

**ITEM NO:**

Application No.  
**15/00536/FUL**  
Site Address:

Ward:  
Wildridings And Central

Date Registered:  
22 June 2015

Target Decision Date:  
21 September 2015

**Post Office 6 High Street Bracknell Berkshire RG12  
1AA**

Proposal:

**Erection of 7 storey building (with undercroft for parking/storage) accommodating A1 (retail) use at ground floor (170 sq m) and 14 residential units over following demolition of Post Office building - resubmission of 14/01015/FUL.**

Applicant:

Bradiston Real Estate Inc.

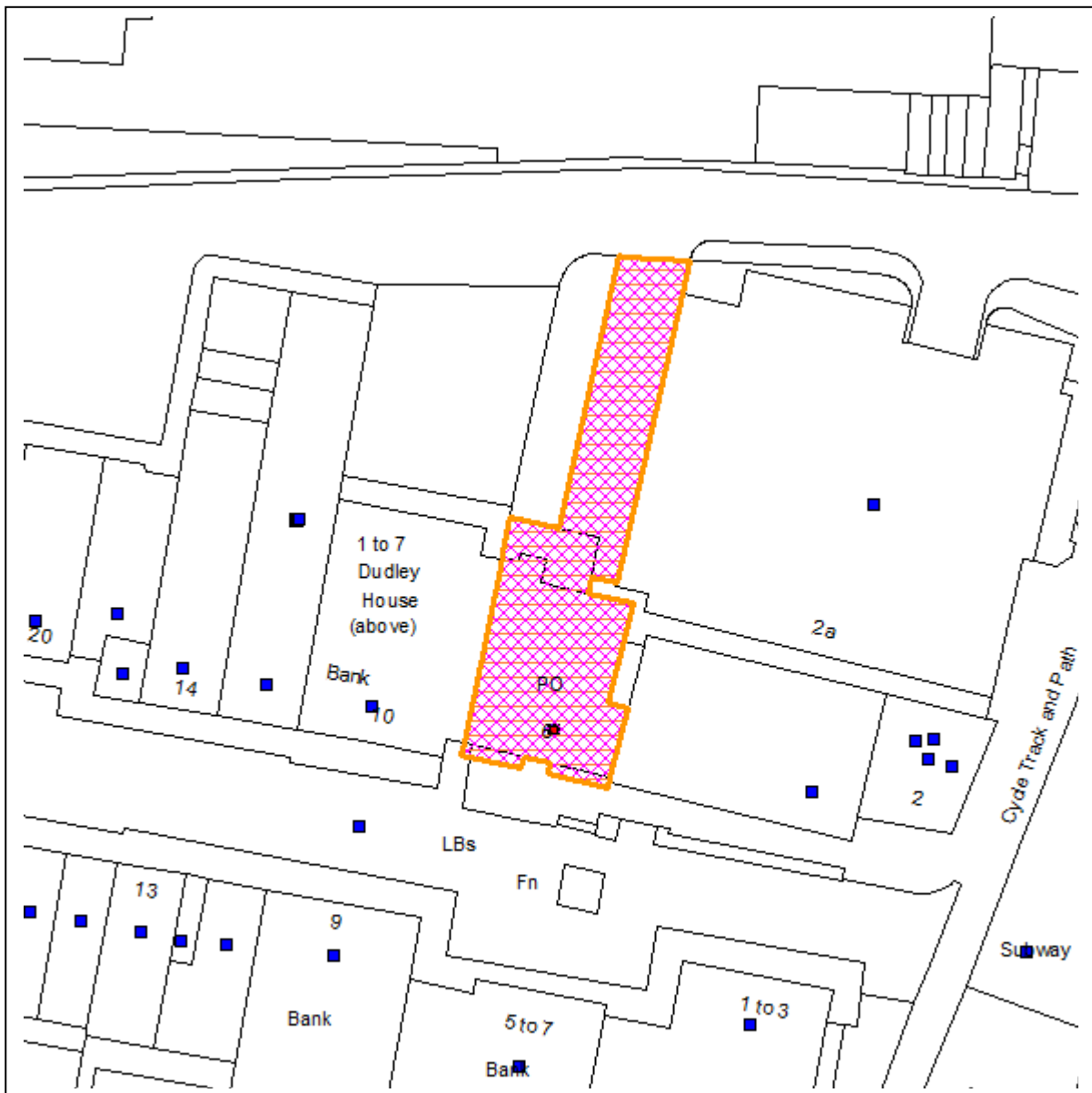
Agent:

