considered to carry significant weight.

The site is located in a residential area within a defined settlement on the Bracknell Forest Borough Policies Map (2013). It has good access to facilities and services and is therefore in a sustainable location.

The NPPF supports reusing previously developed land, provided it is not of high environmental value (NPPF para. 17 (8) and para. 111), which is applicable to this site

Previously developed land (PDL) is defined as land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time. (NPPF Annex 2).

Whilst it is acknowledged that part of the site appears to have started to blend into the landscape since the building was demolished it remains of a different character to the rest of the playing fields and the land still comprises areas of hardstanding from where the building and pathways and car park once stood. The site can therefore be regarded as PDL.

The proposal involves a net gain of 9 units (4no 1bed and 5no 2bed flats). In terms of the Council's housing provision, the proposal constitutes a 'small' site and would therefore contribute to the 'small' sites allowance and 5 year supply of deliverable sites. It would also deliver a range of smaller units to the overall stock.

The site is within a defined settlement, which is acceptable in relation to Policy CS2. The site comprises previously developed land, and therefore is also acceptable and supported by the NPPF (in relation to paras. 17 and 111). As a result, the proposed development is considered to be acceptable in principle, subject to it having no adverse impact in relation to loss of open space of public value, impact upon the character of the area, amenity of neighbouring occupiers, highway safety, trees, etc. These issues are addressed elsewhere in this report.

Impact upon open space of Public value

The land was once occupied by a building with a large area of hardstanding for vehicle parking which is still clearly evident on the ground. Being located next to East Lodge Playing Fields, once the buildings had been demolished and the site cleared it began to be maintained by Bracknell Town Council by default and has informally been used as an open area of land primarily as a pedestrian route.

It is acknowledged that this land and building did once provide recreational facilities within the building which once stood on the land until it was demolished in 2006 and therefore it is considered that its last lawful use can be assumed to be recreational and thus should also be firstly assessed against CSDPD Policy CS8.

CSDPD Policy CS8 states that development will be permitted whereby (i) it retains, improves and maintains existing recreational facilities; and/or (ii) provides and maintains new recreational facilities. This is consistent with the NPPF (Chapter 8), and therefore can be afforded significant weight. The supporting text to CS8 (para. 99) sets out recreational facilities can be summarised into the following categories;

1. Open Space of Public Value (OSPV) comprising;
 - o Active OSPV (e.g. sports pitches, tennis courts, allotments, kick-about areas, children's play areas, associated buildings, and other infrastructure).
 - o Passive OSPV (e.g. natural and semi-natural open space, green corridors, country parks, and urban woodlands); and
2. Built Sports Facilities (e.g. sports halls, synthetic pitches and swimming pools); and
3. Leisure and Cultural Facilities (e.g. cinemas, theatres and art centres).

It is not considered that the site as it stands offers any recreational merit when assessed against the above criteria since the building that did provide the recreational function has long gone and the adjacent play area has also since been relocated onto into the wider open space area to the north. The site itself therefore remains primarily a fringe area of open space of little or no recreational value and currently acts as nothing other than a pedestrian thoroughfare and has remained as such for the last 9 years. It is considered that there is little amenity value as an area of open space on the site which is also supported by Parks and Countryside. Furthermore this proposal would broadly cover a similar proportion of the site to that of the previously built form that once stood on the site. Therefore, it is not considered that there would be any conflict with Policy CS8 and the NPPF in this regard.

The Town Council has submitted an observation on the scheme, but not objected and hasn't submitted any objection to the land being developed for residential use and car parking.

Parks and Countryside are also supportive of this proposal.

9. IMPACT ON CHARACTER AND APPEARANCE OF AREA

CSDPD Policy CS7 states that development will be permitted which builds upon the local character of the area, provides safe communities and enhances the local landscape where possible. BFBLP 'Saved' Policy EN20 states that development should be in sympathy with the appearance and character of the local area. Saved Policy EN1 of the BFBLP seeks to retain trees and hedgerow which are important to the character and appearance of the townscape and act as green links between open spaces. These policies are consistent with the objectives set out within the NPPF.

