

Unrestricted Report

ITEM NO:

Application No.
14/00863/FUL

Ward:
Winkfield And
Cranbourne

Date Registered:
1 August 2014

Target Decision Date:
26 September 2014

Site Address:

**Land At Rear Of 4 Hayley Green Cottages Forest
Road Hayley Green Warfield Bracknell Berkshire**

Proposal:

**Erection of 3 no. dwellings including associated parking, access
and amenity space.**

Applicant:

Stoneham Property Development

Agent:

Mr S Brown

Case Officer:

Sarah Horwood, 01344 352000

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



OFFICER REPORT

1. SUMMARY

1.1 The proposal is for the erection of 3 detached dwellings, 1 no. four bed (plot 3) and 2 no. three bed units (plots 1 and 2).

1.2 The proposal will contribute to the supply of housing within the Borough in light of the Council being unable to demonstrate a 5 year housing land supply. The proposal would not adversely impact upon the residential amenities of neighbouring properties or the living conditions of future occupiers. The proposal would not represent a cramped form of development, would not appear visually intrusive in the street scene and would not adversely impact upon the character and appearance of the area.

1.3 No highway implications would result from the proposal and conditions are recommended in relation to trees, biodiversity and sustainability. SPA mitigation has been secured.

RECOMMENDATION

Planning permission be granted subject to the conditions in Section 11 of this report

2. REASON FOR REPORTING APPLICATION TO COMMITTEE

2.1 The application has been reported to the Planning Committee following the receipt of more than 3 objections. The application had previously been presented to the Committee on 17 September, however was deferred as there were concerns about whether a fire and rescue service vehicle would be able to access the development due to the width of the internal access road.

3. PLANNING STATUS AND SITE DESCRIPTION

PLANNING STATUS

Land outside of defined settlement – Countryside
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3.1 The application site is located in Hayley Green, a semi-rural area with low-density housing and a significant number of trees and vegetation visible within the street scene.

3.2 The site lies behind the gardens of 1-4 Hayley Green Cottages and is accessed via a gated, unmade track to the side of No.4. The last lawful use of the site was as an open storage facility for touring caravans (secured by a Lawful Development Certificate in 2003).

3.3 To the north, behind the site, is open countryside. To the east, sitting perpendicular to the site, are the gardens of dwellings on Goose Corner (two terraces of three dwellings each) as well as New House, which fronts Forest Road. To the west is the rear garden of Sunnyside Cottage, which fronts Forest Road (the adjacent property is actually Inglenook but the garden of Sunnyside extends across the back of Inglenook's garden to meet the application site).

4. RELEVANT SITE HISTORY

4.1 03/00271/LDC - Land at Rear of 4 Hayley Green Cottages - Application for a certificate of lawfulness for the open storage of 19no. touring caravans accessed from Forest Road - granted July 2003.

4.2 11/00382/FUL - Erection of 4 no. new dwellings comprising 2 no. 3 bed and 2 no. 4 bed semi-detached dwellings including associated parking and garages. Refused on the following grounds:

01. The proposed change of use and associated buildings together with ancillary development is not acceptable as it would have an urbanising impact and would result in an inappropriate form of development that would adversely affect the rural character and visual amenities of the local area. The proposal would therefore be contrary to South East Plan Policy CC6, Bracknell Forest Borough Core Strategy DPD Policies CS2 and CS9 and Bracknell Forest Borough Local Plan Policies EN8 and H5.

02. By virtue of its density, scale, bulk, massing, design, poor separation distance, close proximity to site boundaries, large amount of hard surfacing and small garden size, the proposal would result in a cramped form of development, out of keeping with the surrounding pattern and form of development, to the detriment of the character and visual amenities of the local area. The proposed development would therefore be contrary to PPS1, South East Plan Policy CC6, Bracknell Forest Borough Core Strategy DPD Policies CS2, CS7 and CS9, Bracknell Forest Borough Local Plan Policies EN8, EN20 and H5 and the Character Area Assessments SPD.

03. The proposal fails to provide adequate amenity space for the existing dwelling at 4 Hayley Green Cottages, to the detriment of the living conditions of existing and future occupiers. The proposed development is therefore contrary to Bracknell Forest Borough Core Strategy DPD Policy CS7 and Bracknell Forest Borough Local Plan Policies EN20 and H5.

04. By reason of the close proximity of the access road and car parking to the boundaries of adjacent dwellings, the proposal would be detrimental to the living conditions of occupiers of the neighbouring properties through noise and disturbance causing by increased traffic and the multiple manoeuvres required to access car parking spaces. The proposed development is therefore contrary to Bracknell Forest Borough Local Plan Policies EN20 and H5.

05. The proposal would not comply with the Local Planning Authority's standards in respect of access width, vehicle parking and turning and refuse collection. As such, the proposal is likely to encourage on-street parking and lead to vehicles waiting in the highway to enter the site, which is likely to have a detrimental impact upon highway safety and the flow of traffic. This would also discourage pedestrian and cyclist access to the site. Furthermore, in the absence of a speed survey, the applicant has failed to demonstrate that adequate visibility splays could be provided to ensure the development would not be detrimental to highway safety. The proposed development would therefore be contrary to South East Plan Policy T4, Bracknell Forest Borough Core Strategy DPD Policies CS1, CS23 and CS24, Bracknell Forest Borough Local Plan Policy M9 and the Parking Standards SPD.

06. In the absence of a survey and appropriate mitigation, the applicant has not demonstrated that the proposed development would not have an adverse impact on biodiversity and protected species, specifically bats and great crested newts. The applicant has also failed to demonstrate how local biodiversity would be protected and enhanced by the proposals. As such the proposed development would be contrary to PPS9, South East Plan Policy NRM5, Bracknell Forest Borough Core Strategy DPD Policies CS1 and CS7 and Bracknell Forest Borough Local Plan Policies EN3, EN20 and H5.

07. In the absence of a full and accurate survey of existing trees and vegetation on the site and full details of proposed retention/removal/replacement of trees and vegetation, the applicant has not demonstrated that the proposed development would not have an adverse impact on trees and vegetation, which contribute to the character, visual amenity and

countryside setting of the local area. The applicant has further failed to demonstrate that adequate landscaping could be accommodated within the site to soften the appearance of the development. As such the proposed development would be contrary to South East Plan Policy CC6, Bracknell Forest Borough Core Strategy DPD Policies CS1 and CS7 and Bracknell Forest Borough Local Plan Policies EN1, EN8, EN20 and H5.