Carter Jonas

Case Officer:

Simon Roskilly, 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. SUMMARY**

1.1 The proposal is to demolish the existing single-storey Post Office building and construct a seven-storey building accommodating 14 flats (6no. 1 bedroom, 7no. 2 bedroom and 1no. 3 bedroom) with a retail unit at ground floor level fronting the pedestrianised High Street. Five parking spaces, cycle parking and bin storage are proposed at undercroft level with rear vehicular access from The Ring via an existing service road. The proposal does not affect the former Post Office building (currently a vacant restaurant) which adjoins the site to the east.

1.2 The application site is previously developed land located within Bracknell Town Centre. The development has been designed so as not to result in any adverse impacts upon neighbouring premises and to be in keeping with the streetscene. The proposed car parking arrangements are considered to be satisfactory for this town centre location and the proposal and would not result in any highway safety implications subject to conditions and the completion of a Section 106 Legal Agreement.

<b>RECOMMENDATION</b>
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Planning permission be granted subject to conditions in Section 11 of this report and the completion of a S106 Legal Agreement.
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### **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.

### **3. PLANNING STATUS AND SITE DESCRIPTION**

<b>PLANNING STATUS</b>
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Within the Town Centre primary retail area
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Within 5km of Thames Basin Heaths SPA
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3.1 The site is the current Post Office building located on the north side of the High Street, Bracknell. It adjoins a building to the east which was formerly in Post Office use. The permitted use of this building is now as a restaurant although it is currently empty. This building is not directly affected by the proposal and will remain.

3.2 The building fronts onto the main pedestrianised High Street and has vehicular access, including parking, located to the rear. It is surrounded by taller buildings with the adjoining former Post Office building predominantly two storeys in height and other buildings nearby (including the former Enid Wood House) up to 8 storeys high. Nearby buildings, the majority of which are of post-war design, are constructed of a variety of facing materials.

### **4. RELEVANT SITE HISTORY**

4.1 624171- Erection of side and rear extensions to Post Office building following demolition of sorting office to rear. Retention of Post Office Counters and change of use of remainder of building to Class A3. REFUSED. (Appeal Withdrawn)

4.2 624173 - Outline application for the erection of office building (1950 sq m) in yard to rear of Post Office with associated parking & alterations to access following demolition of part of sorting office building. REFUSED (Appeal Withdrawn)

4.3 625358 - Erection of rear extensions (140 sq m) to Post Office following demolition of the sorting office. Retention of Post Office counters use and change of use of remaining building to Class A3 (food and drink) use. Alterations to pedestrian area in High Street. Provision of a walkway to the rear of the building including installation of an external staircase adjacent to the Post Office counters extension. Formation of a new footpath link between The Ring and High Street. Provision of new servicing area to the rear with a new access onto the service road. APPROVED WITH LEGAL AGREEMENT.

4.4 14/01015/FUL - Erection of 7 storey building (with undercroft for parking/storage) accommodating A1 (shops) use at ground floor (170 sq m) and 14 flats above following demolition of Post Office building. WITHDRAWN.

4.5 This submission forms a resubmission of application 14/1015/FUL along with updated Transport information.

## **5. THE PROPOSAL**

5.1 Erection of 7 storey building (with undercroft for parking/storage) accommodating A1 (retail) use at ground floor (170 sq m) and 14 residential units over following demolition of Post Office building - resubmission of 14/01015/FUL.

## **6. REPRESENTATIONS RECEIVED**

### Bracknell Town Council:

6.1 Observations:- Bracknell Town Council has concerns regarding car parking provision and the loss of one of the few remaining old buildings in Bracknell.