The drawings submitted demonstrate that the scale and form of the building will only marginally exceed the height of the existing 3 storey block of flats on the opposite side of Great Hollands Road. The drawings also show that the proposed 3 storey block of flats will front Great Hollands Road with a pedestrian entrance only. The proposed building will be partly obscured by the recreation ground which is on higher ground.

The building will only be enclosed by a low knee rail (450mm high) to demarcate the front boundary helping to assimilate this new built form into the generally open landscaped frontage to the street. It is considered that the remainder of the site's boundary treatment shown to be in the form of 1.2m high railings allows for hedging to be planted behind to help green and soften the site's boundaries and help it blend with the local street scene.

The existing large mature trees on the site are to be retained and will form part of the private amenity space around the new flats and will continue to provide an important amenity feature to the area.

In terms of density, the number of units proposed is considered appropriate when compared to the local established density. Furthermore, the scheme accords with the NPPF in that it makes efficient use of the land, given the constraints of the trees on the site's boundaries. It is considered that to accommodate a greater number of dwellings would be out of keeping with the wider visual appearance of the area, and likely to adversely affect the large mature trees within the site, and would not deliver high quality, well designed development in accordance with NPPF.

Objections received refer to this proposal being an over development of the site, but having regard to the form of the surrounding area the proposed density of approximately 24 dwellings per hectare and the scale, massing and appearance this development is not considered to be out of keeping with its surroundings.

In conclusion, it is considered that the proposal accords with the principles of CSDPD Policy CS7, 'Saved' BFBLP Policies EN1 and EN20 and the NPPF.

10. RESIDENTIAL AMENITY

BFBLP 'Saved' Policy EN20 refers to the need to not adversely affect the amenity of the surrounding properties and adjoining areas. BFBLP 'Saved' Policy EN20 and CSDPD Policy CS7, require the development to be sympathetic to the visual amenity of neighbouring properties through its design implications. These requirements are considered to be consistent with the general design principles in paras. 56 to 66 of the NPPF.

It is acknowledge that part of the proposed block of flats will be directly opposite two storey housing and a three storey block of flats in Holbeck. It is also noted that in

particular nos.12 & 13 Holbeck are most likely to be affected as they have private rear gardens directly opposite the development. The applicant has allowed for the minimum distance considered acceptable (30m) between two and three storey residential development. In fact the intervening distance is 30.5m. The proposed second storey dormer window which is positioned within a direct sight line of no.12 Holbeck is set back further within the roof slope, therefore extending this distance and further minimising any overlooking. It would therefore not warrant a reason for refusal.

The acceptable distance between buildings of equal heights such as the existing block of flats at 3-11 Holbeck opposite the site is normally 22m. In this case it is 23.5m.

The applicants submitted 'Indicative Sections' and a '3D Separation Illustration' which demonstrate visually the intervening distances described.

The residential properties at 58-61 Aysgarth are further away at approximately 45m so are not such a cause for concern. The original submission included balconies fronting Great Hollands Road which were removed and replaced with Juliette balconies to address privacy concerns from residents at 12-15 Holbeck with gardens facing the development.

Access off Aysgarth will result in some impacts on the neighbouring residential properties within Aysgarth itself, primarily from additional vehicular movements. It is noted that a number of properties within Aysgarth have private rear gardens which back onto Aysgarth. Given the scale and nature of this development it is not considered that the small increase in vehicular movements would be unacceptably detrimental to the living conditions of the residents of Aysgarth.

The three storey building would have windows that would provide some degree of natural surveillance over the surrounding public areas in particular the adjacent play area positioned to the north which is on higher ground. Overall it is considered that the impact of the proposed development on the adjoining open space is acceptable.

It is considered that the scheme as now amended is designed so as not to create any adverse impacts on the amenities of nearby residents and is therefore in accordance with CSDPD Policy CS7 and saved BFBLP Policy EN20 of the BFBLP and the NPPF.

