

## Unrestricted Report

### ITEM NO: 8

Application No.  
**15/00248/FUL**

Site Address:

Ward:  
Ascot

Date Registered:  
10 April 2015

Target Decision Date:  
5 June 2015

### **Land Adjacent To 23 Darwall Drive Ascot Berkshire SL5 8NB**

Proposal: **Erection of a detached bungalow on land adjacent to 23 Darwall Drive with parking to the rear following demolition of existing garage**

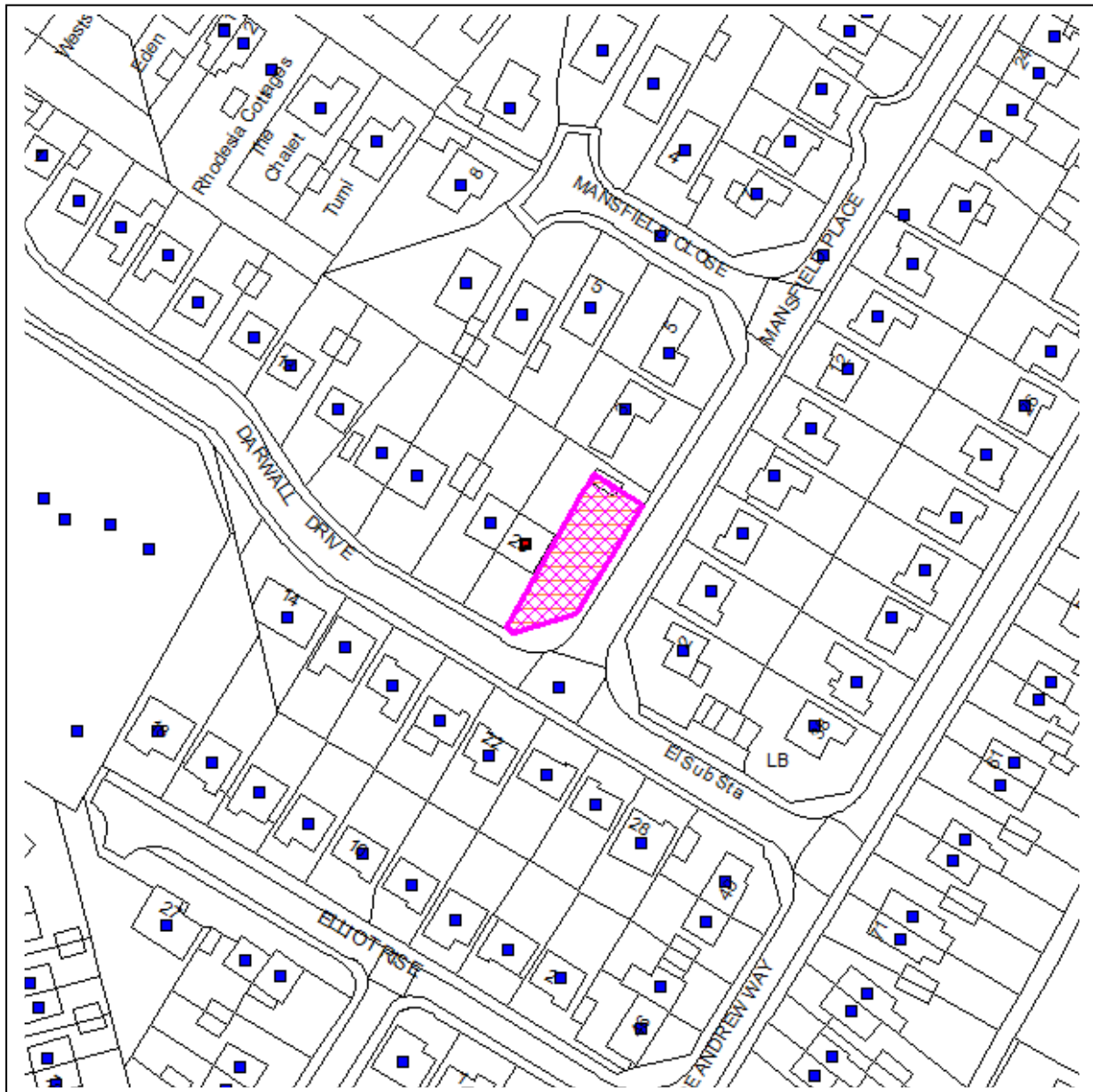
Applicant: Mrs O'Rourke

Agent: Mr Jason O'Donnell

Case Officer: Michael Ruddock, 01344 352000

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

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



## **OFFICER REPORT**

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

The application is reported to the Planning Committee as more than three objections have been received.

