

**ITEM NO:**

Application No.

**15/00717/FUL**

Site Address:

Ward:  
College TownDate Registered:  
6 August 2015Target Decision Date:  
1 October 2015**Jomar 60 College Road College Town Sandhurst  
Berkshire GU47 0QZ**

Proposal:

**Erection of two semidetached 3 no bed dwellings following the demolition of the existing dwelling and outbuilding.**

Applicant:

Knightswood Homes Ltd

Agent:

The Edwards Irish Partnership LLP

Case Officer:

Katie Walker, 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 for the demolition of the existing bungalow at 60 College Road and its replacement with a pair of three bedroom semi detached houses, with parking to the front. These 2 new dwellings would take access off College Road.

1.2 The proposed development relates to a site within the settlement boundary and is therefore acceptable in principle. It would not adversely affect the residential amenities of neighbouring properties and would not adversely impact upon the character and appearance of the surrounding area. The proposals would be acceptable in terms of highway safety and parking subject to the recommended conditions. Relevant conditions will be imposed in relation to detailed design, biodiversity and sustainability and a section 106 agreement will be entered into in relation to impacts on the SPA.

<b>RECOMMENDATION</b>
Planning permission be granted subject to conditions in Section 11 of this report and a section 106 agreement relating to mitigation measures for the SPA.

### **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>
Within settlement boundary
Character Areas SPD, Sandhurst Study Area, Area E
Within 5km of the SPA

3.2 The 0.04 ha site is occupied by the bungalow Jomar, at 60 College Road. The existing dwelling has been vacant for some time, with overgrown planting around and within the house itself and to the front of it. It is bounded to the north by 62 College Road (which forms a pair of semi detached houses with number 64 College Road), to the south by 58 College Road (which forms a pair of semi detached houses with number 56 College Road), to the west by College Road itself and to the east by a long strip of vacant land, which is the subject of a separate application for four semi detached houses (ref. 15/00718/FUL). The majority of the houses on College Road are two storeys, including the houses next to and opposite the site. On-street parking is generally un-restricted on College Road in the local area, though parking is restricted around the junction with The Breech and along The Breech itself.

3.3 While there are a number of Tree Preservation Order (TPO) trees to the east of the site, this proposal is in excess of 35 metres from these and will have no impact on them.

3.4 The site is located in an urban setting within a defined settlement as shown on the Bracknell Forest Policies Map.

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

4.1 Application 2420: Bungalow. Unconditional approval granted 1954

Application 4955: Additions. Unconditional approval granted 1958

There is also an application for 4 houses to the rear of 60 College Road, reference 15/00718/FUL.

## **5. THE PROPOSAL**

5.1 The proposal is for the demolition of the existing dwelling and the erection of a pair of three bedroom semi-detached houses. The houses would be constructed of facing brick with contrasting brick string courses. The proposed roofs would have concrete interlocking tiles. The dwellings would face and be accessed directly from College Road, with four on-site parking spaces provided outside the front of the dwellings.

## **6. REPRESENTATIONS RECEIVED**

### Town Council

6.1 Sandhurst Town Council raised no objections to the application.

### Other Letters of Representation

6.2 Five letters of objection were received. The issues raised are summarised as follows [Officer note: Some objection letters were written to apply to both this application and the application to the rear of College Road, ref. 15/00718/FUL. The objections relating specifically to the 4 houses have been recorded in the report for that application]:

- Insufficient parking when considered cumulatively with the proposals for 4 houses.
- The existing bungalow should be replaced with one house and the access road to the 4 house development should be alongside it
- Access should be provided directly onto College Road for the larger 4 house scheme, and it therefore follows that this application should be refused.
- What is the plan for asbestos in the current building.
- Highway safety concerns as there have been 3 serious rear-end collisions within the last 3 years due to poor visibility at the junction of College Road and The Breech
- Consideration should be given to improved parking and vehicle access.
- How will vermin be contained and removed during demolition
- Biodiversity with regards to bats, barn owls, slow worms and reptiles.
- Tree protection
- Parking stress

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

7.1 The following consultees have provided comments on the application, summarised below and within the report:

Tree Service: The planning officer should consider the information provided by the applicant alongside the potential impact that the development may have on trees and landscape.