11. TRANSPORT IMPLICATIONS

CSDPD CS23 states that the Local Planning Authority will use its powers to reduce the need to travel and increase the safety of travel, while simultaneously promoting alternative modes of travel. Saved Policies M4 and M9 of the BFBLP ensure that development provides satisfactory highway measures and parking provision. To supplement this policy, the Local Planning Authority's Parking Standards SPD (2007) sets out the advised levels and size of parking spaces for residential dwellings. The SPD was adopted following public consultation, so can be afforded significant weight. The NPPF allows for LPAs to set their own parking standards for residential development. The quoted policies are considered to be consistent with the NPPF.

The development will provide 16 car parking spaces inclusive of 1 space for a disabled driver to the rear of the site which complies with the Council's Car Parking Standards

The proposal has been designed with a vehicular entrance off Aysgarth, which facilitates an improved layout of the site and alleviates the pressure on the main on-site constraint, the trees. It would also overcome the potential for vehicular conflict with the

existing bus stops and refuse collection services which rely on the use of Great Holland's Road.

The proposal also created the opportunity to realign the footway/cycleway immediately adjacent to the southern boundary.

It is noted that concerns have arisen over the creation of a new access off Aysgarth specifically in relation to additional vehicular movements along Aysgarth and pedestrian/cyclist safety where the access crosses the footway/cycleway. Given the scale of the development it is considered that the additional vehicle movements along Aysgarth can be accommodated without impacting upon the highway safety. The cross-over point can also be made safe for pedestrians/cyclist by an engineering solution which will be secured as part of the section 278/38 legal agreement.

The Highways Officer supports this proposal subject to securing the vehicle/pedestrian access from Aysgarth and realignment works to the public footway/cycleway adjacent to the site via a s106 legal agreement in accordance with the design principles identified on the applicant's site layout drawing accompanying the application.

The proposal provides sufficient on-site parking which accords with the Council's residential car parking standards.

Secure cycle parking is provided as part of the development.

In respect of refuse storage/collection, the number and types of refuse and recycling bins would comply with the requirements of the Highway Authority and these would be stored within a detached bin store to the rear of the site. The proposed residential site would accommodate a turning area for refuse vehicles which would continue to use the existing turning head at the end of Aysgarth.

The proposal would generate around 45 movements per day with around 5 two way movements in each peak hour. As the previous use of the site has been removed these trips should be treated as new trips onto the network. This level of traffic in isolation will have a minimal impact on the local transport network but, cumulatively with other developments, this impact will increase. The additional trips are not expected to impact negatively on the use of Aysgarth.

Construction traffic will need to be controlled by condition but Aysgarth is considered wide enough to accommodate such vehicles.

For the reasons given above the proposal is considered to accord with Saved Policies M4 and M9 of the BFBLP, Policy CS23 of the Core Strategy DPD and the NPPF.

12. ACCESSIBILITY

BFBLP Saved Policy EN22 and CSDPD Policy CS7 state that the Local Planning Authority will ensure that new development provides convenient access, parking space and facilities for people with disabilities. These policies are considered to be consistent with the NPPF which states that LPAs should take into account the accessibility of the development.

The proposal will need to comply with Part M of the Building Regulations with respect to access to and within the building as well as general access arrangements. It is therefore considered that the proposal would comply with the requirements of Development Plan and the NPPF.

13. TREES AND LANDSCAPING IMPLICATIONS

BFBLP Saved Policies EN1 and EN2 state that the LPA will seek to protect tree and hedgerow cover. CSDPD Policy CS1 also seeks to protect the character of the local landscape. These policies are considered to be consistent with the NPPF section 11 which encourages LPAs to conserve and enhance the natural environment by protecting and enhancing valued landscapes.

The potential loss of wildlife habitat as raised by a neighbour is unwarranted as a large part of the site is laid to hardstanding and relatively short grass and offers little opportunity as habitat for wildlife as confirmed by the Biodiversity Officer. However it is acknowledged that some of the hedge and much of the site will need to be cleared with the exception of the mature trees to the front of the site, and there a condition is recommended to avoid site clearance during the bird nesting season.