### **2. SITE DESCRIPTION**

No.23 Darwall Drive is a semi detached bungalow located on the corner of the junction between Darwall Drive and Mansfield Place. The dwelling has a garden area to the side and rear of the property which is enclosed by a brick boundary wall. Grassed amenity areas are located to the front and side of the property, and parking is located to the rear of the site in the form of a detached garage with hardstanding in front, accessed from Mansfield Place. The property is bordered by the adjoining dwelling of No.21 Darwall Drive to the north west, No.3 Mansfield Place to the north east and the adopted highway to the south east.

### **3. RELEVANT SITE HISTORY**

Application 14/00212/FUL - Erection of a single storey side extension and porch, replacement of door with window on front elevation, and erection of garage following demolition of existing garage and shed - APPROVED 2014

### **4. THE PROPOSAL**

The proposed development is for the erection of a single detached dwelling on the land adjacent to No.23 Darwall Drive to the south east side of the existing dwelling, and the formation of parking to the rear following the demolition of the existing garage.

The dwelling would have a width of 7.06m with a depth of 9.9m and a maximum height of 5.4m. The dwelling would be a bungalow, with only ground floor accommodation provided. This accommodation would comprise of the following:

- Entrance hall
- Two bedrooms
- Open plan kitchen/lounge/dining area
- Bathroom
- Cupboard

Pedestrian access would be provided from Mansfield Place with low level boundary vegetation to the front and side. The dwelling would be set off the boundary to the side by 2.9m, meaning that the existing set back of the wall from the highway would be maintained. Initially vegetation was shown up to the front of the property, however this has been removed to ensure that an open frontage is retained.

Parking would be located to the rear, following the demolition of the existing garage. Originally a new garage was proposed however this has now been removed from the scheme. Four spaces would be provided to the rear, two for the existing dwelling and two for the proposed with access to the rear gardens of both dwellings from the spaces.

## **5. REPRESENTATIONS RECEIVED**

### Winkfield Parish Council

Recommend refusal due to concerns that the proposal would be an overdevelopment of the site, and are concerned that insufficient parking would be provided. The proposal would set a precedent for this type of application in this area, and have asked the Case Officer to check the ownership of the land.

*[OFFICER COMMENT: The site is wholly within the ownership of the applicants. A red line has been drawn around the site of the proposed dwelling and its parking, and a blue line around the existing dwelling and its parking. The plans correspond with Land Registry plans that have been submitted to accompany the draft Section 106 agreement.]*

### Other Letters of Representation

Six letters of objection were received from neighbouring residents. The reasons for objection can be summarised as follows:

- The erection of a dwelling in this location would result in an adverse impact on the character and appearance of the area, and would be an overdevelopment of the site.
- The dwelling would appear out of keeping with the streetscene and would be a cramped form of development.
- Detrimental impact on neighbouring properties through loss of privacy.
- Highway safety concerns due to additional cars and poor access.

*[OFFICER COMMENT: These issues are dealt with in the report.]*

## **6. SUMMARY OF CONSULTATION RESPONSES**

### Highways Officer

Holding objection in response to the initial plans. Following this recommendation, amended plans were submitted to overcome the concerns, and conditional approval is now recommended.

### Biodiversity Officer

Recommend conditional approval.

## **7. DEVELOPMENT PLAN**

The Development Plan for this Borough includes the following:

Site Allocations Local Plan 2013 (SALP)  
'Retained' Policies of the South East Plan 2009 (SEP)  
Core Strategy Development Plan Document 2008 (CSDPD)  
'Saved' Policies of the Bracknell Forest Borough Local Plan 2002 (BFBLP)  
Bracknell Forest Borough Policies Map 2013

## **8. PRINCIPLE OF DEVELOPMENT**

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the Development Plan, unless material considerations indicate otherwise, which is supported by the NPPF (paras. 2 and 12). This is also reflected in Policy CP1 of the SALP which sets out the need to take a positive approach to considering development proposals which reflect in the presumption in favour of sustainable development as set

out in the NPPF, and that planning applications that accord with the development plan for Bracknell Forest should be approved without delay, unless material considerations indicate otherwise.