### Other representations:

6.2 Twenty-three letters of objection were received making the following points:-

- Loss of historic building would have a detrimental impact upon the character of the Town Centre. *[Officer Comment: This concern is addressed in section 9 under 'Impact upon the character and appearance'. However it should be noted that this application does not involve the loss of the larger former Post Office building that adjoins the site and is currently empty. This application solely involves the demolition of the current single-storey Post Office building.]*
- Do we need more residential flats? *[Officer Comment: Bracknell Forest Council currently does not have a 5 year housing land supply and to have a proposal for housing that is located within the Town Centre, a sustainable location, is welcomed in principle subject to other considerations.]*
- There would not be adequate parking provision. *[Officer Comment: This is addressed in section 9 below under 'Transport Implications'.]*

## **7. SUMMARY OF CONSULTATION RESPONSES**

### Lead Local Flood Authority (LLFA)

The LLFA have no objection subject to a condition.

### Highway Officer

Recommend approval subject to conditions and the completion of a Section 106 Legal Agreement relating to parking.

### Environmental Health Officer

No objection subject to conditions.

### Biodiversity Officer

No objection subject to conditions.

## **8. MAIN POLICIES AND OTHER DOCUMENTS RELEVANT TO THE DECISION**

8.1 The primary planning policies and associated guidance applying to this site are:

	<b>Development Plan</b>	<b>NPPF</b>
General policies	CP1 of SALP, CS1, CS2 of CSDPD	Consistent
Town Centre	SA11 of SALP, CS3 and CS21 of CSDPD and saved policies E1, E9 and E10 and Proposal PE1i of BFBLP	Consistent
Design	CS1, CS7 of CSDPD, saved policy EN20 of BFBLP	Consistent
Access for disabled people	Saved policies EN22 and M7 of BFBLP	Consistent
Housing	CS16 of CSDPD	Consistent
Parking	Saved policy M9 of BFBLP	Consistent NPPF refers to LAs setting their own parking standards for residential development, this policy is considered to be consistent.
Highways	CS23 and CS24 of CSDPD, Saved Policy M4, M6, M9 of BFBLP	Consistent
Sustainability (resources)	CS10 and CS12 of CSDPD	Consistent
SPA and Biodiversity	CS1, 7 and 14 of CSDPD, Saved Policy EN3 of BFBLP, Policy NRM6 of the South East Plan	Consistent
<b>Supplementary Planning Documents (SPD)</b>		
Parking standards SPD Thames Basin Heaths SPD Planning Obligations SPD		

<b>Other publications</b>
National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG)
Bracknell Forest Community Infrastructure Levy Charging Schedule (2015)

## **9. PLANNING CONSIDERATIONS**

9. 1 The key issues for consideration are:-

- i. Principle of development
- ii. Impact on character and appearance of the area
- iii. Impact on residential amenity
- iv. Transport implications
- v. Biodiversity
- vi. Sustainability (resources)
- vii. Planning obligations
- viii. Affordable Housing
- ix. Thames Basin Heaths Special Protection Area
- x. Drainage

### **i. PRINCIPLE OF DEVELOPMENT**

9.2 The proposal involves development on a previously developed site within a settlement. The proposed mixed use development comprising a replacement retail unit at ground floor level, with residential accommodation above, is considered to comply with relevant development plan policies covering this part of Bracknell town centre including BFBLP Policies E1, E9 and E10 and Proposal PE1i, CSDPD Policies CS3 and CS21 and SALP Policy SA11. It will not prejudice the wider redevelopment of Bracknell town centre approved under 12/00476/OUT and associated permissions. Overall the principle of the proposed development is therefore considered to be acceptable. The remainder of the report considers matters of detail.

### **ii. IMPACT ON CHARACTER AND APPEARANCE OF AREA**

9.3 The current building on the site probably dates from the inter-war period and is single-storey with a flat roof. The elevation fronting on to High Street is of red brick with 3no large sash windows and a door with a neo-classical surround in stone.

9.4 The façade of the proposed retail unit facing High Street would be largely glazed. At undercroft and ground levels the building is across the full width of the plot. There is a step back from first-floor upwards and above to the western face of the southern half of the building to allow light into existing neighbouring windows. A further set back at levels four and five to the north of the building helps to break up the mass. The sixth floor is further recessed on three sides to minimise the building mass and provide external amenity space for the three bed penthouse. It also acts as a 'cap' to the development. All residential units are provided with balconies and terraces of varying sizes to both principal facades (north and south). The materials proposed comprise reconstituted stone, terracotta and mosaic tile cladding. The flat roof would be light grey. The building would be about 22m tall on its High Street frontage.