The general principles for Root Protection Zones and specialised non-dig construction methods were agreed at a separation distance of 10.20 meters between the south elevation and the veteran oak tree which fell short of what the Tree Officer would have preferred (11m). However, because the applicant has agreed to propose special foundations within this sensitive zone it is considered that this marginal difference would be acceptable. It is recommended that the foundations details are secured by condition.

The retention of the existing trees (which make an important visual contribution to the area overall) and proposed landscaping strategy for the site are considered acceptable in principle and are considered to comply with Saved BFBLP Policy EN1.

It is considered that, subject to the tree protection being implemented before works commence on the site, the existing trees can be safeguarded and this can be secured by condition.

The proposed landscaping is considered acceptable in principle and this will also be secured by condition.

Therefore, subject to conditions, the proposal would comply with the relevant policies quoted and the NPPF.

14. BIODIVERSITY IMPLICATIONS

CSDPD Policy CS1 seeks to protect and enhance biodiversity and CS7 seeks to enhance and promote biodiversity. This is considered to be consistent with the NPPF which states that planning should contribute to "minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures."

The applicant's ecological report shows that the site has limited ecological value.

The Biodiversity Officer supports this proposal subject to the imposition of a number of suggested conditions including securing bird and bat boxes (and other biodiversity enhancements) which would protect and enhance the wildlife value of the development. Subject to these conditions the proposal would comply with the quoted policies and the NPPF.

15. DRAINAGE

The NPPF (para. 103) states that new development should ensure that risks from flooding can be managed through suitable adaptation measures, including through the planning of green infrastructure and the use of sustainable drainage systems to reduce the causes and impacts of flooding.

The Councils SuDs Engineers have suggested a standard condition to secure these details before any development may commence.

Subject to conditions, the proposal would comply with the NPPF.

16. SUSTAINABILITY AND ENERGY DEMAND

Since the publication of a Ministerial Statement (25th March 2015) CSDPD Policy CS10 requires the submission of a Sustainability Statement covering water efficiency aimed at achieving an average water use in new dwellings of 110 litres/person/day. The development will then have to be implemented in accordance with the submitted Sustainability Statement.

CSDPD Policy CS12 requires the submission of an Energy Demand Assessment demonstrating how the development's potential carbon dioxide emissions will be reduced by at least 10%, and how 20% of the development's energy requirements will be met from on-site renewable energy generation. This is considered to be consistent with the NPPF.

The applicant has submitted an Energy Statement demonstrating that they would more than meet with the 10% reduction in carbon emissions. The applicant has stated that they can't meet the requirement for 20% of the development's energy demand to be met from renewable sources. Based on the applicant's approach of an initial reduction in carbon emissions significantly greater than the 10% required, a lesser energy demand offset would be accepted. The applicant has not confirmed which technology they would implement, however, it is that this can be secured by condition.

Subject to conditions the proposal would comply with the requirements of CSDPD Policies are CS10 and CS12 and the NPPF.

17. WASTE AND RECYCLING ISSUES

Section 9 of the Street Scene SPD requires any new residential development to provide a bin collection point within 25m of the highway with a carry distance for residents not exceeding 30m. Given this application is for 9 flats, it has been designed with these thresholds in mind and as such incorporates a communal bin store within close proximity of the highway (Aysgarth) which is already serviced by a refuse vehicle without the need for the vehicle to enter the site.

18. THAMES BASIN HEATHS SPECIAL PROTECTION AREA (SPA)

Retained South East Plan Policy NRM6 and Core Strategy DPD Policy CS14 seek to avoid any adverse impact upon the integrity of the Thames Basins Heaths Special Protection Area The Thames Basin Heaths Special Protection Area Avoidance and Mitigation Supplementary Planning Document (SPA SPD) (March 2012) provides guidance on implementing these policies.