CSDPD Policies CS1 (Sustainable Development) and CS2 (Locational Principles) are relevant and consistent with the objectives of the NPPF, and can be afforded full weight. In particular, Policy CS2 permits development within defined settlements. No.23 Darwall Drive is located within a defined settlement as designated by the Bracknell Forest Borough Policies Map. Therefore, the principle of development on this site is acceptable. Due to its location and nature, the proposal is considered to be in accordance with SALP Policy CP1, Core Strategy Policies CS1 (Sustainable Development), CS2 (Locational Principles) and the NPPF but details such as impacts upon residential amenities of neighbouring properties and character and appearance of surrounding area together with highway safety implications, remain to be assessed below.

## **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.

These policies are considered to be consistent with the objectives set out within the NPPF. In addition paragraph 56 of the NPPF states that good design is a key aspect of sustainable development and should contribute positively to making places better for people to live, and therefore these policies can be afforded significant weight.

The dwelling would be located adjacent to the junction between Darwall Drive and Mansfield Place and as such would be a prominent feature in the streetscene. With regard to its design, the dwelling would be similar in appearance to the neighbouring dwellings at No.23 and No.21 Darwall Drive in terms of its height and roof. The materials to be used would be of similar appearance to No.23. Although the bungalows to the north west are semi detached properties, a detached dwelling would not be uncharacteristic of the area and as such would not appear out of keeping with the streetscene in this location.

The dwelling would be set 2.9m off the boundary with the highway on Mansfield Place to the side, which would be a similar set back to the existing wall in this location. Although its appearance would be softened to some extent by the low level soft landscaping, the dwelling would be a more prominent feature in the streetscene than the existing wall and would erode a significant part of the gap between the built form and the adopted highway on Mansfield Place. However, account needs to be taken of the extension that was previously approved in this location and what additional impact the new dwelling would have on the streetscene.

The extension that was approved under application 14/00212/FUL had a width of 7.7m. Taking into account the 1.2m gap that is shown between No.23 Darwall Drive and the new dwelling, the 7.06m wide dwelling would therefore project an additional 0.56m towards the highway than the extension. The extension is shown to be slightly lower in height than the existing dwelling, however it is not considered that such an additional projection and height would result in such a significant difference over what has previously been approved at this site that refusal of the application on this basis would be warranted. The amenity areas to the rear of both the existing and proposed dwellings are considered to be of sufficient size, and it is not considered that the

proposal would result in a cramped form of development. Given the size of the dwelling and the amenity area provided, and taking into account the previous extension it is not considered that the proposal would result in an overdevelopment of the site.

In respect of the landscaping and means of enclosure, the hedge to the side would be similar to an existing hedge in this location. The amenity area that would remain would be similar in width to the existing, which would be acceptable. An additional soft landscaped area would be provided to the rear where there is an area of hard standing as existing. The amount of landscaping to the front has been reduced to ensure that an open area of amenity land remains, which is characteristic of the area. A 1.8m high fence would border the new garden to the rear, which is not considered to be out of keeping with the streetscene in this location.

It is therefore not considered that the development would result in a adverse impact on the character and appearance of the area. It would therefore not be contrary to CSDPD Policy CS7, BFBLP 'Saved' Policy EN20 or the NPPF.

## **10. RESIDENTIAL AMENITY**

BFBLP 'Saved' Policy EN20 (vii) refers to the need to not adversely affect the amenity of the surrounding properties and adjoining areas. In addition to this, part of the requirement for a development to provide a satisfactory design as stated in BFBLP 'Saved' Policy EN20 is for the development to be sympathetic to the visual amenity of neighbouring properties through its design implications. This is considered to be consistent with the core principle relating to design in paragraph 17 of the NPPF, which states that LPAs should seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings, and consistent with the general design principles laid out in paragraphs 56 to 66 of the NPPF.

The dwelling would project slightly forward and rear of the existing dwelling at No.23 Darwall Drive, however it would not result in an unacceptable loss of light to the front or rear facing windows at that property. Furthermore it would not appear unduly overbearing when viewed from the rear garden of No.23.