9.5 The submission includes an analysis of the existing building and how the proposed redevelopment of the site would fit within its surroundings. There are multi-storey buildings in the area and in this context the seven storey building proposed is not considered out of keeping with the surrounding area.

9.6 Overall the design of the building and its overall bulk and massing is not considered to detract from both the character, appearance and function of the Town Centre location.

9.7 The existing building on the site is not listed and is not located within a conservation area and whilst it is one of the older buildings in the town centre its loss is not considered to be overriding. The two-storey former Post Office building that adjoins the site is considered to play a more important role within the streetscene of High Street. As mentioned above this is not directly affected as part of this application.

9.8 It is therefore considered that the development would not result in an adverse impact on the character and appearance of the Town Centre area and is felt to accord with CSDPD Policy CS7, BFBLP 'Saved' Policy EN20, and the NPPF, subject to a condition requiring the submission and approval of details of materials to be used.

### **iii. RESIDENTIAL AMENITY**

9.9 There are no residential units nearby that would be affected by the proposed redevelopment of this site and the layout of the flats is considered acceptable in terms of the amenity of future residents. The proposals are therefore considered to accord with the relevant provisions of BFBLP 'Saved' Policy EN20 and the NPPF.

### **iv. TRANSPORT IMPLICATIONS**

#### Access:

9.10 The site is located on High Street which is part of the pedestrianised area within the town centre. Vehicular access is to the rear of the site via the access road to service yard C.

9.11 Pedestrian access to the front is to be maintained via the existing ramp although alterations may occur to it during demolition. The ramp is outside the red line of the application and may be within the adopted highway and thus any alterations to it may be required to be carried out under a highways agreement. A condition is also recommended to be imposed to secure access for disabled people.

9.12 The rear access to the development provides some delivery access for the ground floor of the proposed building. This is via a stepped entrance to the rear of the building as per the current arrangement.

9.13 The access to the car park, which is proposed to have a security gate, is only suitable for one vehicle to use at a time. The limited amount of parking and the ability for vehicle drivers to be able to see vehicles exiting, as well as approach speeds being low, mean that this is not an over-riding issue.

#### Car Parking:

9.14 The proposal provides a total of 5 car parking spaces in the undercroft, one of which would be a disabled space. One space would be allocated to the ground floor retail unit. It is proposed that the other four parking bays would be allocated to four of the dwellings and the remaining ten dwellings would be marketed as being car-free.

#### *Car Free Development*

9.15 Car-free developments are where car parking provision is not provided on-site and when planning permission is granted for the development it limits the parking provision for any additional vehicles. There are several variations of parking controls. Examples include:-

- *Car-free (CF)*: A development with no on-site provision for car parking. With the housing stock having no on-site parking, relying on off-site and on-street car parking;
- *Part Car-Free (PCF)*: Limited numbers of parking provision are available to allocated units, with remaining dwellings being CF;
- *Permit-free (PF)*: The removal of the right to a Residents' Parking Permit from residents of certain named new developments (on-site parking may be available);
- *Car-free plus permit-free (CPF)*: A development with no on-site provision for car parking and where the residents have no right to a Residents' Parking Permit.

9.16 The redevelopment of Bracknell Post Office will incorporate a *part car-free* approach with ten of the 14 proposed dwellings being marketed as car-free.

9.17 The application site is well located to promote sustainable travel using the extensive network of pedestrian and cycle routes, as well as the nearby public transport. The areas surrounding the site are all subject to various parking controls, minimising any potential parking overspill from the development. The very fact that the development site would have no legal on-street parking within close proximity means that it would clearly operate as a *part car free* development without any inappropriate on street parking.

9.18 The use of car-free developments has been widely accepted to encourage sustainable based travel. Examples in Berkshire include:-

<b>Development</b>	<b>Proposals</b>	<b>Details</b>
The Old Bakehouse, Hemdean Road, Caversham, Reading	Existing building replaced with residential development comprising seven 1 bedroom flats.	The development is situated in a very sustainable location and has no private parking spaces. Parking on adjacent roads is controlled by a resident parking permit scheme.
Kennet House, Reading	Remodelled existing building and converted to 103 flats.	The development retains a basement car park, utilising the existing access to provide 45 car parking spaces, including 3 dedicated disabled parking spaces. The car park provision is 0.44 per dwelling. The site is located in Zone 1 of the Reading Council Parking SDP. On-street parking in the vicinity of the site is restricted and future occupiers would not be eligible for parking permits.