08. In the absence of a planning obligation, in terms agreeable to the Local Planning Authority, to secure contributions towards highways and transportation infrastructure, public open space, community and education facilities the proposal fails to deal with its direct impacts and is therefore contrary to South East Plan Policy CC7, Bracknell Forest Borough Core Strategy DPD Policies CS6, CS8 and CS24 and the 'Limiting the Impact of Development' SPD.

09. The occupants of the proposed development would put extra pressure on the Thames Basin Heaths Special Protection Area and the applicant has not satisfactorily mitigated against this impact. In the absence of a planning obligation, in terms agreeable to the Local Planning Authority, to secure suitable mitigation measures, the proposal is contrary to South East Plan Policy NRM6, Bracknell Forest Borough Core Strategy DPD Policy CS14, Bracknell Forest Borough Local Plan Policy EN3 and 'Limiting the Impact of Development' SPD.

The informatives for this refusal advised that:

-Reasons for refusal 6 and 7 in relation to biodiversity, trees and landscaping could potentially be overcome by submission of the appropriate surveys and plans.

- Reasons for refusal 8 and 9 in relation to failing to provide adequate service, amenity and infrastructure contributions and failing to mitigate against the impact upon the Thames Basin Heaths Special Protection Area, could be addressed by planning obligations, formulated in terms which are acceptable to the Local Planning Authority and entered into as provided for by Section 106 of the Town and Country Planning Act 1990 (as amended).

5. THE PROPOSAL

5.1 The proposal is for the erection of 3 detached dwellings, 1 no. four bed (plot 3) and 2 no. three bed units (plots 1 and 2).

5.2 At ground floor each 3 bedroomed dwelling would have:

- A single garage with one parking space to the front.
- An open plan living and dining room.
- A kitchen/breakfast room.
- A WC
- A hall.

5.3 At first floor each 3 bedroomed dwelling would have:

- Three bedrooms.
- An en-suite.
- A bathroom.

5.4 The dwellings on plots 1 and 2 differ only in the positioning of the proposed garage (the garage on Plot 1 is set further back than on Plot 2.)

5.5 At ground floor the 4 bedroomed dwelling would have:

- A single garage with two parking spaces to the front.
- A living room.

- A dining room.
- A kitchen/breakfast room.
- A WC
- A hall.

5.6 At first floor the 4 bedroomed dwelling would have:

- Four bedrooms.
- An en-suite.
- A bathroom.

5.7 The dwellings would be of a uniform design with the dwellings on plots 1 and 2 being 8.9m wide and 10.7m deep and the dwelling on plot 3 being 9.7m by 11.3m. The roof is pitched on all sides and the maximum ridge height would be 7.9m for the dwellings.

6. REPRESENTATIONS RECEIVED

Warfield Parish Council

6.1 Warfield Parish Council recommend refusal for the following reasons:

1. The site of the proposed development is not identified as a site for future housing development in Bracknell Forest Council's Site Allocation Local Plan (July 2013) and is not within the settlement boundary identified therein.
2. The proposed access road and car parking is close to the boundaries of adjacent dwellings and so the proposal would be detrimental to the living conditions of occupiers of the neighbouring properties because of noise and disturbance caused by increased traffic and the multiple manoeuvres required to access car parking spaces.
3. The proposal will generate additional traffic movements into and out of Forest Road where vehicle speeds are known to be high and this would adversely affect road safety and impede the free flow of traffic.

Other representations:

6.2 A total of 14 objections from 10 households have been received. The objections can be summarised as follows:

- The land is outside the settlement boundary and therefore inappropriate development.
- The development would have a detrimental impact upon the rural character of the area.
- The land has never been built on.
- The design of the dwellings is not in keeping with the character of the area.
- The density is out of keeping with the character of the area.
- By removing part of the dwelling at no. 4 this would result in noise, hygiene concerns from bins and overlooking to neighbouring properties.
- The proposed dwelling would result in a reduction in natural light to neighbouring properties.
- There is a high level of housing planned in north of the borough so this site is not necessary.
- The backland development is out of keeping and would threaten the peaceful rear gardens of neighbouring properties.
- The amenity land left for 4 Hayley Green Cottages is not acceptable.
- Concern over noise and disturbance of construction vehicles.
- There will be a significant increase in noise and light pollution created by the additional dwellings.
- Approving this would set a precedent for back land development.
- The storage of caravans generates very little traffic.
- The access to the site is inappropriate and impractical and has poor visibility.
- There have been a number of crashes along Forest Road; cars regularly exceed the 30mph speed limit.

- There is not enough parking proposed.
 - There is no space for visitors to park.
 - There is no street lighting on Forest Road.
 - Residents of Hayley Green Cottages park their cars on the land that will be used for access.
 - The proposal for internal circulation and vehicular movements would therefore create a safety hazard.
 - The additional vehicles entering onto Forest Road would increase the risk of accidents on the highway.
 - There would be a significant increase in traffic.
 - The introduction of double white lines in the middle of the road would be unsightly.
 - Neighbouring property has a Right of Easement across the land.
 - The proposal would reduce the security to the rear of the neighbouring properties.
 - Refuse bins would clog up the frontage and create a visibility issue.
 - Concerns over impact upon trees.
 - Concerns over the impact upon footings of 1-4 Hayley Green Cottages which were built 1830 - 1850.
 - Concerns over the capacity of the drainage system.
 - Concerns over the impact upon biodiversity and that Ecology Report is out of date
 - Goose Corner floods as there is a stream at the front. This development would make it worse.
 - amendments do nothing to alleviate safety dangers to and from the site
 - The residents of Hayley Green Cottages and the New House have been parking on the piece of land between 4 Hayley Green Cottages and the New House for a number of years. The proposed development plan shows the track being widened to encompass more of this land. This will encourage on street parking and lead to vehicles waiting in the highway to pass parked cars or to access the site.
- The impact of this will:
- Reduce the visibility splays either side of the exit on to the Forest Road
 - Create additional traffic problems on the Forest Road with the width of the Forest Road being reduced to a single lane due to parked cars
 - Adversely impact pedestrians and cyclists using the Forest Road as cars often park partially on the pavement that runs alongside the Forest Road.
 - The driveway from the proposed development to the Forest Road does not include a pedestrian walkway which means anyone walking on foot from the new development to the Forest Road will be walking on the gravel driveway, which will put these individuals in danger from traffic travelling to and from the development.
 - The residents from Hayley Green Cottages 1 -3 have a right of easement across the back of No 4 and along the track at the side. There will be a safety issue with the increased traffic flow to and from the development, which will put the residents of Hayley Green Cottages at risk for their safety when using the pedestrian access.
 - The current development does not comply with the 12 core planning principles outlined in NPPF para. 17.
 - There is no evidence that the design of the development will be of a high quality and a good standard as evidenced by the development work completed at No 4.
 - urbanising impact on semi-rural area.
 - The increase in cars that will be travelling the properties of Hayley Green and Goose Corner will impact increase carbon emissions in close proximity of the existing residents' gardens.
 - The applicant has failed to acknowledge 3 Hayley Green Cottages' vehicular access in its latest application.
 - Under the Fire Access safety, Building Regulations requires access for a fire engine with a minimum road and gateway widths and turn space. The minimum width for access road is 3.7 metres.