Biodiversity Officer: No objections subject to conditions.

Environmental Health: Conditions recommended.

Transportation 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:

	<b>Development Plan</b>	<b>NPPF</b>
General policies	CP1 of SALP, CS1 and CS2 of CSDPD	Consistent
Housing	CS15 of CSDPD	Consistent
Design	CS7 of CSDPD, Saved policy EN20 of BFBLP	Consistent
Parking	Saved policy M9 of BFBLP	Consistent
Transport	CS23 of CSDPD	Consistent
Sustainability	CS10 and CS12 of CSDPD	Consistent
SPA	SEP Retained Policy NRM6, Saved Policy EN3 of CSDPD and Policy CS14 of CSDPD	Consistent
Trees, biodiversity and landscaping	Saved policy EN1 and EN2 of BFBLP, CS1 of CSDPD.	Consistent
Noise and pollution	Saved policy EN25 of BFBLP	Consistent
<b>Supplementary Planning Documents (SPD)</b>		
Thames Basin Heath Special Protection Area (SPD)		
Character Areas (SPD)		
Parking standards (SPD)		
<b>Other publications</b>		
National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG)		
CIL Charging Schedule		
BRE Site Layout planning for Daylight and Sunlight: A Guide to Good Practice 2011.		

## 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 considerations
- vi SPA
- vii Sustainability
- viii Community Infrastructure Levy

### i. PRINCIPLE OF DEVELOPMENT

9.2 The application site is located within a defined settlement as designated by the Bracknell Forest Borough Policies Map and is a previously developed site. The proposals would provide two new dwellings, which is a net increase of one, contributing to the supply of housing within the Borough. Therefore, the principle of development on this site is acceptable.

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

9.3 The Sandhurst Study Area E (College Town) of the Character Areas SPD sets out, in

summary, that the character area is defined by its distinct street and plot pattern and is distinguished by its long straight roads. The following relevant recommendations are set out in the SPD:

- Small infill development and redevelopment of individual plots may not be detrimental to the character of this area;
- Infill development should be in character and set out around an orthogonal street pattern (i.e. not designed around typical highways requirements);
- Along the street frontage plots should be developed separately for housing;
- Road frontage treatment should be enhanced;
- The road alignment and dominance of plot pattern should be maintained.

9.4 The site fronts College Road, in between two pairs of semi detached houses. Its replacement with a pair of semi detached houses would be in keeping with these, and would be of a comparative plot size to the neighbouring properties. Numbers 62 and 64 College Road have a combined width of 7.5 metres. Number 58 and 56 College Road have a combined width of 10 metres. The proposed houses would have a combined width of 9.55 metres, as do numbers 39 and 41, opposite the site. The layout of the proposals would therefore be in keeping with the urban grain of the surrounding area, and would be in line with the recommendation of the Character Area SPD in terms of the redevelopment of an individual plot and maintaining the road alignment and plot pattern.

9.5 The existing dwelling is detrimental to the appearance of the College Road, as it is vacant, derelict and very overgrown with vegetation. The proposals would remove the existing house and associated overgrown vegetation. The proposed houses would be constructed from brick, with brick courses above the windows. They would have interlocking concrete roof tiles and open porches. Each house would have a gable to the rear with patio doors to the garden. Examples of these features can be seen elsewhere in College Road. The floorplans of the houses would mirror each other. Each would have a kitchen and WC accessed from the hallway, with a dining/living room to the rear at ground floor. The first floors would comprise three bedrooms, one with en-suite, and a bathroom.

9.6 The proposals are in keeping with the surrounding residential development in terms of plot pattern and design, in line with the Character Area SPD. It is therefore considered that the development would not result in an adverse impact on the character and appearance of the area and the removal of the existing bungalow and associated overgrown vegetation would have a positive impact on the streetscene. It would therefore not be contrary to CSDPD Policy CS7, BFBLP 'Saved' Policy EN20 or the NPPF.