NPPF para 118 states that when determining planning applications, LPAs should aim to conserve and enhance biodiversity.

The Development Plan policies are considered to be consistent with the NPPF and should therefore be given full weight.

The Council, in consultation with Natural England, has formed the view that any net increase in residential development between 400m and 5km straight-line distance from the Thames Basin Heath 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 1.4 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.

A contribution is calculated on a per-bedroom basis 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. In this instance, this application is for 4no 1 bedroom and 5no 2 bedroom dwellings. The SANG costs are as follows:

Total SANG Contribution - 1 bedrooms (£1221) = £4,884 (4 X 1221)
2 bedrooms (£1601) = £8,005 (5 X 1601)

The open space works at The Cut Countryside Corridor SANG is the most appropriate to this proposal (although it may be necessary to allocate the contribution to another SANG). The legal agreement will also incorporate a clause requiring occupancy to be restricted until the works and measures are in place.

The Council has also signed a legal agreement to secure financial contributions towards Strategic Access Management and Monitoring (SAMM) which will be calculated on a per bedroom basis as follows:

Total SAMM Contribution - 1 bedrooms (£399) = £1,596 (4 X 399)
2 bedrooms (£526) = £2,630 (5 X 526)

In summary, the total SPA related financial contribution including a contribution towards the SAMM project for this proposal is £17,115 (i.e. £12,889 + £4,226) that will need to be secured by S106 Legal Agreement.

Therefore, subject to the completion of a S106 agreement, the proposal would comply with the quoted policies and the NPPF

19. COMMUNITY INFRASTRUCTURE LEVY

Bracknell Forest Council introduced charging for its Community Infrastructure Levy (CIL) on 6th April 2015. CIL is applied as a charge on each square metre of net new development. The amount payable varies depending on the location of the development within the borough and the type of development.

CIL applies to any new build, including extensions of 100 square metres of gross internal floor space, or more, or new build that involves the creation of additional dwellings.

As the application is for the creation of affordable housing it would be exempt from the payment of CIL.

20. CONCLUSIONS

It is considered that this proposal provides a scale of development within the settlement that makes efficient use of previously developed land and is sympathetic to its context in terms of its form and layout. It does not compromise the streetscene, pattern of development or character of the local area. The scale, mass, design, layout and siting of the proposed flats are considered appropriate and to relate satisfactorily to adjoining buildings, spaces and existing trees. The proposed vehicular access off Aysgrath and realignment of the existing footpath/cycleway would also minimise impacts on the main roads and promote alternative means of travel as the site fronts a route with a frequent bus service and is located adjacent to a cycle route.

The proposal is considered to be in accordance with the Development Plan policies and the NPPF.

RECOMMENDATION

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

01. (i) a vehicle/pedestrian access from Aysgrath and realignment works to public footway/cycleway adjacent to the site.
- (ii) SPA Mitigation

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.
 - 1014-PD01 G - Proposed Site and Location Plans received 09.10.14
 - 1014-PD02 E - Proposed Floor Plans received 09.10.14
 - 1014-PD02 F - Proposed Elevations received 09.10.14
 - 1014 PD04 - Boundary Treatment received 18.07.14
 - 1014-PD05 B - Open Space Plan received 09.10.14
 - 1014-PD06 C - Indicative Sections received 09.10.14
 - EDS 07-0102.01 C - Electricity Substation Details Sheet 1 of 2 received 18.07.14
 - EDS 07-0102.01 C - Electricity Substation Details Sheet 2 of 2 received 18.07.14

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 include bricks and roof tiles and other hard surfaces to be used in the construction of the external surfaces of the development hereby permitted have been submitted to

and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

REASON: In the interests of the visual amenities of the area.
[Relevant Policies: BFBLP Saved Policy EN20, Core Strategy DPD Policy CS7]

04. The development hereby permitted shall not be begun until details showing the finished slab levels of the buildings hereby approved in relation to a fixed datum point have been submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with the approved details.