- Road surface noise: The access road will be made of gravel which will be noisy and I note that this will adversely affect the amenities of the nearby occupiers using outdoor space which will be located very close to the access track. The increase in traffic in the access road will create fumes to nearby houses.

6.3 The planning agent has made the following comments in support of the application:

- Additional private amenity space is also to be provided to the side of the retained dwelling. Overall, the scheme results in a net gain of private amenity space to no 4 Hayley Green Cottages.

- A dry riser can be installed in the ground from entrance to houses so that no fire engines are required to enter the site. However, fire tenders could still access the site should it be necessary given that the access road serving the dwellings is greater than the minimum 3.7m width specific in Building Regs Part B5 (Fire Safety). Whilst there is a narrowing at the gateway pinch point to the access Rd within the site, this nonetheless meets the minimum width specified in B5 such that the width of the road can accommodate a fire tender.

- The surface material can be secured by condition and could include bonded gravel. Bins only need to be taken to the collection point on bin collection day.

- The garages do meet the requisite standards. Further, the garages enable the storage of a bike, whilst sheds for additional storage can also be provided in the rear gardens and secured by condition.

7 SUMMARY OF CONSULTATION RESPONSES

7.1 Highway Authority

The Highway Authority has no objection to this planning application following receipt of amended plans and subject to conditions.

7.2 Biodiversity Officer

No objection subject to conditions.

8 MAIN POLICIES AND OTHER DOCUMENTS RELEVANT TO THE DECISION

8.1 The primary strategic planning considerations applying to the site and the associated policies are:

	Development Plan	NPPF
General policies	CP1 of SALP, CS1 & CS2 of CSDPD	consistent
Housing	CS15 and CS15 of CSDPD	CS15 is not consistent as NPPF refers to refers to objectively assessed needs for housing CS16 is consistent with para. 50 of the NPPF
Design	CS7 of CSDPD, Saved policy EN20 of BFBLP	consistent
Parking	CS23 of CSDPD, Saved policy M9 of BFBLP	Consistent NPPF refers to LA's setting their own parking standards for residential development, this policy is considered to be consistent.
Countryside	CS9 of CSDPD, Saved Policy	CS9 is consistent

	EN8, H5 of the BFBLP	BFBLP EN8 and H5 not consistent as more restrictive
Sustainability	CS10 and CS12 of CSDPD	Consistent
SPA	CS14 of CSDPD, NRM6 of SEP	Consistent
Trees/Landscaping	CS1 and CS7 of CSDPD, Saved Policies EN1 and EN2 of BFBLP	Consistent
Biodiversity	CS1 and CS7 of CSDPD	Consistent
Noise/other pollution	Saved Policy EN25 of the BFBLP	Consistent
Supplementary Planning Documents (SPD)		
Parking standards SPD, Character Area Assessment SPD, Thames Basin Heath SPD		
Other publications		
National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG) Community Infrastructure Levy (CIL) DCLG 2012 based household projections published February 2015 (table 406)		

9 PLANNING CONSIDERATIONS

9. 1 The key issues for consideration are:

- i. 5 year supply of housing
- ii. Impact on character and appearance of the area
- iii. Impact on residential amenity
- iv. Impact on highway safety
- v. Sustainability
- vi. SPA
- vii. Community Infrastructure Levy
- viii. Trees
- ix. Biodiversity

i. 5 YEAR SUPPLY OF HOUSING

9.2 The proposal involves a net gain of 3 units. In terms of the Council's housing provision the proposal constitutes a 'small' site and (if approved) would form part of the 'small' sites allowance.

Position on 5 year supply

9.3 The application site is located outside of the defined settlement boundary, and proposes new residential development. This is not consistent with the provisions in saved BFBLP policies EN8 and H5 which relate to development on land outside of settlements and new dwellings outside settlements. It is also contrary to CSDPD Policies CS2 and CS9 (relating to locational principles and development on land outside of settlements).

9.4 In relation to the five year housing land supply the Inspectors in two recent appeals (land north of Tilehurst Lane, Binfield - dismissed 2 February 2015 - and land to the south of The Limes, Warfield - allowed 17 June 2015) concluded that the Council could not demonstrate a five year supply of land for housing. These appeal decisions are a material consideration in the decision-taking process.

9.5 The implication of these appeal decisions is that, as the Council cannot demonstrate a five year land supply, in accordance with para. 49 of the NPPF relevant policies for the supply of housing should not be considered up to date and the weight to be attached to them reduces. Of particular relevance is the presumption against development in the countryside (outside of the Green Belt) which can no longer be applied to housing development. This would apply to the following Development Plan policies:

- CSDPD Policies CS2 and CS9
- 'Saved' BFBLP Policies EN8 and H5.

9.6 This was confirmed by the Inspectors in the two appeals referred to above who stated that relevant policies for the supply of housing should not be considered up to date - that would include any policies which seek to place a 'blanket ban' on development outside settlement boundaries, such as CSDPD Policy CS9 and BFBLP Policy H5 - but would not include more general policies which seek to protect the character and appearance of an area.

9.7 It therefore falls for this application to be considered in relation to the presumption in favour of sustainable development as set out in SALP Policy CP1 (and para. 14 of the NPPF). This requires a balancing exercise to be undertaken which considers any harm arising against any benefits of the proposal in relation to the three dimensions of sustainable development set out in the NPPF (economic, social, and environmental). Where policies are out of date, permission should be granted unless the adverse impacts (harm) would significantly and demonstrably outweigh the benefits.