### **iii. IMPACT ON RESIDENTIAL AMENITY**

9.7 The proposed pair of semi detached houses would replace an existing bungalow in a residential road. Number 62 is approximately 2.4 metres from the proposed dwelling on Plot 1, which is the same distance as the existing bungalow. Number 62 has two windows in its southern elevation, which would face on to the side elevation of the proposed dwelling on Plot 1. One serves the porch and the other is a high level, frosted window serving a kitchen/dining room. A loss of light exercise to this window was carried out in relation to both the existing bungalow (which is 7.3 metres tall and 4.9 metres tall at its closest point to 62 College Road) and the proposed houses (which would be 8.5 metres tall), and the line at a 25 degree angle intersected the proposals in both cases. This demonstrates that the proposed houses would not significantly worsen the existing situation to this window. This room, however, has a secondary source of light to the rear of the house. A 45 degree angle drawn on plan marginally intersected the very edge of the proposed house, and therefore a loss of light assessment was also carried out on this window. Approximately 50% of the window would be covered. This is considered to be an

acceptable level of loss of light. The proposed dwelling would therefore not have a significantly more adverse impact on the side facing kitchen/dining room window of number 62 College Road than the existing bungalow and would not have an unacceptable loss of light to the rear kitchen/dining room window. In addition, the removal of the wild, overgrown planting on the existing bungalow and its boundaries as a result of the proposals is likely to improve the residential amenity of the neighbouring properties.

9.8 One window is proposed at ground floor of the northern elevation of the proposed development, closest to number 62, serving a dining room, as well as a kitchen door. While the kitchen window of the proposed dwelling would overlap with this window, the window in number 62 College Road is a high level window, whereas the windows in the proposed dwelling would be standard level windows and as such no overlooking would occur as a result of the proposed windows. According to the approved plans for 07/00007, number 62 also has a window and door to a utility room in the southern elevation. This is set back from the main eastern elevation. The proposed house would also be set back from the main northern elevation towards the rear, minimising overshadowing at this point. The proposed dwelling is shorter than the existing bungalow and together with the set back element to the rear, would not result in overshadowing or overbearing impacts which are significantly more adverse than the existing bungalow.

9.9 The dwelling to the south of the proposals, number 58 College Road, has no windows in its northern elevation, which faces the proposed dwelling on Plot 2. Therefore no loss of light or privacy concerns would occur as a result of the proposals. The proposed dwelling would be taller than the existing garage which is closest to number 58, however the removal of the overgrown planting and redevelopment of a derelict site is likely to have a positive impact on the residential amenities of the neighbouring properties. As the proposals are not as deep as 58 College Road, they cannot be considered overbearing to number 58.

9.10 The proposed dwellings have been provided with back gardens of sufficient size, and due to the layout and siting of the proposed dwellings, the amenity of future occupiers would be acceptable.

9.11 Given the proximity of the proposed development to the adjacent dwellings, there is the potential for noise and disturbance to neighbouring properties during the demolition of the existing dwelling and the construction of the proposed houses. To mitigate these impacts, conditions are recommended to restrict the hours of construction and demolition works which are audible beyond the site's boundary and to restrict delivery and collection hours to the construction and demolition site.

9.12 Due to the design and layout of the proposed houses and the positioning of the windows it is not considered that the development would result in a detrimental effect on the amenities of the residents of the neighbouring properties. The development would therefore not be contrary to BFBLP 'Saved' Policy EN20 or the NPPF.

#### **iv TRANSPORT IMPLICATIONS**

##### **Access**

9.13 These 2 new dwellings would take access off College Road, a local distributor road which is subject to a 30mph speed limit and is traffic-calmed with road humps. On-street parking is generally un-restricted on College Road in the local area, though parking is restricted around the junction with The Breech and along The Breech itself.