REASON: In the interests of the character of the area.
[Relevant Policies: BFBLP Saved Policies EN20, Core Strategy DPD Policy CS7]

05. The development shall not be begun until a Sustainability Statement covering water efficiency aimed at achieving an average water use in new dwellings of 110 litres/person/day, has been submitted to, and agreed in writing by, the Local Planning Authority. The development shall be implemented in accordance with the Sustainability Statement, as approved, and retained as such thereafter.

REASON: In the interests of sustainability and the efficient use of resources.
[Relevant Policy: Core Strategy DPD Policy 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:
- (a) that before taking account of any on-site renewable energy production 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) that a proportion of the development's energy requirements will be provided from on-site renewable energy production.

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 resource
[Relevant Plans and Policies: CSDPD Policy CS12]

07. The development hereby permitted shall not be occupied until a means of access for pedestrians has been constructed in accordance with the approved site layout.

REASON: In the interests of accessibility and to facilitate access by cyclists and/or pedestrians.
[Relevant Policies: BEBLP Saved Policy M6, Core Strategy DPD Policy CS23]

08. The development hereby permitted shall not be occupied until the associated vehicle parking and turning space including drainage has been constructed and surfaced and marked out in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The vehicle parking and turning 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 Saved Policy M9, Core Strategy DPD Policy CS23]

09. The means of vehicular access and egress to the permitted residential accommodation shall be from Aysgarth only.

REASON: In the interests of highway safety.

[Relevant Policies: Core Strategy DPD CS23]

10. The development hereby permitted shall not be occupied until a means of vehicular access has been constructed in accordance with details which have been submitted to and approved by the Local Planning Authority.

REASON: In the interests of highway safety.

[Relevant Policies: Core Strategy DPD CS23]

11. The development hereby permitted shall not be occupied until the existing access to the site 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]

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:

- to form an access into the site from Aysgarth
- footpath/cycleway diversion

The buildings provided by the carrying out of the development shall not be occupied until the off site highway works have been completed in accordance with the approved scheme.

REASON: In the interests of highway safety.

[Relevant Policy: BFBLP Saved Policy M4]

13. The development hereby permitted shall not be begun until a scheme for the phasing of the provision of the access and any re-routing of the footpath/cycleway has been submitted to and approved in writing by the Local Planning Authority and shall include details of:

- (a) directional signs and their locations
- (b) fencing/barriers
- (c) pedestrian/cycle routes
- (d) site lighting
- (e) phasing of all works

The approved scheme shall be performed, observed and complied with.

REASON: In the interests of the accessibility and pedestrian and cyclists safety.

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

14. The development hereby permitted shall not be occupied until secure and covered parking for bicycles has been provided in accordance with the approved

details. The cycle store shall therefore be retained and used as approved.

REASON: In order to ensure bicycle facilities are provided.

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

15. No gates shall be provided at the vehicular access to the site.

REASON: In the interests of highway safety.

[Relevant Policies: Core Strategy DPD Policy CS23]

16. There shall be no restrictions on the use of the car parking spaces shown on the approved plan for the occupiers of, or visitors to, any of the buildings hereby permitted.

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 Saved Policy M9, Core Strategy DPD Policy CS23]

17. The development hereby permitted shall not be begun until a scheme has been submitted to and approved in writing by the Local Planning Authority, to accommodate:
- (a) Parking of vehicles of site personnel, operatives and visitors
 - (b) Loading and unloading of plant and vehicles
 - (c) Storage of plant and materials used in constructing the development
 - (d) Wheel cleaning facilities
 - (e) Temporary portacabins and welfare for site operatives
 - (f) Construction management plan setting out measures to minimise impacts of this development upon the existing residents of the area and each facility shall be retained throughout the course of construction of the development, free from any impediment to its designated use.
 - (g) No other areas on the site, other than those in the approved scheme shall be used for the purposes listed (a) to (f) above.

REASON: In the interests of amenity and road safety.

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

18. No site clearance shall take place during the main bird-nesting period of 1st March to 31st August inclusive, unless a scheme to minimise the impact on nesting birds during the construction of the development has been submitted to and approved by the Local Planning Authority.