9.8 The remainder of the report outlines relevant considerations and the 'balancing' exercise.

ECONOMIC ROLE

9.9 Facilitate growth, provide jobs during construction, future occupiers would spend a proportion of their income in the local economy

SOCIAL ROLE

9.10 One of the main benefits of a housing scheme to be weighed in the balance is the provision of housing. The NPPF is a material consideration, and this seeks (para. 47) to 'boost significantly the supply of housing'. In considering this aspect, a proposal for housing needs to be deliverable.

9.11 The NPPF (footnote 11) is clear that for a site to be deliverable, it should:

- be available now;
- offer a suitable location for development now; and,
- be achievable, with a reasonable prospect that housing will be delivered on the site within five years, and in particular that development of the site is viable.

9.12 The site is available now and does not need any demolition or remedial works. The development of three dwellings could be achieved within the next 5 years.

9.13 The proposal would provide 3 family dwellings in a reasonably sustainable location, contributing to the supply of housing in the Borough. The applicant has provided details which show that the nearest school, supermarket, GP surgery and recreation ground are all within 1km. There are 3 bus routes with regular services (every two hours) to Bracknell and one hourly to Ascot. The bus stop is located 50m to the west of the access point.

9.14 As such it is considered that the location of the dwellings would not be isolated and would have sustainable transport links and access to services. Therefore it is considered

that the proposal would boost the supply of housing and would therefore have a social benefit in line with the NPPF.

ii. IMPACT ON CHARACTER AND APPEARANCE OF THE AREA (ENVIRONMENTAL FACTOR)

9.15 CSDPD Policy CS9 seeks to protect land from development that would adversely affect the character, appearance or function of the land. BFBLP 'saved' Policy EN8 seeks to permit development only where it would not adversely affect the character, appearance or function of the land. BFBLP 'saved' Policy H5 seeks to restrict the development of new dwellings unless it can be demonstrated that it would cause no harm to the character of the area.

9.16 These measures of harm are reflected in the NPPF. Para. 17 of the NPPF sets out core planning principles that should underpin plan making and decision making. These include core planning principle 5 which states: Take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it.

9.17 In addition the NPPF states that Local Planning Authorities should avoid new isolated homes in the countryside unless there are special circumstances.

9.18 Development that would harm rather than enhance the natural environment should not be considered sustainable. Paragraph 109 of the NPPF states that the planning system should contribute to and enhance the natural and local environment. This can be achieved by protecting and enhancing valued landscapes.

9.19 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.

9.20 Hayley Green is covered by the Character Areas SPD under the Northern Villages Character Area B. Hayley Green consists primarily of ribbon development along Forest Road and is in a semi-rural location. This states that development form varies with predominantly detached dwellings with no consistent architectural approach.

9.21 The recommendations of this report state: "Infill development on back land sites in the form of cul de sacs must be designed so that any impact on the street scene is minimised"

9.22 The proposed development is considered to be acceptable in its impact on the rural character and visual amenities of the area as the site is well screened by vegetation, which could be supplemented by condition and is not considered to be open rolling countryside which is present to the north of the site. In addition the rear boundary of the site adjoins the rear boundary of the gardens of dwellings along Forest Road. The site would therefore have previously been garden area, prior to the change of use to caravan storage. It is not therefore considered that the proposal would have a significantly urbanising impact upon the rural area given the garden areas, with associated paraphernalia directly to the east and west. The land would not have contained permanent structures (was previously used for the storage of caravans) and as such, could be considered a greenfield site in the Countryside. As such, whilst the proposed development of the land for 3no. dwellings would have some impact upon the environment with the loss of a greenfield site, given the site is so well enclosed by existing screening and taking into account the built form of dwellings at Goose Corner, the development would not have such an adverse impact upon the Countryside

setting of the site and on balance, the proposal would contribute to the supply of 3no. additional dwellings in the Borough which would outweigh any identified harm.

9.23 The dwellings would be of a uniform design with the dwellings on plots 1 and 2 being 8.9m wide and 10.7m deep and the dwelling on plot 3 being 9.7m by 11.3m. The roofs are pitched on all sides and the maximum ridge height would be 7.9m..

9.24 The separation distance between the buildings would be approximately 2m, with the dwelling on plot 1 being set in 3m from the boundary shared with Sunnyside. The gap to the Goose Corner boundary would be between 5m and 6.5m. Each dwelling would be separated by single storey garages and therefore Plots 1 and 2 would be separated at first floor by 5m and Plots 2 and 3 at first floor by 7.5m. Given these distances it is not considered that the proposal would appear cramped on site.

9.25 The dwellings would be set back from the highway by 85m and therefore they would not appear visually prominent within the street scene.

9.26 The proposed gardens would not be dissimilar in depth to those within Goose Corner. Whilst there are no other examples of backland development of this nature the dwellings would not extend further north than no.6 Goose Corner and as such the dwellings would not be isolated as they would be in close proximity to neighbouring properties in Goose Corner.

9.27 The design of the dwellings is not in keeping with the 1830s Hayley Green Cottages. However given that the dwellings would be over 60m from the rear of the row of cottages it is not considered that they would be 'read' together. In addition the Character Area SPD notes that there is a varied street scene with little architectural consistency. Therefore the differing design is considered to be acceptable.

9.28 In terms of character and appearance, the proposal would not give rise to material harm as it is not contrary to CSDPD Policies CS2, CS7 and CS9, BFBLP 'saved' Policies EN8, EN20 and H5 and the Character Area Assessments SPD.

iii. RESIDENTIAL AMENITY (ENVIRONMENTAL & SOCIAL FACTORS)

9.29 BFBLP 'Saved' Policy EN20 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 paras. 56 to 66 of the NPPF.

9.30 No windows are proposed in the side elevation of Plot 1 facing Sunnyside or in the side elevation of Plot 3 facing 5 and 6 Goose Corner. As such there would be no loss of privacy to these dwellings.

9.31 There are open fields to the rear and as such there would be no loss of privacy created by the rear facing windows.

9.32 The front facing windows would be 9m from the rear boundary with no 1 Hayley Green Cottage. However there would be a distance of over 50m between the dwellings themselves due to the length of the rear gardens of 1-3 Hayley Green Cottages.