9.14 Considerable on-street parking was observed to occur on College Road with some

vehicles parked on verges/crossovers. A number of adjacent properties to the site (Jomar) have limited or no off-street parking. There is an existing dropped kerb which serves the existing property (Jomar) and this is proposed to be extended across the site frontage to serve the 2 new dwellings. Whilst this will result in the loss of an on-street parking space, this will improve sight-lines to the north for vehicles exiting the existing driveway. The applicant has provided drawings to demonstrate that adequate sight-lines can be achieved for vehicles exiting the two driveways due to the double yellow lines and the bollards on the verge.

9.15 The proposed parking area is within one metre of the adjacent property boundaries and therefore boundary treatments will need to be no greater than 600mm to ensure a visibility splay can be achieved between vehicles exiting driveways and pedestrians using the adjacent footway. A condition is recommended to secure this.

9.16 A shared pedestrian access (footpath) is proposed between the parking spaces for access from the adopted footway to the main front doors of the dwellings. This is shown on the Site Plans drawing (2205-06-A) as being 900mm wide which is acceptable. Each of the properties is proposed to have access through to the rear for access to bin and cycle storage.

### **Parking**

9.17 Each of these 3-bed dwellings would have 2 driveway parking spaces and these are shown on the Site Plans drawing (2205-06-A) as being 2.4 metres by 4.8 metres. The parking spaces are considered to be practical and useable and 2 spaces for a 3 bedroom house complies with parking standards.

### **Trips**

9.18 These 2 new dwellings could generate in the region of 12 two-way trips over the course of a typical day with 2 of these in both the morning and evening peak periods. The development, if permitted, would be liable for CIL charges and financial contributions could be used to fund general transport improvements in the area to mitigate the highway impacts of this development.

9.19 Subject to the proposed conditions, the application is in line with CSDPD Policy CS23 and Saved Policy M9 of the BFBLP.

## **v BIODIVERSITY IMPLICATIONS**

### **Bats**

9.20 The ecological reports submitted with the application show that the existing building is not currently a bat roost. Conditions are recommended to secure protection for biodiversity and biodiversity improvements in line with the NPPF, including: avoiding site clearance and demolition during the main bird-nesting period; securing a scheme of bird and bat boxes; and requiring an additional bat survey should the works commence 2 years or more from the date of the previous bat survey.

9.21 Subject to these conditions, the Council's Biodiversity Officer is satisfied that the proposals would protect and enhance biodiversity and the proposals would be acceptable in biodiversity terms, in line with CSDPD Policies CS1 and CS7, and 'Saved' BFBLP policy EN3.

### **vi SPA**

9.22 The Council, in consultation with Natural England, has formed the view that any net increase in residential development between 400m and 5km straight-line distance from the Thames Basin Heath SPA is likely to have a significant effect on the SPA, either alone or in-combination with other plans or projects. This site is located approximately 1.27 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.

9.23 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 including a contribution to Suitable Alternative Natural Greenspace (SANG). In this instance, the development would result in a net increase of one 3-bedroom dwelling. 3 bedroom dwellings require a contribution of £2,171. The total SANG contribution is therefore £2,171.

9.24 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. 3 bedroom dwellings require a contribution of £711. The total SAMM contribution is therefore £711.

9.25 The total SPA related financial contribution for this proposal is £2,882. The applicant has agreed to enter into a S106 agreement to secure this contribution. Subject to the completion of the S106 agreement, the proposal would not have an unacceptable impact on the SPA and would comply with SEP Retained Policy NRM6, CS14 of CSDPD and the NPPF.

## **vii SUSTAINABILITY**

9.26 CS Policy CS10 seeks to ensure the best use of natural resources, and CS12 requires 10% of energy requirements for 5 or fewer dwellings to be generated from on-site renewables. This is in line with paragraph 97 of the NPPF, which seeks to promote energy from renewable and low carbon sources. A condition will secure the submission of a sustainability statement to demonstrate that the proposals can meet these requirements. A condition will also be included to ensure that the development will be SuDS compliant, in line with the NPPF and CSDPD Policy CS1.