9.19 For residents not having any on-site parking there is nothing currently preventing them from parking legally within the Town Centre car parks. The nearest Town Centre parking area would be the Charles Square car park which is within 100m walking distance (1½ minute walk) from the application site.

9.20 Concerns regarding any cumulative impact of residential parking within Town Centre car parks, given the future parking demands of a regenerated Town Centre, have been carefully considered. Given that the Council is in a position to introduce future controls and limits on car park season tickets, should this be necessary, the risks are considered to be minimal. Therefore, no specific actions would be needed in this case but the developer should be required to inform purchasers that no guarantee of future access to public car parks can be provided.

9.21 In line with BFC Town Centre Parking Standards, the development will include a total of 30 secure cycle spaces in the undercroft area.

9.22 There is no direct vehicular access to the front of the building as it is located within the pedestrianised area of the town centre. The access to the site is via Service Road C and local roads near to the site have, in general, parking restrictions including areas that have time limited parking, which restricts or controls long-stay parking that would be more likely to occur from residents.

### Servicing

9.23 The access road serving Service Yard C will be used to maintain the servicing and refuse access for the site. Provision for the storage of both commercial and residential waste is proposed internally however it is preferred to have waste storage outside of the building to the rear. A condition (07) is recommended to be imposed so that this can be achieved and secured.

### Vehicle Movements

9.24 The proposal is likely to lead to an increase in daily activity due to the residential element of the proposal. The existing retail element would be comparable to the existing retail floor space. The proposal could generate in the region of 4-6 two way trips in either peak hour with a daily increase in the region of 56 two way trips per day. This level of traffic will have a nominal impact on the highway.

9.25 The development is considered to be acceptable subject to conditions. As such the development complies with CSDPD Policies CS23 and CS24 and Saved BFBLP policies M4 and M9 and the NPPF.

## **v. BIODIVERSITY**

9.26 The submitted Code for Sustainable Homes report states that the site has been assessed by an ecologist as being of low ecological value. Therefore it is recommended that an informative is added to any permission advising that before undertaking demolition works, appropriate action must be taken to check the building or structure for evidence of bats and reasonable efforts must be taken to ensure no bird nests are present.

9.27 The proposed redevelopment has the potential to contribute to the Bracknell Forest Biodiversity Action Plan by providing nesting opportunities for swifts as part of the design of the scheme. The installation of these swift boxes can be secured by condition.

9.28 In view of the above it is considered that the development, subject to conditions, accords with Core Strategy Policies CS1 and CS7 and the NPPF.

## **vi. SUSTAINABILITY (RESOURCES)**

9.29 Since the Governments Ministerial statement of the 26th March 2015 for residential development Policy CS10 requires the submission of a Sustainability Statement covering water efficiency aimed at achieving an average water use in new dwellings of 110 litres/person/day. An adequate Sustainability Statement has been received addressing this matter.

9.30 Policy CS12 requires the submission of an Energy Demand Assessment demonstrating how the development's potential carbon dioxide emissions will be reduced by at least 10% and how 20% of the development's energy requirements will be met from on-site renewable energy generation. An energy demand assessment has been provided demonstrating that 25% of the development's Carbon emissions would be reduced through passive design.



However the applicant has failed to confirm which measures will be implemented in-order to provide 20% of the development's on-site energy generation offset. These details can be secured by condition.

## **vii. PLANNING OBLIGATIONS**

9.31 This application is for CIL chargeable development but, as the site lies within the Town Centre CIL Charging Zone where the chargeable rate is zero, no CIL will be levied.

9.32 Matters to be secured by S106 Agreement comprise:-

- Thames Basins Heath Special Protection Area (SPA) mitigation (see section 9(ix) below).

## **viii. AFFORDABLE HOUSING**

9.33 The number of dwellings provided (14) lies below the threshold for the provision of affordable housing.

## **ix. THAMES BASIN HEATHS SPECIAL PROTECTION AREA (SPA)**

9.34 The Council, in consultation with Natural England (NE), has formed the view 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.