9.33 The side facing windows in the east of plots 1 and 2 and the west of plot 3 would serve en-suites and as such there would be no mutual overlooking.

9.34 In terms of any overbearing impact the proposed dwelling would be set in from the boundary with Sunnyside by 3m and with 5 and 6 Goose Corner by 5 - 6.5m. Given these distances it is not considered that the proposal would result in an unduly overbearing impact upon the neighbouring properties. There would be no overbearing impact upon the future occupiers of the proposed dwellings.

9.35 Due to the positioning of the proposed dwellings in respect of the neighbouring properties, there would be no loss of light created. In addition there would be no unacceptable loss of light created by any of the proposed dwellings on the other proposed dwellings.

9.36 Further, as part of the proposal, an area of amenity space would be provided for the existing dwelling at 4 Hayley Green Cottages. This private amenity space would be provided directly to the side/rear of the existing dwelling and a further area of amenity space would be provided to the side of plot 3. Whilst the area of amenity space directly to the side/rear of the existing dwelling at no. 4 would be small in size and close to the proposed access road serving the 3 dwellings to the rear of the site, an area of private useable space is to be provided for the owner/occupier of 4 Hayley Green Cottages to their benefit. The existing dwelling has an area of amenity space of circa 35sqm. The area of amenity space proposed to the side/rear of the existing dwelling would be some 15sqm in size with a further 60sqm of amenity space adjacent to plot 3. Given the LPA does not have specific policies/guidance relating specifically to garden sizes; refusal of the application solely on the size of the garden proposed for the existing dwelling at 4 Hayley Green Cottages is unlikely to be sustained at appeal. On balance, the proposal would provide a net gain of 3no. dwellings within the Borough to contribute to the housing supply and this would outweigh any potential harm to the owner/occupier of the existing dwelling at 4 Hayley Green Cottages due to the limited size of the amenity space proposed. No demonstrable harm would be caused to the existing dwelling as an area of amenity space would still be provided for the dwelling but on balance, the requirement for new housing would outweigh this consideration.

9.37 It is therefore considered that the development would not result in an adverse impact on the amenity of neighbouring properties or the living conditions of the future occupiers, and is therefore in accordance with BFBLP 'Saved' Policy EN20 and the NPPF.

iv. TRANSPORT IMPLICATIONS (ENVIRONMENT & SOCIAL FACTORS)

9.38 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. For a dwelling that has 3 bedrooms a minimum of 2 car parking spaces are required, and for a dwelling which has or exceeds 4 bedrooms a minimum of 3 allocated parking spaces should be provided in accordance with the minimum measurements stated within the document. The NPPF 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.

9.39 The application site is located to the rear of 4 Hayley Green Cottages with proposed vehicular and pedestrian access to the 3 new dwellings to be via an existing private driveway. This is to be widened and improved to serve the 3 new dwellings.

9.40 The private driveway currently provides access to the rear of no. 4 Hayley Green Cottages to an existing garage and to an area to the rear of the site which is used for the

storage of caravans. The proposal for 3 new dwellings will therefore increase vehicular movements from the application site and intensify the use of an existing access.

9.41 The existing access onto the B3034 Forest Road is within a 30mph speed limit, though vehicles were observed to exceed the posted speed limit. This assertion is supported by speed survey data which has led to visibility splays of 2.4 metres by 60 metres in either direction as is being proposed.

9.42 Revised plans have been sought during the course of the application to address highway matters including visibility and parking. The highway comments are based on amended drawing; 13/SP-HGC-10-B: Existing and Proposed Site Plan (received 6 July 2015).

9.43 A 4.8 metre wide access road is to be provided for the first 10 metres and this would enable two vehicles to pass each other at the access off Forest Road and be clear of the main road.

9.44 This private access road would narrow to a minimum width of 3.1 metres to the rear of no. 4 Hayley Green Cottages. This narrowing is due to the provision of amenity land to the rear of the existing cottage and the boundaries of the adjacent properties on Goose Corner. Whilst two vehicles would be unable to pass each other through the narrowing, forward visibility can be achieved between the two points where the road widens to 4.8 metres and 4.1 metres and two vehicles can pass each other.

9.45 An existing hedge on the eastern boundary would restrict forward visibility through the narrowing. This hedge is in the red line and could therefore be cut-back to provide the required visibility for vehicles and pedestrians who will be in the roadway through the narrowing. The hedge will be cut back to provide visibility and this matter will be dealt with by condition.

9.46 A narrowing of no less than 3.1 metres would provide adequate access for domestic delivery vehicles and a small turning area is being provided adjacent to plot 3 to enable such vehicles to turn and exit the site in a forward gear.

9.47 The access road is shown on drawing 13/SP-HGC-10-B as being tarmac for the first 20 metres and gravel thereafter. It is advised that the means of access be provided prior to commencement of development and that this be secured by planning condition. Consideration should be given to lighting the access road to provide a welcoming environment for pedestrians, though it is noted that Forest Road is unlit. The applicant will require the consent of the Highway Authority for works on the highway to form the new access and the applicant should be advised of this by way of informative.

9.48 Pedestrian visibility splays need to be provided between private driveways and the shared surface road and at the junction of the private road with the footway adjacent to Forest Road. This should be secured by planning condition.

9.49 A communal bin store is to be provided within 25 metres of Forest Road and this would enable collection by the Council; however, the carry distances from the new dwellings to this communal bin store exceed the recommended 30 metre haul distance and it is not easy to haul a wheelie bin across a gravel surface. A refuse vehicle would not enter the site.

9.50 2 parking spaces are to be provided for each of the 3-bed dwellings and 3 parking spaces are to be provided for the 4-bed dwelling to comply with the parking standards. On-plot parking is both driveway and garage parking and drawing; 13/SP-HGC-10-B indicates

that the driveway parking spaces are practical and useable and that adequate space is provided for access to these spaces.

9.51 2 parking spaces are to be provided for no. 4 Hayley Green Cottages to the side of the existing cottage. The area to the front of the existing cottage is currently gravel and the new parking spaces to the side would be hardstanding. The area to the front of the existing cottage would be returned to soft landscaping and not be used for parking of vehicles and this will be secured by planning condition. A further condition will be imposed restricting installation of gates to ensure the 2 parking spaces to the side of the existing cottage are not affected.