The dwellings fronting Mansfield Place to the south east of the site would face onto the side elevation of the dwelling. They would be set off the new dwelling by approximately 18m and as the new dwelling would be a bungalow with a height of 5.4m it is not considered that it would result in an unacceptable loss of light to the front facing windows of these properties. Concerns have been raised that the new windows on this elevation would result in an unacceptable loss of privacy to the neighbouring properties, however given this set off and that only ground floor windows are proposed it is not considered that this would be the case. As the new dwelling would be a bungalow a condition restricting side facing windows at first floor level and above is not considered necessary.

It is therefore not considered that the development would result in a detrimental effect on the amenities of the residents of the neighbouring properties. The development would therefore not be contrary to BFBLP 'Saved' Policy EN20 or the NPPF.

## **11. TRANSPORT IMPLICATIONS**

CSDPD Policy CS23 states that the LPA will seek to increase the safety of travel. BFBLP 'Saved' Policy M9 seeks to ensure that new development has sufficient car parking. To supplement this policy the adopted Parking Standards SPD (2007) sets out the advised levels and size of parking spaces for residential dwellings (The SPD is a

material consideration, and was adopted in 2007). The NPPF refers to highway safety and allows for LPAs to set their own parking standards for residential development and therefore the above policies are considered to be consistent with the NPPF, and can be afforded significant weight.

For a dwelling that has two bedrooms (as is the case with the dwelling proposed), a parking requirement of two off street spaces is set out. Two spaces are also required to be retained for the existing two bedroom dwelling.

As initially proposed, two garages were included at the rear to replace the existing. However the garages were too small to be considered as parking spaces in accordance with the Parking Standards, and were located too close to the boundary with No.3 Mansfield Place to achieve an acceptable level of visibility when exiting the spaces.

In response to these comments, the garages have been removed from the scheme and two tandem spaces are shown for each property. The spaces would all have a width of 2.4m and a depth of 4.8m which comply with the requirements of the Parking Standards. Two spaces in tandem are acceptable. Furthermore the spaces have been set off the boundary with No.3 Mansfield Place by 1.45m, which ensures that a sight line can be provided within land that is under the applicants control in both directions. Conditions will be imposed to ensure that the parking and the visibility splays are provided in accordance with the approved plans and retained as such thereafter.

Access to the parking would be taken off Mansfield Place, an adopted residential road which is subject to a 20mph speed limit, with pedestrian access to the rear of both dwellings from the parking area which can provide access for bin storage. Pedestrian access from the adopted highway to the front of both properties is shown which is acceptable. The existing dropped kerb would need to be widened to provide individual access to the parking spaces. This can be done under licence by the Street Works Team at Bracknell Forest Council and an informative will be included to advise the applicant of this. Cycle parking is not shown and a condition will be imposed to ensure that this is included. A further condition will require details of the site organisation during development, in the interests both of highway safety and the amenities of neighbouring residents. Due to the nature of the condition these details will be required prior to the commencement of works on site.

Subject to compliance with conditions, it is not considered that the development would result in an adverse impact on highway safety. It is therefore not considered that the development would be contrary to CSDPD Policy CS23, BFBLP 'Saved' Policy M9 or the NPPF.

## **12. BIODIVERSITY CONSIDERATIONS**

CSDPD Policies CS1 and CS7 state that development will be permitted which protects and enhances the quality of natural resources including biodiversity. This is consistent with the NPPF which states in para 109 that planning should contribute to "minimising impacts on biodiversity and providing net gains in biodiversity where possible." Paragraph 118 states that "When determining planning applications, local planning authorities should aim to conserve and enhance biodiversity".

The site is not of any ecological value. As such an ecological survey is not required, and the Biodiversity Officer has not raised any concerns regarding the development. A condition has been recommended requiring a scheme of biodiversity enhancements to be submitted to and approved by the Local Planning Authority however it is not

considered that such a condition is reasonable or necessary in this case as the site is of little ecological value and there is no harm to be mitigated against.

A landscaping condition was also recommended by the Biodiversity Officer, however given that soft landscaping has already been shown and is considered sufficient for a site of this size, this condition is not considered necessary on this occasion.

It is therefore not considered that the development would result in an adverse impact on biodiversity, and as such would not be contrary to CSDPD Policies CS1 and CS7 or the NPPF.