9.35 This site is located approximately 3 km from the boundary of the SPA and therefore is likely to result in an adverse effect on the SPA, unless it is carried out together with appropriate avoidance and mitigation measures.

9.36 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.

### SPA Avoidance and Mitigation Measures

a) The provision of Suitable Alternative Natural Greenspace (SANG) and its ongoing maintenance in perpetuity.

9.37 In accordance with the SPA SPD, the development will be required to provide alternative land (SANG) to attract new residents away from the SPA. 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).

9.38 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 9.46% 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.

9.39 The enhancement of open space works at The Cut Countryside Corridor SANG is the most appropriate to this proposal.

9.40 An occupation restriction will be included in the Section 106 Agreement. This serves to ensure that the SANGs enhancement works to be secured by the CIL 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

b. Strategic Access Management and Monitoring (SAMM) Contribution

9.41 The development will also be required to make a contribution towards SAMM. This project funds strategic visitor access management measures on the SPA to mitigate the effects of new development on it.

9.42 The level of contributions is calculated on a per bedroom basis as set out in the SPA SPD Summary Table 1.

Conclusion on SPA

9.43 A Habitats Regulations Assessment is required for this development in accordance with the Habitats Regulations 2010 (as amended). In the absence of any appropriate avoidance and mitigation measures the Habitats Regulations Assessment will conclude that the development is likely to have a significant effect upon the integrity of the SPA with the result that the Council would be required to refuse a planning application.

9.44 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.

9.45 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.

**x. DRAINAGE**

9.46 The Planning Practice Guidance 'Flood Risk and Coastal Change' as amended 15/04/2015 advises under para. 079 that when considering major development, as defined under the Town and Country Planning (Development Management Procedure) (England) Order 2015, sustainable drainage systems should be provided unless demonstrated to be inappropriate.

9.47 Due to the constrained nature of the proposed development it would not be reasonably practicable to constrain the peak runoff rate to the greenfield runoff rate from the development.

9.48 Due to the constrained nature of the proposed development it would not be reasonably practicable to constrain the volume of runoff to the greenfield runoff volume from the development.

9.49 A drainage assessment (REC Report: 45669 September 2014) for the proposed development has been submitted in support of the application. This concludes that the surface water rates and volumes leaving the proposed development must not exceed pre-developed values for the 1 in 1 year and 1 in 100 year period events.

9.50 In addition, post-development rates and volumes will be increased due to climate change. Therefore the surface water runoff rates and volumes should be suitably offset to allow for a 30% increase due to climate change over the lifetime of the development.

9.51 The LLFA consider the information acceptable as long as a condition is included that seeks to implement the details as submitted in the applicant's drainage assessment

## 10. CONCLUSIONS

10.1 It is not considered that the development would result in an adverse impact on the character and appearance of this part of Bracknell town centre, or on the amenities of the residents of the nearby properties. It is considered that highway/parking matters can be satisfactorily addressed by conditions. It is therefore considered that the proposed development complies with relevant Development Plan policies and proposals and the NPPF.

## 11. RECOMMENDATION

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

01. Measures to avoid and mitigate the impact of residential development upon the Thames Basin Heaths Special Protection Area (SPA).

The Head of Planning be given delegated authority, subject to confirmation by the LLFA that an acceptable drainage strategy has been submitted, to **APPROVE** the application subject to the following conditions:-

01. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: To comply with Section 91 of the Town and Country Planning Act 1990.

02. The development hereby permitted shall be carried out only in accordance with the following approved plans and documents:-

PL/05 Proposed Site Plan received 22.06.15.

PL/06 Proposed Ground Floorplan received 22.06.15.

PL/07 Proposed 1<sup>st</sup> and 2<sup>nd</sup> Floorplan received 22.06.15.

PL/08 Proposed 3<sup>rd</sup> and 4<sup>th</sup> Floorplan received 22.06.15.

PL/09 Proposed 5<sup>th</sup> and 6<sup>th</sup> Floorplan received 22.06.15.

PL/10 Proposed North and South Elevations received 22.06.15.

PL/11 Proposed West and East Elevations received 22.06.15.

PL/12 Proposed 3D Views received 22.06.15.