9.52 The garages comply with the latest standards for practical vehicle parking.

9.54 This development could generate in the region of 18 two-way trips over the course of a typical day, with 2 trips in both the morning and evening peak periods. The development, if permitted may be liable for CIL charges and financial contributions could be used for local transport improvements to mitigate the highway impacts of the development.

9.55 A construction management plan would be secured by planning condition for highway safety and residential amenity.

9.56 Following matters raised in some of the objection comments, the Council's Highways Officer made the following additional comments in response: The informal parking which currently occurs on the grass close to the boundary with New House is taking place on private land over which the Highway Authority has no control. It is also unlikely that there are any planning conditions covering the use of the land for parking. This informal parking could therefore cease at any time, unless others have the legal right to park on the land and as such on-street parking along Forest Road could result at any time. The land is within the red line area and is shown as being controlled by the applicant.

9.57 On-street parking on Forest Road to the front of nos. 2 and 3 Hayley Green Cottages which could occur at present would not interfere with sight-lines for vehicles exiting the access serving the 3 new dwellings, as vehicles exiting the access would have sight-lines across the frontage of no. 4 Hayley Green Cottages and behind parked vehicles. Parking is being provided within the application site for no. 4 Hayley Green Cottages.

9.58 Forest Road is a straight road and whilst parking on Forest Road would affect two-way traffic movements, as vehicles would have to give-way to each other, adequate sight-lines are provided to enable drivers to see oncoming traffic.

9.59 For the reasons given above, and subject to the recommended conditions, the proposal is considered to be in accordance with CSDPD Policy CS23, BFBLP 'Saved' Policy M9 and the NPPF. Furthermore it would meet the requirements of the Parking Standards SPD (2007) subject to the recommended conditions being imposed.

v. SUSTAINABILITY (ENVIRONMENTAL FACTOR)

9.60 Policy CS10 of the CSDPD requires the submission of a Sustainability Statement. No Sustainability Statement has been submitted. A planning condition is recommended in relation to the submission of a Sustainability Statement to satisfy the requirements of Policy CS10 of the CSDPD.

9.61 Policy CS12 requires the submission of an Energy Demand Assessment. No Energy Demand Assessment has been submitted. A planning condition is recommended in relation

to the submission of an Energy Demand Assessment to satisfy the requirements of Policy CS12 of the CSDPD.

vi. SPA (ENVIRONMENTAL FACTOR)

9.62 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 3.7km from the boundary of the SPA and therefore is likely to result in an adverse effect on the SPA, unless it is carried out together with appropriate avoidance and mitigation measures.

9.63 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 three dwellings and therefore the SANG costs are £7,530

9.64 The development is required to make a contribution towards Strategic Access Management and Monitoring (SAMM) which will also be calculated on a per bedroom basis. The SAMM contribution is £2,229.

9.65 The total SPA related financial contribution for this proposal is £9,759.

9.66 The SPA contributions have been paid to the Council (including Council legal costs and monitoring costs). As such, the proposal would not have an unacceptable impact on the SPA and would comply with SEP Saved Policy NRM6, Saved Policy EN3 of the BFBLP and CS14 of CSDPD and the NPPF.

vii. COMMUNITY INFRASTRUCTURE LEVY (CIL) (ECONOMIC & SOCIAL FACTOR)

9.74 Bracknell Forest Council commenced charging for its Community Infrastructure Levy (CIL) on 6th April 2015.

9.75 CIL applies to any new build for certain uses including residential (except outline applications and some reserved matters applications) including extensions of 100 square metres of gross internal floor space, or more, or new build that involves the creation of additional dwellings.

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

9.77 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.

9.78 The application site lies within the zone of the Northern Parishes. In the event of planning permission being granted, a CIL Liability Notice (CLN) will be issued for the development. Mitigation towards the Thames Basin Heath SPA has been secured through a Section 106 agreement as outlined above.

viii. TREES (ENVIRONMENTAL FACTOR)

9.79 CSDPD Policy CS1 states that development will be permitted which inter alia protects and enhances the quality of natural resources and the character and quality of local landscapes. CSDPD Policy CS7 states that development will be permitted which enhances the landscape. BFBLP 'saved' Policy EN1 supports the retention of trees which are important to the character and appearance of the landscape and BFBLP 'saved' Policy EN20 requires development to retain beneficial landscape features. These policies are consistent with the core principles of the NPPF to conserve and enhance the natural environment, and can be afforded significant weight.

9.80 None of the trees on site are covered by Tree Preservation Orders. The impact upon the trees would not merit a reason for refusal; however conditions should be applied to protect them.

9.81 Generally, the site encompasses mature and semi mature trees around the boundaries including Ash, Oak, Holly and Sycamore. They vary in quality and although views of these trees from outside the site are partially obscured by buildings and other trees in the rear garden of No. 3 and neighbouring land, viewed from within the site, they generally contribute to its predominantly rural character.

9.82 The mature Ash trees on the north boundary referenced T9 & T10 in the survey, together with trees referenced T24 (Birch) and G27 (mature grouped Holly) on the south boundary, are the most important trees on the site and worthy of retention. However with reference to the grading of the trees in the Tree Report, based on its form, general condition and taking into account current BS 5837 (2012) guidance T24 is considered an A1 category specimen.

9.83 To realistically retain the above specimens, avoid adverse impact on their health and ensure sustainable tree to building relationships, it is important that full account is taken of their accurate root protection areas and size, together with underground service requirements and practical working space for construction.

9.84 Therefore conditions are proposed to protect the trees on site.

ix. BIODIVERSITY (ENVIRONMENTAL FACTOR)

9.85 CSDPD Policy CS1 seeks to protect and enhance biodiversity and Policy 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."

9.86 The ecological report shows that the ecological value of the site is low and, the following conditions should be appended to any consent:

- No site clearance shall take place during the main bird-nesting period of 1st March to 31st August inclusive.
- No external lighting shall be installed on the site or affixed to any buildings.
- The demolition shall not be begun until a scheme for the provision of bird and bat boxes and other biodiversity enhancements has been approved.
- The development (including site clearance and demolition) shall not be begun until the trees to be felled have been surveyed for bats.

x. OTHER MATTERS

9.87 An area of land to the east of the proposed access road is claimed to have been used for the parking of vehicles by 2 Hayley Green Cottages and a claim has been made for adverse possession of the land by the owner of 2 Hayley Green Cottages. This is a civil matter and not for the Council to adjudicate on the merits of this claim. The Council would not withhold the granting of planning permission for the proposed development due to this civil matter.