### **13. SUSTAINABILITY**

CSDPD Policy CS10 requires the submission of a Sustainability Statement demonstrating how the proposals meet current best practice standards, cover water efficiency aimed at achieving an average water use in new dwellings of 110 litres/person/day. This is considered to be consistent with the NPPF which states in para 95 "To support the move to a low carbon future, local planning authorities should actively support energy efficiency improvements to existing buildings.

No such statement has been submitted in support of the application, therefore in the event of an approval a condition would be included requiring the submission of a Sustainability Statement prior to the occupation of the development in accordance with CSDPD Policy CS10 and the NPPF.

CSDPD 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. Again, this Policy is consistent with para 95 of the NPPF.

As highlighted in the Council's Sustainable Resource Management Supplementary Planning Document (<http://www.bracknell-forest.gov.uk/srm>), an energy demand assessment should be submitted and include the following:

- A prediction of the energy demand (in kWh) and carbon emissions (in kg/CO<sub>2</sub>) for the site;
  - List of assumptions used i.e. whether these have come from Building Regulations or benchmarks;
  - Details of energy efficiency measures;
  - A prediction of the energy demand and carbon emissions for the site taking into account energy efficiency measures;
  - A feasibility study for all relevant renewable energy technologies;
- The choice of renewable energy systems proposed and the associated energy and carbon savings.

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

### **14. 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 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 (except outline applications and some reserved matters applications that leave some reserved matters still to be submitted) including extensions of 100 square metres of gross internal floor space, or more, or new build that involves the creation of additional dwellings. The proposal involves the creation of an additional dwelling with an internal floor area of 56.07 square metres. The existing garage would be demolished to make way for the parking, and this has a floor area of 16.97 square metres which will be offset against the new floor area for the purposes of calculating the CIL charge. The applicants have also shown that a shed with a floor area of 5 square metres would be removed and should be offset, however due to the location of the shed its demolition is not required to make way for the development. As such it can not be offset against the CIL charge.

The proposal would be CIL liable as no exemption or relief has been applied for.

CIL is applied as a charge on each square metre of new development. The amount payable varies depending on the location of the development within the borough and the type of development. The charging schedule states how much CIL will be charged (in pounds per square metre of net additional floorspace) based on the development type and location within the borough. The five zones are based around Central Bracknell, Outer Bracknell, Sandhurst/Crowthorne, Northern Parishes, and Warfield Strategic Development.

The application site lies within the Northern Parishes zone, and a CIL Liability Notice will be issued with any planning permission given.

## **15. SPA**

The Council, in consultation with Natural England (NE), has formed the view that that any net increase in residential development between 400m and 5km straight-line distance from the Thames Basin Heath Special Protection Area (SPA) is likely to have a significant effect on the SPA, either alone or in-combination with other plans or projects. This site is located approximately 4km 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, a Habitats Regulations 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 SPA.

In accordance with the SPA SPD, the development will be required to provide alternative land to attract new residents away from the SPA. The term given to this alternative land is Suitable Alternative Natural Greenspace (SANG). As this development leads to a net increase of less than 109 dwellings, the developer may make a payment contribution towards strategic SANGs (subject to SANGs capacity in the right location within Bracknell Forest). The cost of the SANG enhancement works will be funded through the Community Infrastructure Levy (CIL) whether or not this development is liable for CIL. This is equal to 9.5% of the total SANG contributions set out in the SPA SPD Summary Table 1. The remaining SANG contributions will be taken through Section 106 contributions.

The development would result in a net increase of 1x 2 bedroom dwelling. The SANG payment required for such a dwelling would be £1601. An occupation restriction will be included in the Section 106 Agreement. This serves to ensure that the SANGs



enhancement works have been carried out before occupation of the dwellings. This gives the certainty required to satisfy the Habitats Regulations in accordance with South East Plan Policy NRM6 (iii) and the Thames Basin Heaths Special Protection Area SPD paragraph 4.4.2.

The development will also be required to make a contribution towards Strategic Access Management and Monitoring (SAMM). This project funds strategic visitor access management measures on the SPA to mitigate the effects of new development on it. See section 3.4 in the SPA SPD for more information.

The level of contributions is calculated on a per bedroom basis as set out in the SPA SPD Summary Table 1. The application for this development is for 1x 2 bedroom dwelling. The SAMM payment required for such a dwelling would be £526. In summary, the total SPA related financial contributions applied through a Section 106 agreement for the proposal would be £2127 (£1601 + £526). CIL contributions, where relevant, will be applied separately.