REASON: In the interests of nature conservation

[Relevant Plans and Policies: BFBLP Saved Policy EN3, Core Strategy DPD Policies CS1, CS7]

19. No development shall commence until a scheme for the installation of bird and bat boxes, including a plan or drawing showing the location of the boxes, has been submitted to and approved in writing by the Local Planning Authority.

The approved scheme shall be performed, observed and complied with.

REASON: In the interests of nature conservation

[Relevant Plans and Policies: Core Strategy DPD Policies CS1, CS7]

20. The scheme hereby permitted shall be carried out in accordance with the mitigation and enhancement measures outlined in FOA Ecology Ltd report, dated May 2014. An ecological site inspection report shall be submitted to and approved in writing by the Local Planning Authority within three months of the first occupation of the development hereby approved.

REASON: In the interests of nature conservation
[Relevant Plans and Policies: Core Strategy DPD Policy CS1]

21. The development hereby permitted shall not be begun until details of a scheme for the disposal of foul and surface water has been submitted to and approved in writing by the Local Planning Authority. All works that form part of the approved scheme shall be carried out before the development or any thereof is occupied.

REASON: In order to ensure the provision of adequate foul and surface water drainage to serve the development.
[Relevant Policy: BWLP WLP6]

22. 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 out 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 Saved Policies EN2 and EN20, Core Strategy DPD Policy CS7]

23. All existing trees, hedgerows and groups of shrubs shown to be retained on the approved drawings shall be protected by 2m high (minimum) welded mesh panels, supported by a metal scaffold framework, constructed in accordance with Section 6.2 of British Standard 5837:2012, or any subsequent revision. The development shall be carried out in accordance with the approved drawings.

REASON: - In order to safeguard trees and other vegetation considered to be worthy of retention in the interests of the visual amenity of the area.

[Relevant Policies: BFBLP Saved Policy EN1 and EN20, Core Strategy DPD Policy CS7]

24. The development hereby permitted (including initial site-clearance) shall not be begun until a detailed scheme, and programme for its implementation for the protection of existing trees in accordance with British Standard 5837:2012 'Trees In Relation To Construction Recommendations' (or any subsequent revision), has been submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall include proposals for the phasing of its implementation so that protection is provided from the commencement of demolition or site clearance works (whichever is the sooner), through to the construction works and the completion of hard landscaping works. The submitted scheme shall include the following:
- a) Accurate trunk positions and canopy spreads of all existing trees
 - b) Minimum 'Root Protection Areas' of all existing trees
 - c) Plans of a minimum scale of 1:200 showing the proposed locations of protective barrier/s, constructed in accordance with Section 6 (Figures 2 or 3) of BS 5837:2012, to include appropriate weatherproof tree protection area signage (such as "Keep Out - Construction Exclusion Zone") securely fixed to the outside of the protective fencing structure at regular intervals.
 - d) Proposed ground protection measures in accordance with Section 6 (Figure 3) of BS 5837:2012.
 - e) Annotated minimum distances between fencing and trunks of retained trees at regular intervals.
 - f) Illustration/s of the proposed fencing structure/s to be erected.
- The development shall be carried out in accordance with the approved scheme and programme.

REASON: - In order to safeguard trees and other vegetation considered to be worthy of retention in the interests of the visual amenity of the area.

[Relevant Policies: BFBLP Saved Policy EN1 and EN20, Core Strategy DPD Policy CS7]

25. No building work or deliveries shall take place during the construction of the development hereby approved outside the hours of 08.00 hours and 18.00 hours Monday to Friday; 08.00 hours and 13.00 hours Saturday and not at all on Sundays and Public Holidays.

REASON: In the interests of the amenities of the local residents.

[Relevant Policies: BFBLP Saved Policy EN25]

Informative(s):

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

In the event of the S106 planning agreement not being completed by 31 August 2015 the Head of Planning be authorised to REFUSE the application on the grounds of:-

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

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