9.88 A further matter which has been raised is in relation to access rights which exist for the owners of 1, 2 and 3 Hayley Green Cottages across land at 4 Hayley Green Cottages. This is however a civil matter and again would not withhold the granting of planning permission.

9.89 Following the deferral of the application from the Planning Committee of 17 September 2015, the Royal Fire and Berkshire Rescue Service have been consulted on the application. The solution to overcome whether a fire engine could navigate the internal access road would be for the installation of a dry riser at the entrance to the site and an outlet to the front of the proposed dwellings. This would allow the fire engine to connect a hose pipe to the inlet and a secondary pipe to be connected to the outlet. This would be a satisfactory solution to the Council's Building Control department who enforce Building Regulation 2000, Section B5 relating to fire access and safety. A planning condition will be imposed requiring the submission of details of a dry riser for approval to the LPA.

10 CONCLUSIONS

10.1 The Council is unable to demonstrate a 5 year supply of land for housing, meaning policies relevant to the supply of land for housing are 'out of date'. Therefore, the proposal should be considered in light of economic, social and environmental factors set out in the NPPF, and have regard to the presumption in favour of sustainable development as set out in Policy CP1 (and para. 14 of the NPPF).

10.2 The impacts of the proposed development can be summarised as follows:

- The design although not in keeping with the frontage properties is considered acceptable in this backland location as there is no consistent architectural approach in the area as highlighted in the Character Area Assessments SPD.
- The relationship with adjoining properties is acceptable with no adverse impact on the living conditions of neighbours or future occupiers.
- Trees on the site vary in quality but as they contribute to the character of the area will be protected by condition during construction. Landscaping will also be supplemented.
- Visibility splays, parking and turning are acceptable to the Highway Authority following receipt of revised plans.
- SPA mitigation has been secured by s106 agreement.
- The ecological report shows the site has low ecological value and therefore conditions are recommended in relation to biodiversity.
- The site is not isolated being located behind ribbon development served by buses and having access to local facilities.
- Whilst the development will have an urbanising impact on this countryside location the site is surrounded by gardens on 3 sides and its last lawful use is as open storage for touring caravans, its impact needs to be weighed against the benefits of the scheme.

10.3 The benefits of the scheme include the provision of 3 family houses which can be achieved in the next 5 years. It will facilitate growth, providing jobs during construction and future occupiers will spend a proportion of their income in the local economy.

10.4 On balance it is considered that the harm that arises from the proposal, as amended, does not significantly and demonstrably outweigh the benefits and as such the recommendation is for approval, subject to conditions. Contributions have already been secured for SPA mitigation.

11 RECOMMENDATION

That the application be **APPROVED** subject to the following conditions:-

1. 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.
2. The development hereby permitted shall be carried out only in accordance with the following approved plans
Drg No 13/SP-HGC-03 received by LPA 01.08.2014
Drg No 13/SP-HGC-04 received by LPA 01.08.2014
Drg No 13/SP-HGC-05 received by LPA 01.08.2014
Drg No 13/SP-HGC-06 received by LPA 01.08.2014
Drg No 13/SP-HGC-07 received by LPA 01.08.2014
Drg No 13/SP-HGC-08 received by LPA 01.08.2014
Drg No 13/SP-HGC-09 received by LPA 01.08.2014
Drg No 13/SP-HGC-10 Rev B received by LPA 06.07.2015
REASON: To ensure that the development is carried out only as approved by the Local Planning Authority.
3. No development shall take place until details 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 Policies: BFBLP EN20, Core Strategy DPD CS7]
4. The development hereby permitted shall not be begun until:
 - 1) a scheme depicting hard and soft landscaping and
 - 2) a three year post planting maintenance schemehave been submitted to and approved in writing by the Local Planning Authority. The approved post-planting maintenance schedule shall be implemented and complied with.

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. 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 EN2 and EN20, CSDPD CS7]

5. The areas shown for soft landscaping purposes on the approved plans shall thereafter be retained as such and shall not be used for any other purpose.
REASON: In the interests of good landscape design and the visual amenity of the area.
[Relevant Policies: BFBLP EN2 and EN20, CSDPD CS7]
6. 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 CS10]
7. 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 at least 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]
8. No development shall take place until the vehicular access has been constructed in accordance with the approved drawings.
REASON: In the interests of highway safety.
[Relevant Policies: Core Strategy DPD CS23]
9. No dwelling shall be occupied until the associated vehicle parking and turning space has been surfaced and marked out in accordance with the approved drawings. 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]
10. 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]
11. 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 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 (e) above.

REASON: In the interests of amenity and road safety.

12. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, no additional windows, similar openings or enlargement thereof shall be constructed in the east or west elevation of the dwellings 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]

13. The first floor en-suite windows of the dwellings shall not be glazed at any time other than with a minimum of Pilkington Level 3 obscure glass (or equivalent) to a height of 1.7m from floor level. The windows shall at all times be fixed to a height of 1.7m from floor level.

REASON: To prevent the overlooking of neighbouring property.

[Relevant Policies: BFBLP EN20]

14. 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]

15. No development shall commence until details of a scheme of walls, fences and any other means of enclosure has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full before the occupation of the dwellings approved in this permission.

REASON: In the interests of the visual amenities of the area and to safeguard existing retained trees, hedges and shrubs.

[Relevant Plans and Policies: BFBLP EN20, Core Strategy DPD CS7]

16. No demolition or construction work shall take place 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 area.

[Relevant Policies: BFBLP EN25]

17. No development (including initial site-clearance) shall commence until a detailed scheme for the protection of existing trees, hedgerows, groups of mature shrubs and structural planting areas to be retained, 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. Protection measures shall be phased as necessary to take into account and provide protection during demolition/site clearance works - all construction works - hard landscaping works. Details shall include an approved development layout plan at a minimum scale of 1:200, showing the following:

a) Accurate trunk positions and canopy spreads of all existing trees within the site and on adjoining land adjacent to the development within influencing distance of the development.