Provided that the applicant is prepared to make a financial contribution towards the costs of SPA avoidance and mitigation measures, the application will be in accordance with the SPA mitigation requirements as set out in the relevant policies above. The Council is convinced, following consultation with Natural England, that the above measures will prevent an adverse effect 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) as amended, and permission may be granted. If the applicant does not agree with the above mitigation and enter into a Section 106 Agreement to secure the measures then the application must be refused

A draft Section 106 agreement has been requested to secure mitigation towards the SPA and that the proposal is in line with the specified development plan policies.

## **16. CONCLUSIONS**

The proposed new dwelling relates to a site within the settlement boundary and is therefore acceptable in principle. It would not adversely affect the residential amenities of adjoining properties and would not adversely impact upon the character and appearance of the surrounding area. No highway safety implications will arise subject to the imposition of conditions. Relevant conditions will be imposed in relation to sustainability. A legal agreement will secure contributions for SPA mitigation and the scheme is CIL liable. The proposal is therefore considered to be in accordance with 'Saved' Policies EN20 and M9 of the BFBLP, CS1, CS7, and CS23 of the CSDPD and Policy CP1 of the SALP, all in accordance with the NPPF.

## **17. RECOMMENDATION**

The application is recommended for conditional approval, subject to the completion of the Section 106 agreement.

## **RECOMMENDATION**

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

01. Thames Basin Heath Special Protection Area

That the Head of Planning 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 received by the Local Planning Authority on 10th April and 3rd June 2015:  
P14/50/S/101/A  
P14/50/S/110  
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 of similar appearance to those of the existing dwelling at No.23 Darwall Drive.  
REASON: In the interests of the visual amenities of the area.  
[Relevant Policies: BFBLP EN20, Core Strategy DPD CS7]
04. No construction works shall take place until details showing the finished floor levels of the dwelling 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 EN20, Core Strategy DPD CS7]
05. No development shall be occupied until a means of vehicular access has been constructed in accordance with the approved plans.  
REASON: In the interests of highway safety.  
[Relevant Policies: Core Strategy DPD CS23]
06. No development shall be occupied 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]
07. The dwelling hereby approved shall not be occupied until the associated vehicle parking for both the existing dwelling and proposed dwelling has been set out in accordance with the approved drawing. The spaces shall thereafter be kept available for parking at all times.

REASON: To ensure that the development is provided with adequate car parking to prevent the likelihood of on-street car parking which would be a danger to other road users.

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

08. The development hereby permitted shall not be occupied until a scheme has been submitted to and approved in writing by the Local Planning Authority for covered and secure cycle parking facilities. The development shall be carried out in accordance with the approved plans.

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

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

09. 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
- and each facility shall be retained throughout the course of construction of the development, free from any impediment to its designated use. No other areas on the site, other than those in the approved scheme shall be used for the purposes listed (a) to (d) above without the prior written permission of the Local Planning Authority.

REASON: In the interests of amenity and road safety.

[Relevant Policies: BFBLP EN20, Core Strategy DPD CS23]

10. No part of the dwelling shall be occupied until a Sustainability Statement covering water efficiency aimed at achieving an average water use in new dwellings of 110 litres/person/day, has been submitted to, and agreed in writing by, the Local Planning Authority. The development shall be implemented in accordance with the Sustainability Statement, as approved, and retained as such thereafter.

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

[Relevant Policy: Core Strategy DPD CS10]

11. No construction works shall take place until an Energy Demand Assessment demonstrating that at least 10% of the development's energy requirements will be provided from on-site renewable energy production, has been submitted to and approved in writing by the Local Planning Authority. The dwelling as constructed 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]

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, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.
02. No details are required to be submitted in relation to the following conditions; however they are required to be complied with:
  1. Time limit
  2. Approved plans
  3. Materials
  5. Access
  6. Visibility
  7. Parking

The applicant is advised that the following conditions require discharging prior to commencement of construction works

9. Site Organisation
11. Energy Demand Assessment

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

8. Cycle parking
10. Sustainability Statement

In the event of the S106 planning obligation(s) not being completed by 30 September 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](http://www.bracknell-forest.gov.uk)