9.27 Subject to these conditions, the application is acceptable with regards to CSDPD Policies CS10, CS12 and the provisions of the NPPF.

## **viii COMMUNITY INFRASTRUCTURE LEVY (CIL)**

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

9.29 CIL applies to any new build (except outline applications and some reserved matters applications that leave some reserved matters still to be submitted), including extensions of 100 square metres of gross internal floor space, or more, or new build that involves the creation of additional dwellings.

9.30 In this case, the proposal would be CIL liable as it comprises the creation of 2 new dwellings, totalling 152.2 sq.m. of floorspace (GIA). The building to be demolished was last used in 2010 and therefore has not been occupied for 6 months



continuously in its lawful use in the last 3 years and as such no off-set of floorspace can be applied. The entire amount of new floorspace may therefore be CIL liable.

## 10. CONCLUSIONS

10.1 The proposed development relates to a site within the settlement boundary and is therefore acceptable in principle. It would not adversely affect the residential amenities of neighbouring properties and would not adversely impact upon the character and appearance of the surrounding area. No highway safety implications will arise subject to the imposition of conditions. Relevant conditions will be imposed in relation to detailed design, biodiversity and sustainability. A legal agreement will secure contributions for SPA mitigation and the scheme is CIL liable. The proposal is therefore considered to be in accordance with 'Saved' Policies EN20 and M9 of the BFBLP, CS1, CS2, CS7 and CS23 of the CSDPD and Policy CP1 of the SALP, all in accordance with the NPPF.

## 11. RECOMMENDATION

**Following the completion of planning obligation(s) under Section 106** of the Town and Country Planning Act 1990 relating to measures to avoid and mitigate the impact of residential development upon the Thames Basins Heath Special Protection Area (SPA);

That the Head of Planning be authorised to **APPROVE** the application subject to the following condition(s):-

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

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

02. The development hereby permitted shall be carried out only in accordance with the following approved plans received by the Local Planning Authority on 15 July 2015:

2205 06 A Site Plans

2205 05 A Plans and Elevations

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

- 03 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]

- 04 The development hereby permitted shall not be begun 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 any of the buildings 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]

- 05 The development shall not be begun until a scheme depicting hard and soft landscaping has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include a 3 year post planting maintenance schedule. All planting comprised in the soft landscaping works shall be carried out and completed in full accordance with the approved scheme, in the nearest planting season (1st October to 31st March inclusive) to the completion of the development or prior to the occupation of any part of the approved development, whichever is sooner. All hard landscaping works shall be carried and completed prior to the occupation of any part of the approved development. As a minimum, the quality of all hard and soft landscape works shall be carried out in accordance with British Standard 4428:1989 'Code Of practice For General Landscape Operations' or any subsequent revision. All trees and other plants included within the approved details shall be healthy, well formed specimens of a minimum quality that is compatible with British Standard 3936:1992 (Part 1) 'Specifications For Trees & Shrubs' and British Standard 4043 (where applicable) or any subsequent revision. Any trees or other plants which within a period of 5 years from the completion of the development, die, are removed, uprooted, are significantly damaged, become diseased or deformed, shall be replaced during the nearest planting season (1st October to 31st March inclusive) with others of the same size, species and quality as approved.  
REASON: In the interests of good landscape design and the visual amenity of the area.  
[Relevant Policies:BFBLP EN2 and EN20, CSDPD CS7]
- 06 No demolition or construction work shall take place outside the hours of 8:00 am and 6:00 pm Monday to Friday; 8:00 am and 1:00 pm Saturday and not at all on Sundays and Public Holidays.  
REASON: In the interests of the amenities of the area.  
[Relevant Policies: BFBLP EN25]
- 07 During the demolition and construction phases, no deliveries shall be taken at or dispatched from the site outside the hours of 8:00 am and 6:00 pm Monday to Friday; 8:00 am and 1:00 pm Saturday and not at all on Sundays and Public Holidays.  
REASON: In the interests of the amenities of the occupiers of nearby residential premises.  
[Relevant Policies: BFBLP EN25]
- 08 No dwelling shall be occupied until vehicular access as shown on drawing 2205 06 A has been constructed.  
REASON: In the interests of highway safety.  
[Relevant Policies: Core Strategy DPD CS23]
- 09 No dwelling shall be occupied until a plan showing visibility splays has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details. The visibility splays shall at all times thereafter be kept free of all obstructions to visibility over a height of 0.6 metres measured from the surface of the adjacent carriageway.  
REASON: In the interests of highway safety.  
[Relevant Policies: Core Strategy DPD CS23]
- 10 No dwelling shall be occupied until the associated vehicle parking has been surfaced and marked out in accordance with the approved drawings. 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]