- b) Positions and spreads of existing hedgerows and groups of mature shrubs.
- c) All proposed tree, hedge or shrub removal. Shown clearly with a broken line.
- d) Proposed location/s of 2m high (minimum) protective barrier/s, supported by a metal scaffold framework, constructed as a minimum in accordance with Section 6 (Figure 2), 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.
- e) Illustration/s of the proposed protective barriers to be erected.
- f) Proposed location/s and illustration/s ground protection measures within the main root protection areas of retained trees, designed as necessary for pedestrian light traffic or heavy plant machinery, as necessary to prevent contamination and ground compaction.
- g) Annotated minimum distances between protective barriers and trunks of retained trees at regular intervals.
- h) All fenced off areas clearly annotated as Tree Protection Areas/Construction Exclusion Zones.
- i) Notes regarding restrictions which apply to Tree Protection Areas/Construction Exclusion Zones.

The development shall be carried out in full accordance with the approved scheme.

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.

18. The protective fencing and other protection measures specified by condition 17 shall be erected in the locations agreed in writing by the Local Planning Authority prior to the commencement of any development works, including any initial clearance, and shall be maintained fully intact and (in the case of the fencing) upright, in its approved locations at all times, until the completion of all building operations on the site (unless agreed otherwise in writing by the Local Planning Authority). Where phased protection measures have been approved, no works shall commence on the next phase of the development until the protective fencing barriers and other protective measures have been repositioned for that phase in full accordance with the approved details. No activity of any description must occur at any time within these areas including but not restricted to the following: -
- a) No mixing of cement or any other materials.
 - b) Storage or disposal of any soil, building materials, rubble, machinery, fuel, chemicals, liquids waste residues or materials/debris of any other description.
 - c) Siting of any temporary structures of any description including site office/sales buildings, temporary car parking facilities, porta-loos, storage compounds or hard standing areas of any other description.
 - d) Soil/turf stripping, raising/lowering of existing levels, excavation or alterations to the existing surfaces/ ground conditions of any other description.
 - e) Installation/siting of any underground services, temporary or otherwise including; drainage, water, gas, electricity, telephone, television, external lighting or any associated ducting.
 - f) Parking/use of tracked or wheeled machinery or vehicles of any description.

In addition to the protection measures specified above,

- a) No fires shall be lit within 20 metres of the trunks of any trees or the centre line of any hedgerow shown to be retained.
- b) No signs, cables, fixtures or fittings of any other description shall be attached to any part of any retained tree.

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.

19. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, no external lighting shall be installed on the site or affixed to any buildings on the site.
REASON: In the interests of visual amenity.
[Relevant Policies: EN20 and EN25]
20. Prior to the commencement of development a scheme for the provision of biodiversity enhancements including a plan or drawing showing the location of these enhancements, 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: CSDPD CS1, CS7]
21. No site clearance shall take place during the main bird-nesting period of 1st March to 31st August inclusive.
REASON: In the interests of nature conservation
[Relevant Plans and Policies: BFBLP EN3]
22. No development shall take place until any trees to be felled have been surveyed for the presence of bats, and
(ii) the survey has been submitted to and approved by the Local Planning Authority, and
(iii) either the Local Planning Authority have agreed that no relocation of bats is necessary or the relocation of bats has been achieved in accordance with proposals previously submitted in writing to and approved by the Local Planning Authority.
REASON: In the interests of nature conservation
[Relevant Plans and Policies: Core Strategy CS1]
23. No development shall take place until the visibility splays shown on the approved drawings have been provided. These areas 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]
24. The dwellings shall not be occupied until visibility splays of 2.0 metres by 2.0 metres have been provided at the junction of the access road and the adjacent carriageway with Forest Road; and at the junction of the driveways and the shared access surface to the front of the dwellings. The dimensions shall be measured along the edge of the access road and the edge of the carriageway from their point of intersection; and the edge of the drive and back of the shared access surface. 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 carriageway.
REASON: In the interests of highway safety.
[Relevant Policies: Core Strategy DPD CS23]
25. No development shall take place until a scheme has been submitted to and approved in writing by the Local Planning Authority for covered and secure cycle parking facilities. The dwellings shall not be occupied until the approved scheme has been implemented. The facilities shall thereafter be retained.
REASON: In the interests of accessibility of the development to cyclists.
[Relevant Policies: BFBLP M9, Core Strategy DPD CS23]
26. No gates shall be provided at the vehicular access to the site.
REASON: In the interests of highway safety.

[Relevant Policies: Core Strategy DPD CS23]

27. The existing hedge located along the eastern boundary of the site with 1 Goose Corner shall be cut back to the boundary and retained as such thereafter to ensure that it does not overhang the access road serving the development and provides the necessary visibility for pedestrians and vehicles.

REASON: In the interests of highway safety.

[Relevant Policies: Core Strategy DPD CS23]

28. No dwelling shall be occupied until a scheme has been submitted to and approved in writing by the Local Planning Authority for the installation of a dry riser. The approved scheme shall be implemented in full before the dwellings are occupied and shall thereafter be retained.

REASON: In the interests of fire safety.

Informatives:

1. 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.

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

03. Materials.

04. Landscaping.

06. Sustainability Statement.

07. Energy Demand.

11. Site Organisation.

14. Slab levels

15. Boundary treatment

17. Tree protection

20. Biodiversity enhancements. (this should include, bird boxes, bat boxes, insect houses and hedgehog houses.)

22. Bat survey for trees.

25. Cycle parking.

The applicant is requested to ensure that samples of materials are available on-site for inspection by the case officer.

The applicant is advised that the following conditions require discharging prior to occupation of development:

09. Parking and turning.

24. Pedestrian Visibility Splays.

28. Details of dry riser

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.
- 05. Landscaping retention.
- 08. Access
- 10. Garage retention.
- 12. No additional windows.
- 13. Obscure glazing.
- 16. Hours of demolition and construction.
- 18. Tree Protection.
- 19. No external lighting.
- 21. No site clearance shall take place during the main bird-nesting period.
- 23. Visibility splays
- 26. No gates
- 27. Cut back of hedge

3. Details in respect of condition 4 shall include the re-instatement of the front of 4 Hayley Green Cottages back to soft landscaping to prevent vehicles parking to the front of the existing property. Condition 15 shall also detail the enclosure be provided to the front of no. 4 Hayley Green Cottages to prevent vehicles parking to the front of the existing property.

4. The applicant is advised that the proposal does not comply with the Council's standard in respect of the distance from the dwellings to the bin storage area and as such any occupiers will need to carry their bins/refuse to the bin storage area at the front of the site.