Drainage Assessment received 22.06.15.

REASON: To ensure that the development is carried out only as approved by the Local Planning Authority.

03. No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

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

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

04. The development hereby permitted shall not be begun until details showing the finished floor levels of the building and the levels of the roads 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. The development hereby permitted shall be implemented in accordance with the submitted Sustainability Statement and shall be retained in accordance therewith.

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

[Relevant Policy: Core Strategy DPD CS10]

06. The development shall not be begun until an Energy Demand Assessment has been submitted to and approved in writing by the Local Planning Authority. This shall demonstrate:

(a) that before taking account of any on-site renewable energy production the proposed development will reduce carbon dioxide emissions by at least 10% against the appropriate Target Emission Rate as set out in Part L of the Building Regulations (2006), and

(b) that a proportion of the development's energy requirements will be provided from on-site renewable energy production (which proportion shall be 20% unless otherwise agreed in writing by the Local Planning Authority).

The buildings thereafter constructed by the carrying out of the development shall be in accordance with the approved assessment and retained in accordance therewith.

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

[Relevant Plans and Policies: CSDPD Policy CS12]

07. The development hereby permitted shall not be begun until details of on-site refuse storage for waste material awaiting disposal have been submitted to and approved in writing by the Local Planning Authority. Such facilities shall be provided in accordance with the approved details prior to the first occupation of the development and thereafter permanently retained.

REASON: To ensure the provision of satisfactory waste collection facilities in the interests of amenity.

08. The development shall not be begun until a scheme for the provision of bird and bat boxes (and other 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]

09. No part of the development shall be occupied until the associated vehicle parking and turning space has been surfaced and marked out in accordance with the approved drawing. The spaces shall thereafter be kept available for parking at all 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]

10. The development hereby permitted shall not be begun until a scheme has been submitted to and approved in writing by the Local Planning Authority for covered and secure cycle parking facilities. The building shall not be occupied until the approved scheme has been implemented. The facilities save as otherwise agreed in writing by the Local Planning Authority shall be retained.

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

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

11. No development shall take place until a scheme indicating the provision to be made for disabled people to gain access to the retail unit and flats has been submitted to and approved in writing by the Local Planning Authority. The agreed scheme shall be

implemented before the building provided by the carrying out of the development is occupied.

REASON: To ensure that people with disabilities have access to the development [Relevant Policy BFBLP EN22 and M7]

12. The development hereby permitted (including any demolition) shall not be begun until details of a scheme (Working Method Statement) to control the environmental effects of the demolition and construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- (i) control of noise
- (ii) control of dust, smell and other effluvia
- (iii) control of surface water run off
- (iv) site security arrangements including hoardings
- (v) proposed method of piling for foundations
- (vi) construction and demolition working hours
- (vii) hours during the construction and demolition phase, when delivery vehicles or vehicles taking materials are allowed to enter or leave the site

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

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

[Relevant Policies: BFBLP EN25]

13. The development hereby permitted shall not be begun until a scheme has been submitted to and approved in writing by the Local Planning Authority, to accommodate:

- (a) Parking of vehicles of site personnel, operatives and visitors
- (b) Loading and unloading of plant and vehicles
- (c) Storage of plant and materials used in constructing the development
- (d) Wheel cleaning facilities
- (e) Temporary portacabins and welfare for site 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.

14. The development hereby permitted shall incorporate a surface water drainage system designed and thereafter be maintained in accordance with the approved drainage assessment (September 2014).

REASON: In the interest of amenity.

### Informatives

- 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. Before undertaking demolition works, appropriate action must be taken to check the building or structure for evidence of bats as a European protected species. Reasonable effort must also be taken to ensure no bird nests are present as these are protected under the Wildlife and Countryside Act 1981.

03. No details are required to be submitted in relation to the following conditions: 01, 02, 05 and 14.
04. The applicant is advised that the following conditions require discharging prior to commencement of construction works: 03, 04, 06, 07, 08, 10 and 11, 12, 13.
05. The following condition requires discharge prior to the occupation of the dwellings hereby approved: 09.
06. The developer should inform purchasers that there is no guarantee of future access to public car parks.

In the event of the S106 planning obligation(s) not being completed by 12th January 2016 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).