- 11 No dwelling shall be occupied until a scheme has been submitted to and approved in writing by the Local Planning Authority for cycle parking facilities. The approved scheme shall be implemented prior to the occupation of any dwelling. The facilities shall be retained.

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

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

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

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

REASON: In the interests of nature conservation

[Relevant Plans and Policies: BFBLP EN3 CS1, CS7]

- 14 The demolition 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]

- 15 If more than 2 years elapse between the previous bat survey and the due commencement date of works, an updated bat survey shall be carried out by a suitably qualified ecologist. A report confirming the results and implications of the assessment, including any revised mitigation measures, shall be submitted to the Local Planning Authority before construction works commence on site. The revised mitigation measures shall be implemented.

Reason: To ensure the status of bats on site has not changed since the last survey.

- 16 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]

- 17 The development shall not be begun until an Energy Demand Assessment has been submitted to and approved in writing by the Local Planning Authority. This shall demonstrate that a proportion of the development's energy requirements will be provided from on-site renewable energy production (which proportion shall be 10%). The buildings thereafter constructed by the carrying out of the development shall be in accordance with the approved assessment and retained in accordance therewith.

REASON: In the interests of the sustainability and the efficient use of resources.  
[Relevant Plans and Policies: CSDPD Policy CS12]

- 18 The development shall incorporate surface water drainage that is SuDS compliant and in accordance with DEFRA "Sustainable Drainage Systems - Non-statutory technical standards for sustainable drainage systems" (March 2015). It shall be operated and maintained as such thereafter.

REASON: To prevent increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage scheme.  
[Relevant Policies: CSDPD CS1, BFBLP EN25]

Informative(s):

01. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission subject to conditions, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

02. No details are required to be submitted in relation to the following conditions; however they are required to be complied with:

1. Commencement
2. Approved Plans
6. Construction hours
7. Delivery hours
8. Vehicular access
10. Parking

Details are required to be submitted in relation to the following conditions:

3. Materials
4. Means of enclosure
5. Hard and soft landscaping
9. Visibility splays
11. Cycle parking
12. Construction management plan
13. Impact on birds
14. Bird and bat boxes
15. Updated bat survey
16. Sustainability Statement
17. Energy Demand Assessment
18. SuDS

- 03 The Streetcare Team should be contacted at Department of Transport & Transportation, Time Square, Market Street, Bracknell, RG12 1JD, telephone

01344 352000, to agree the access construction details and to grant a licence before any work is carried out within the highway. A formal application should be made allowing at least 4 weeks notice to obtain details of underground services on the applicant's behalf.

#### 04 Thames Water comments:

Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes it is recommended that you contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. You can contact Thames Water on 0800 009 3921 or for more information please visit [www.thameswater.co.uk](http://www.thameswater.co.uk).

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921.

With regard to water supply, this comes within the area covered by the South East Water Company. For your information the address to write to is - South East Water Company, Rocfort Road, Snodland, Kent, ME6 5AH, Tel: 01444-448200

#### **In the event of the S106 agreement not being completed by 25 January 2016, the Head of Planning be authorised to refuse the application on the grounds of:**

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).

The application file to which this report relates can be viewed at the Council's Time Square office during office hours or online at [www.bracknell-forest.gov.uk](http://www.bracknell-forest.gov.uk)